



River Terrace Residential Development Project (2020)

Addendum to the 2005 River Terrace Residential Project
Environmental Impact Report
SCH# 2004061107

prepared by
City of Lompoc
Community Development Department
100 Civic Center Plaza
Lompoc, California 93425
Contact: Brian Halvorson, Planning Manager

prepared with the assistance of
Rincon Consultants, Inc.
1530 Monterey Street, Suite D
San Luis Obispo, California 93401

September 2021



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

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Introduction

This document is an Addendum to the 2005 River Terrace Residential Project Environmental Impact Report (EIR), prepared in compliance with the California Environmental Quality Act (CEQA), Public Resources Code §21000, et seq., as amended, and implementing *CEQA Guidelines*, Title 14, Chapter 3 of the California Code of Regulations. The 2005 Final EIR evaluated the construction and operation of a planned residential development with 308 residential units, 17,666 square-feet of commercial in two lots, recreation, and on-site amenities. The Final EIR was previously subject to one other addendum, which was prepared in October 2006 to evaluate if there would be any additional biological resource impacts from a bikepath located just outside the original project footprint. The purpose of this Addendum is to analyze the environmental impacts of the currently proposed River Terrace Residential Development Project (2020), herein referred to as the “Proposed Project.” The Proposed Project involves

This Addendum has been prepared in accordance with the relevant provisions of CEQA and the *CEQA Guidelines* as implemented by the City of Lompoc. According to Section 15164(b) of the *CEQA Guidelines*, an addendum to an EIR is the appropriate environmental document in instances when “only minor technical changes or additions are necessary or none of the conditions described in Section 15261 calling for the preparation of a subsequent EIR have occurred.” Section 15162(a) of the *CEQA Guidelines* states no subsequent EIR shall be prepared for a project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration,
 - B. Significant effects previously examined will be substantially more severe than shown in the previous EIR,
 - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or
 - D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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The changes that are being proposed with the revised project are minor in the sense they would not create potentially significant environmental impacts in addition to those already identified in the 2005 Final EIR for the Approved Project. The Proposed Project would also not substantially increase the magnitude or severity of impacts that were previously identified. This addendum does not require public circulation because it does not provide significant new information that changes the 2005 Final EIR for the Approved Project in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the revised project or a feasible way to mitigate or avoid such an effect.

This Addendum includes a description of the Proposed Project, and a discussion of the environmental consequences of the proposed project changes and a comparison of all Appendix G environmental issue areas, specifically focusing on air quality, cultural resources/tribal cultural resources, and noise.

The City of Lompoc shall consider this Addendum with the 2005 Final EIR prior to making a decision on the revised project. The 2005 River Terrace Residential Project Final EIR is available for review at the City of Lompoc: <https://www.cityoflompoc.com/government/departments/economic-community-development/planning-division/environmental-documents/approved-public-projects>

Previous Environmental Review

This section provides an overview of the 2005 Final EIR, to provide context for this Addendum.

Project Analyzed in July 2005 Final EIR

A Final Environmental Impact Report (EIR) for the River Terrace Residential Project was prepared in July 2005 and a Notice of Determination (NOD) filed with the State Clearinghouse on August 19, 2005. An Addendum to the EIR was prepared in October 2006 to evaluate if there would be any additional biological resource impacts from a bikepath located just outside the original project footprint. The project analyzed in the July 2005 Final EIR (Approved Project) included the construction of 308 residential units, 17,666 square feet of commercial floor area in two commercial lots totaling 1.62 net acres, a 9,110-square-foot community recreation center, a 3 acre private park, and a 1.2 acre community garden on the project site. The residential component of the Approved Project included 62 single-family, patio homes on individual lots with zero lot lines, 65 townhomes, and 181 attached condominium units. In addition, 15 percent of the 308 units were proposed as affordable low-income to moderate-income units, with at least 40 percent of those units used for very low-income households.

Setbacks to structures and landscape buffers were included on the west and north sides (80-feet) and east sides of the development, and walls were proposed on the north (6-foot) and west sides (8-foot) of the project site to buffer the single family to the north of the project site, and to buffer the residences along the western property line from the adjacent industrial development. Landscaping included vegetated swales and bio-filtration basins. The entrance featured fountains and a row of trees were proposed on the western property line to buffer wind.

The Approved Project also included a Class I bike path extending north from the property to connect to the terminus of the existing bike path at Riverside Drive just north of its intersection with College Avenue, from there traveling the length of the eastern boundary and from there to the intersection of Laurel and 12th Avenue. The 2006 EIR Addendum described additional vegetation within the bikepath area, including coastal scrub and disturbed riparian habitat.

The commercial component of the Approved Project included two buildings located near the site entrance at the intersection of East Laurel Avenue and North 12th Street.

The Approved Project included a proposed 10-inch diameter sewer line to connect to a 24-inch main at 3rd and College Avenue. This would require approximately 1,900 feet of trenching to install the connection. Water was proposed to connect to a 10-inch line at 8th and College Avenue. Electric service was to connect at 12th and Industrial Way. Southern California Gas, Comcast Cable and Verizon (now Frontier) were to serve the project with gas, television and telephone service.

The 115,000 volt Pacific Gas and Electric (PG&E) electrical line transferring electricity to the City's electric company was to be relocated to the eastern edge of the project site in a 35-foot easement within a 50-foot setback from the eastern property line.

The Approved Project would have required 170,000 cubic yards of cut and 60,000 cubic yards of imported fill material to even out the site, which has two levels prior to grading. A 30-foot graded slope was to extend onto the City owned property to the east, to allow building area on-site to be maximized. A substantial portion of the eastern portion of the project site is located within the 100-year flood plain.

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The Approved Project also included off-site improvements, including widening of East Laurel Avenue, installation of traffic control devices at the intersection of East Laurel Avenue and North 12th Street, and removal of the Union Pacific Railroad line between North 7th Street and North 12th Street. Two bus stops with shelters were proposed as well, on Laurel Avenue adjacent to the condominiums and within the development at the Community Center.

River Terrace Residential Development Project (2020)

1. Lead Agency Name and Address

City of Lompoc
Community Development Department
100 Civic Center Plaza
Lompoc, CA 93436

2. Contact Person and Phone Number

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(805) 875-8213
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3. Project Location

The project is located at 1701 East Laurel Avenue, a 24.9-acre (25.46 acres gross) site located adjacent to the Santa Ynez River in the southeastern portion of the City of Lompoc. Regional access to the site is provided via State Route 246, which links the City to Highway 101 to the east and Highway 1. East Laurel Avenue and North 12th Street provide direct local access to the project site. Figure 1 and Figure 2 depict the regional location and project site location. A portion of the site is within the 100-year flood plain

4. Surrounding Land Uses and Setting

Low-density residential uses are located to the north, light industrial and business park uses to the south, open space and the Santa Ynez River to the east, and light industrial land uses to the west of the project site.

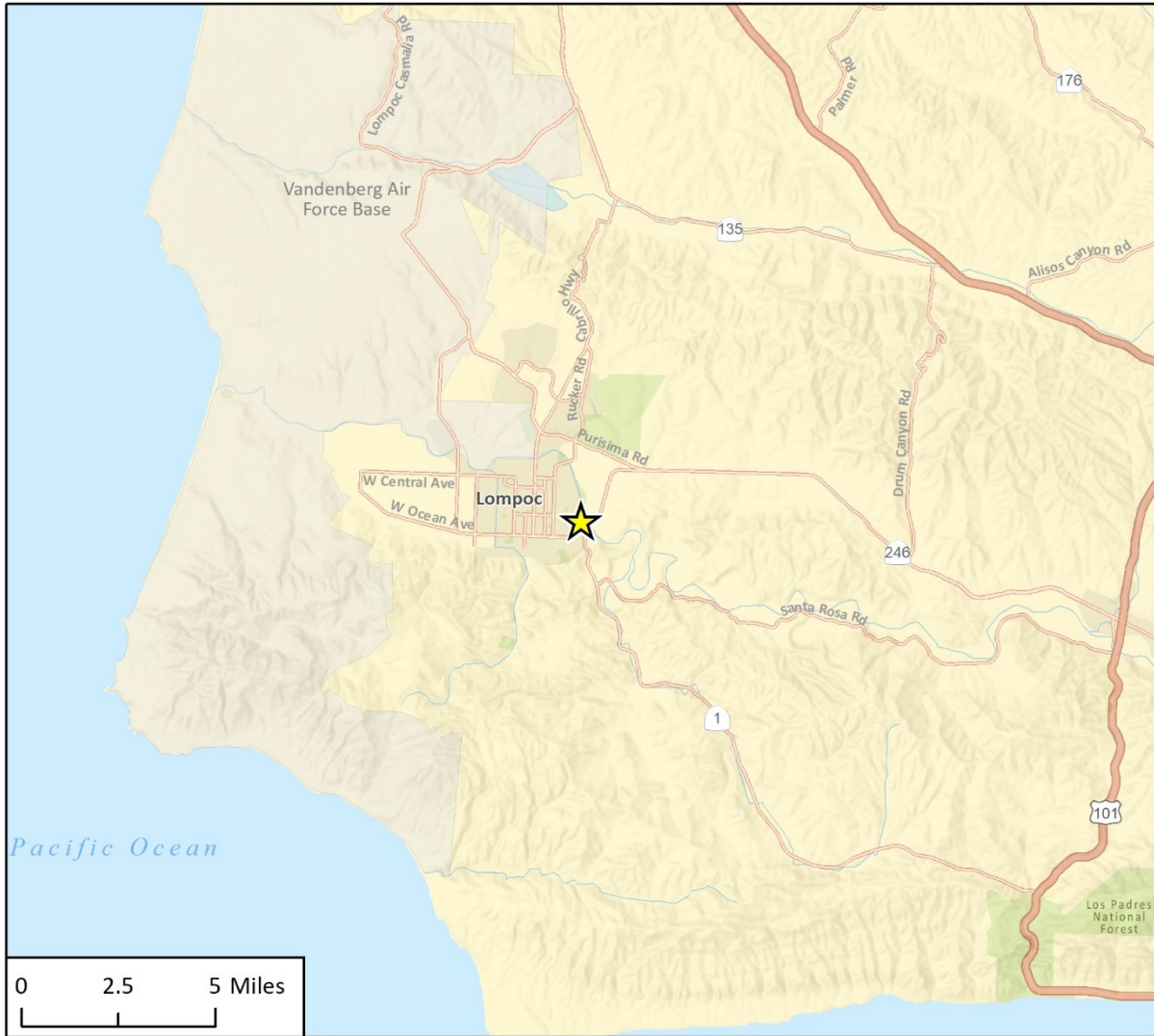
5. Project Sponsor's Name and Address

Mike Badner
William Homes
51 Zaca Lane, Suite 110
San Luis Obispo, CA 93401

6. General Plan Designation

<u>Parcel</u>	<u>General Plan Designation</u>
099-141-021	MDR - Medium Density Residential and GC – General Commercial
099-141-026	City-owned / SB County
099-141-030	City-owned / SB County

Figure 1 Regional Location



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★ Project Location N

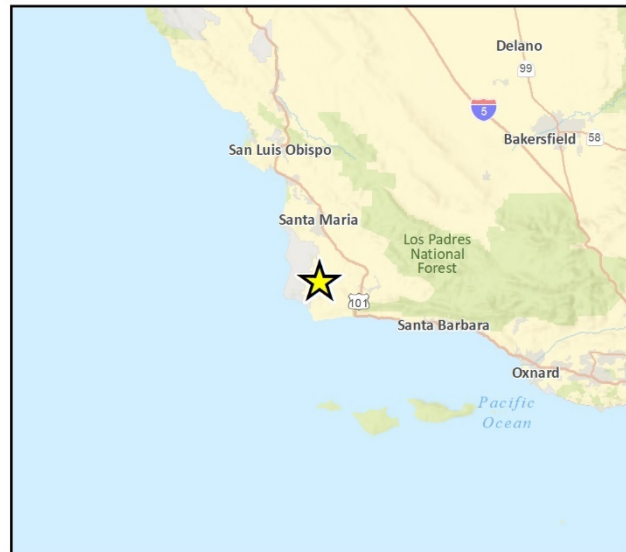


Fig 1 Regional Location

Figure 2 Project Site



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Fig. 2 Project Location

7. Zoning Designation

<u>Parcel</u>	<u>Zoning Designation</u>
099-141-021	R2PD - Medium Density Residential Planned Development Overlay and PCD – Planned Commercial Development
099-141-026	City-owned / SB County
099-141-030	City-owned / SB County

8. Description of Project

The Proposed Project includes subdivision (Vesting Tentative Map to include condominiums) of the existing lot into five residential lots and two commercial lots. The Proposed Project would develop approximately 25 acres in total, including 257 residential units (10 percent affordable), 7.1 acres of common open space, and 2.8 acres of exclusive use area, on five residential lots. Off-site drainage improvements and a connecting bikeway are proposed on adjacent properties to the east and north east. The two commercial lots are not included in the project’s development plan. The project components are summarized in Table 1 and are discussed in greater detail below. Figure 3 shows the site plan for the Proposed Project and Figure 4 shows the Vesting Tentative Map.

Table 1 Project Summary

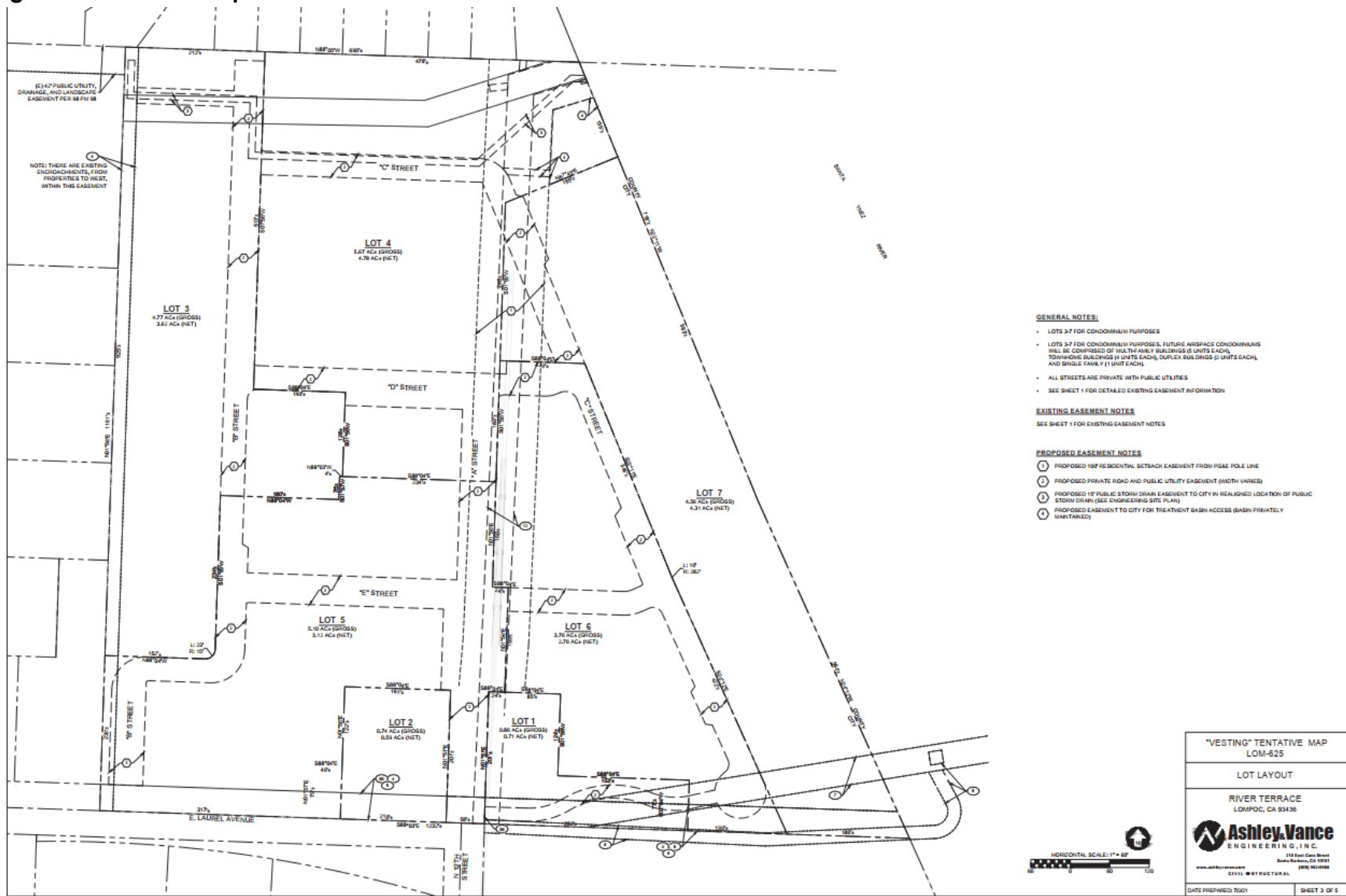
Site Area	
Residential (on-site)	23.28 acres
Commercial (on-site)	1.6 acres
Total	24.92 acres
Residential Units	
Single-family detached homes	106 units
Duplex homes	76 units
Townhomes	75 units
Total	257 units
Parking	
Garage	514 spaces
Guest Parking (parallel)	66 spaces
Guest Parking (head in)	42 spaces
Total	622 spaces
Open Space	
Common area	307,928 sf (7.1)
Private area	124,334 sf (2.8 ac)
Total	432,262 sf (9.9 acres)

Figure 3 Site Plan



Source: William Hezmalhalch Architects, Inc., 2020.

Figure 4 Tentative Map



Residential Component

The housing configuration would include 257 condominium units which would be comprised of 106 single-family detached homes, 76 duplex homes, and 75 townhomes in 2-story buildings. The architectural design scheme would include Spanish, modern Spanish, and contemporary farmhouse themes. Each unit would include a two-car garage, and private open space.

The 106 single-family detached homes include buildings with heights of 26, 27, and of 29-feet. The single-family detached homes would include 3-bedroom and 4-bedroom units with the following three floor plans:

- Floor plan 1: 1,603 square feet, 3 bedrooms, 2.5 bath
- Floor plan 2: 1,973 square feet, 4 bedrooms, 3 bath, optional office/loft
- Floor plan 3: 2,128 square feet, 4 bedrooms, 3 bath

The 76 duplex homes would include buildings with heights of 26, 27, and of 29-feet. The duplex homes would include 2-bedroom and 3-bedroom units with the following two floor plans:

- Floor plan 1: 1,563 square feet, 3 bedrooms, 2.5 bath, flex space for office/play area or optional 4th bedroom
- Floor plan 2: 1,617 square feet, 3 bedrooms, 2.5 bath

The 75 townhomes would be 29-feet in height. The townhomes would include 2-bedroom and 3-bedroom units with the following two floor plans:

- Floor plan 1: 1,345 square feet, 2 bedrooms, 2.5 bath, flex space for office/play area
- Floor plan 2: 1,550 square feet, 3 bedrooms, 2.5 bath

Commercial Parcels

The two commercial parcels would be located at the southern project entrance at the intersection of East Laurel Avenue and North 12th Street. Figure 3 shows the location of the two commercial parcels. The commercial parcels total 1.6 acres and are not proposed for development as part of the Proposed Project. However, up 17,666 square feet of commercial uses could be constructed on the commercial parcels as part of a future project.

Recreational and Site Amenities

The Proposed Project would include a centralized common park area with a natural lawn, a synthetic lawn area for recreational activities, covered picnic areas, barbeques, and a fire pit area. A par-course would be located along a decomposed pathway adjacent to a dog park which has segregated areas for large and small or timid dogs.

A community garden with pedestrian trails would be located at the southeast corner of the project. This area would contain lawn areas, a native garden, and decomposed granite pathway. A small park would also be located in the southwestern portion of the project site.

Circulation Improvements

ACCESS AND CIRCULATION

The Proposed Project includes three main access points at the south project site boundary, which would provide site access from East Laurel Avenue. The main project site entrance is proposed at the intersection of East Laurel Avenue and North 12th Street, as an extension of North 12th Street. The second entrance would be located approximately 50 feet from the southwestern corner of the project site and would be gated for resident access only. The third entrance would be located between the main entrance and the westernmost entrance and would be used for emergency access to the project site. A fourth access point would occur east of the intersection of East Laurel Avenue and North 12th Street and would be used as one-way egress for residents as well as for emergency vehicle ingress.

Access roads are also proposed throughout the project site to provide access to the residential units. The internal private street network would be constructed to applicable City standards and would be owned and maintained by the Homeowner's Association.

Off-site improvements would include installation of curb, gutter, and sidewalks and dedication of a 40-foot right-of-way and public utilities easement. In addition, a traffic control device would be installed at the intersection of East Laurel Avenue and North 12th Street.

PUBLIC TRANSPORTATION STOPS

The Proposed Project includes installation of one bus stop on East Laurel Avenue west of North 12th Street.

BIKE PATH

A Class I¹ bike path is proposed east of the project site, on a combination of City properties. As shown in Figure 3, the bike path could be accessed from the northeast and southeast corner of the development, where it would join the Class I bike path along the eastern landscaped buffer. The new bike path will connect to the existing terminus of the path that ends just north of the intersection of College Avenue and Riverside Drive, which is north of the project on City property. The path will extend along the east side of the project boundary and turn at the southeastern corner of the project site and transition to a Class III bikeway within the one-way egress road to join the extension of Laurel Avenue turning into a Class II bikeway once it reaches the public street.

Proposed Parking

Based on parking standards contained in the City's Comprehensive Zoning Code, the residential uses proposed on the project site would require a total of 514 parking spaces. A total of 622 parking spaces would be provided on the project site which equates to 2.4 spaces per residential unit. Each of the 257 housing units includes a 2-car garage for a total of 514 parking spaces. In addition, 108 guest parking spaces would be provided throughout the project site.

¹ Class I bike paths are bikeways that provide for bicycle travel on a right-of-way completely separated from any street or highway. The paths may be located along alignments parallel to streets or unrelated alignments as long as there is no encroachment from motor vehicle or pedestrian traffic except at grade intersections.

Buffers and Setbacks

The proposed project would remove 117 existing trees and retain 9 existing trees on-site. The project would include landscaped buffers along the project site boundary. The northern property line would include a 10 foot setback, the southern property line would include 42 foot and 82 foot setbacks, the eastern property line would include a 24 foot setback, and the western property line would include 30 foot and 86 foot setbacks (refer to Figure 3, Site Plan). A minimum 50 foot residential setback buffer is planned from the centerline of the existing PG&E pole line.

In addition to the landscaped buffer, a combination 6-foot block retaining wall and 6-foot curb-mounted tube steel fence would be installed along the eastern property boundary. A 6-foot vinyl fence would be installed along the western property boundary. An existing 8-foot block wall would remain along the northern property boundary. The southern project boundary along East Laurel Avenue would be gated. The first row of residential exterior use areas adjacent to East Laurel Avenue would include six-foot masonry walls.

Grading

The entire project site would be graded. In addition, grading would occur in the East Laurel Avenue right-of-way and City property east of the project site, for a total grading area of approximately 25 acres. Cut from the western portion of the project site would be relocated to the eastern portion of the project site to maintain a similar grade across the property. On the east boundary of the property a security fence and wall, along with a rock lined level-spreader for storm water basin overflow is to be constructed. On the City property, adjacent to the east, an 8-foot asphalt Class I bikeway will be constructed with 2-foot shoulders on each side. Concrete box culverts will convey storm water under the bikeway to drain onto the city property. Fill would be placed in the Santa Ynez River Flood Hazard Zones AE and X along the eastern boundary of the project site to elevate the proposed residential structures above the floodplain.

The Proposed Project would require approximately 133,600 cubic yards of cut and 133,800 cubic yards of fill. Grading for the bike path would require 1,200 cubic yards of cut and 1,800 cubic yards of fill, for a net import of 200 cubic yards. All other earthwork would be balanced at 132,000 cubic yards of cut and 132,000 cubic yards of fill.

Drainage Improvements

The proposed drainage improvements would include on-site gutters and storm drain pipes to route storm water runoff from all proposed hardscape areas to a proposed infiltration basin located in the northeast corner of the project site. The 6-foot deep, 79-foot by 93-foot infiltration basin would provide 45,320 cubic feet of storm water storage to capture and infiltrate storm water. During storm events exceeding the design storm (85th percentile, 24-hour storm), overflow would be routed via a weir to a rock-lined level spreader and box culvert under the proposed bike path to dissipate flows prior to discharge to the Santa Ynez River. A 6-foot tall wrought iron fence would be installed around the perimeter of the basin for security.

A bypass system for the existing 24-inch storm drain that crosses the project site along the northern boundary would be installed to reroute flows around the proposed residential buildings. Manhole connections would be constructed at both ends of the existing storm pipe. No additional storm water runoff would be introduced to this storm drain system compared to existing conditions. The drain will regain its original alignment where it exits the site and discharges through an existing pipe to the Santa Ynez River bed.

Utility Improvements

WATER AND SANITARY SEWER SERVICE

An on-site domestic water system, including fire hydrants, is proposed to provide domestic, irrigation, and fire flow to the proposed residential development. The water system would include two connections to the existing 10-inch water main in East Laurel Avenue to create a looped system. One connection would be near the western project entrance at the southwestern corner of the project site. The second connection would be near the main project entrance at the intersection of East Laurel Avenue and North 12th Street. The project would also include an extension of the City water line at 8th Street and E. College Avenue to the northeast portion of the project site. The existing City water main located along the eastern project boundary would be protected in place.

An on-site sewer system is proposed to serve the proposed residential development. The proposed sewer system would connect at the northwest corner of the project site to the existing City 24-inch sewer main in East College Avenue. A sewer line stub would also be provided at the at the project site's south property line east of North 12th Street for a future connection to the City sewer system.

ELECTRIC SERVICE

The project site would connect to the City's electric grid at the existing primary power vault located at the intersection of North 12th Street and Industrial Way, and include additional tie in points to vaults in the vicinity of the project site.

PG&E lines bi-sect the project site. The existing on-site 115,000 volt PG&E electrical line transferring electricity to the City's electric company would not be relocated. A revised PG&E easement of 40 feet is centered (20' each side) on the existing poles.

GAS, CABLE, AND TELEPHONE SERVICES

The Southern California Gas Company would provide natural gas services to the project site. Comcast would provide cable television via existing facilities located on Laurel Avenue near the southwest corner of the project site. Frontier Communications would provide telephone service to the project site.

Landscaping

The Proposed Project includes approximately 9 acres of open space area, comprised of 7.1 acres of common area and 2.8 acres of private area. The landscaping plan includes native, drought tolerant plants and a water-efficient irrigation system. Figure 5 shows the Proposed Project's landscaping plan. Maintenance of the exclusive use area landscaping would be provided by the property owners, while the Homeowner's Association would maintain the common area landscaping.

As discussed previously, in the central portion of the project site, a central park and dog park would contain natural and synthetic lawn areas, as shown in Figure 5. A community garden located at the southeast corner of the project site would contain lawn areas and a native garden. A small, landscaped park would also be located in the southwestern portion of the project site. Disturbed areas on the eastern boundary and property to the east will be mulched and seeded with native plants, as approved by the City of Lompoc.

Figure 5 Landscaping Plan



Lighting

Exterior lighting would be provided on the duplex and townhome units and on 14-foot-tall pole-mounted street lamps, to be located throughout the project site. Lighting would be designed such that the lights are shielded and directed downward and away from the riverbed and adjacent properties and nearby residences. In addition to the exterior lighting fixtures, the Proposed Project would include low-level lighting for security purposes.

Construction Schedule

The project is anticipated to be constructed in a series of four phases over the course of a four- to five-year period. The completion date for all phases of development associated with the proposed project is expected to occur no earlier than 2025. Off-site water and sewer improvements, the bike path from connection at the north to Laurel Avenue and the on-site and proposed off-site storm water facilities would be constructed during the first phase. All grading and public improvements would be completed during the first phase. This is anticipated to take approximately six months. The exact phase schedule for the development associated with the project would be determined based on market demand for the various housing types.

Required Approvals

The discretionary City approvals requested by the applicant include a zoning code text amendment to reduce affordable housing requirements in Redevelopment Area 2 from 15 percent to 10 percent with the option to allow off-site and/or in-lieu fees; approval of Architectural Design and Site Development Review, Vesting Tentative Subdivision Map (including condo map); issuance of grading, building, and encroachment permits; and Redevelopment Successor Agency (RDA) Board, Planning Commission and City Council review and approval.

9. Required Approvals

The Proposed Project will require the following discretionary approvals:

- Design Review
- Site Development Review
- Vesting Tentative Subdivision Map
- Zoning Text Amendment
- Grading and Building Permits

Summary of Project Changes

The Approved Project included construction of 308 residential units and 17,666 square feet of commercial uses on two commercial lots totaling 2.06 acres (gross), on approximately 25 acres. The current project is proposed on the same properties but would reduce the number of proposed residential units, including affordable housing units, and would remove the commercial component from the proposed development plans. The project applicant is proposing an updated development plan for a master planned residential community with 257 residential units, which would be a reduction of 51 residential units, and two commercial lots totaling 1.6 acres in a lot configuration similar to the original project, with one commercial site on each side of the main entry roadway. Table 2 includes a comparison of the Approved Project and the Proposed Project.

The Approved Project included subdivision of the project site into 146 lots. Six of the lots would be further subdivided into 181 air space condominium units. The Proposed Project includes subdivision of the existing lot into five residential lots (for residential condominium purposes) and two commercial lots.

The housing configuration of the Approved Project included 62 single-family homes, 65 townhomes, and 181 attached condominium units. The housing configuration of the Project revision would include 257 condominium units comprised of 106 single-family detached homes, 76 duplex homes, and 75 townhomes in 2-story buildings constructed on the five residential parcels. The Approved Project had three story residential condominium and townhome buildings while the Project revisions only includes two-story buildings. The Approved Project included 15 percent affordable units. The Proposed Project includes a Zoning Code Text Amendment to allow a reduction in the affordable housing requirement in Redevelopment Area 2 from 15 percent to 10 percent with the option to provide affordable units off site and/or pay in-lieu fees.

Table 2 Comparison of Approved Project and Proposed Project

	Approved Project	Proposed Project
Properties with proposed improvements	3	3
Residential Lot Area	997,689 sq. ft. / 23 acres	1,016,420 sq. ft. / 23 acres
Residential Units Total	308	257
Commercial Property	1.62 acres (net), w/ 17,666 square feet combined of structure on each side of the entrance roadway	2 lots of 1.6 acres combined, with up to 17,666 square feet of structure combined, on each side of the entrance roadway, as a part of a future project
Single Family Detached Homes	62	106
Townhomes	65	76
Condominiums	181	75
Exclusive open space	0	2.8 acres private open space
Amenities	9,110 sq. ft. Recreation Center	Central Park area with lawn, games, picnic areas, BBQs and fire pit
	3-acre private park	7.1 acres landscaped recreational space, with pathways, par course and dog park.
	1.2 acre community garden	Community garden
Existing Trees	85 trees protected in place 365 trees removed	9 trees protect in place 117 trees removed
Water	10-inch line connection at 8 th and College Avenue, from there east to project site	Connection in East Laurel Avenue Water line in City property to east to be protected during construction of bike path, wall and drainage.
Sewer	Connection to 24-inch main at 3 rd and College Avenue with a 10-inch line extending east to project site	Connection to 24-inch main at 3 rd and College Avenue with a 10-inch line extending east to project site

City of Lompoc
River Terrace Residential Development Project (2020)

	Approved Project	Proposed Project
Electric	Connection at 12 th and Laurel and relocation of PG&E poles to the east.	Electric main in City property to east to be protected during construction of bike path, wall and drainage. Connection to the City's electric grid would occur at the existing primary power vault located at the intersection of North 12th Street and Industrial Way, and include additional tie in points to vaults in the vicinity of the project site. No relocation of existing PG&E poles.
Solid Waste	Trash enclosures to be provided and accessible for automated refuse collection	Pull containers out to pick-up location.
Storm Water	Infiltration swales and bio-filters with drainage to a larger infiltration basin. Included a detention basin with a connection to onsite City storm sewer line and rip-rap upgrades at the City storm drain outlet.	Infiltration Basin and off-site linear discharge to City property Storm sewer line relocation around the residential development.
Gas	Southern California Gas	Southern California Gas
Telephone	Verizon	Frontier
Cable	Comcast	Comcast

Potential Impacts of Revised Project

This Addendum evaluates potential environmental impacts that could result from the Proposed Project. Appendix G of the *CEQA Guidelines* provides a checklist of environmental issues areas that are suggested as the issue areas that should be assessed in CEQA analyses. The Proposed Project was reviewed in relation to the certified 2005 Final EIR and relative to the current baseline environmental conditions in an Initial Study (see Appendix A). Accordingly, for most issue areas, the Initial Study concluded that that Proposed Project would not result in new or substantially more severe impacts that those identified in the 2005 Final EIR.

The Initial Study also determined none of the conditions that trigger the need to prepare a Subsequent EIR are likely to occur with respect to the Proposed Project. However, the Initial Study determined that an Addendum to the 2005 Final EIR should be prepared to provide additional information with respect to air quality, cultural resources/tribal cultural resources, and noise to confirm this conclusion. This section addresses these environmental issue areas and updates the analysis based on current conditions and changes proposed in the Proposed Project. Evaluation of other environmental issue areas is provided in the Initial Study (see Appendix A).

1. Air Quality

Discussions of the proposed project's short-term construction emissions, long-term regional (operational) emissions, local mobile source carbon monoxide (CO) concentration emissions, odorous emissions, and toxic air contaminant (TAC) emissions are presented below.

Conflict with Air Quality Plan

The 2005 Final EIR for the Approved Project determined that the traffic emissions would exceed APCD operational thresholds for ROG and NO_x and would be inconsistent with the Climate Action Plan as the Approved Project included a General Plan Amendment. Therefore the 2005 EIR concluded impacts would be significant and unavoidable.

As detailed in the sections below, construction and operational emissions from the Proposed Project would not result in any new or substantially more severe impacts related to increased emission levels. In addition, the Proposed Project does not include any additional General Plan amendments. The proposed zoning code text amendment to reduce affordable housing requirements in Redevelopment Area 2 would not create changes in development potential which would lead to additional inconsistencies with the growth assumptions within the 2016 CAP (now called Ozone Plan), the 2007 Santa Barbara County CAP, policies within the Air Quality Supplement of the County's Land Use Element. Therefore, the Proposed Project would not result in any new or substantially more severe impacts related to implementation of local air quality plans beyond what was analyzed in the 2005 Final EIR.

Criteria Pollutant Emissions

As noted in Section 3 *Description of Project*, the Approved Project included construction of 308 residential units and 17,666 square feet of commercial uses on two commercial lots totaling 2.06 acres (gross), on approximately 25 acres. The Proposed Project is located on the same project site but would reduce the number of proposed residential units, including affordable housing units, and would

remove the commercial component from the proposed development plans². The project applicant is proposing an updated development plan for a master planned residential community with 257 residential units, which would be a reduction of 51 residential units, and two commercial lots totaling 1.6 acres in a lot configuration similar to the original project, with one commercial site on each side of the main entry roadway. The project's short-term and long-term air pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2020.4.0. Where project-specific information was not available, model default assumptions were used.

Short-term Construction Emissions

The 2005 Final EIR for the Approved Project concluded that construction of the new residential uses and commercial uses would generate a maximum of approximately 107 pounds per day (pounds per day) for Reactive Organic Gasses (ROG), 140 lbs/day for Nitrogen Oxides (NOx), and 47 lbs/day for Particulate Matter with a diameter of 10 or less microns (PM10) with the implementation of Mitigation Measures 4.1-1 through 4.1-5. The 2005 Final EIR concluded the Approved Project would not exceed the significance thresholds established by the Santa Barbara County Air Pollution Control District (SBCAPCD) and impacts would be less than significant with mitigation.

Due to the decrease in total building square footage of the Proposed Project, emissions related to building construction (e.g., materials transport, off-road equipment, architectural coating, etc.) are reasonably expected to be less than what could occur related to the currently approved site plan. Proposed Project emissions were estimated to confirm these assumptions. Because the Proposed Project would involve disturbance over the same site and reduced residential units compared to those originally proposed at the project site, construction emissions related to grading and paving would be expected to be similar to what has already been anticipated.

The 2005 Final EIR analyzed emissions using the Urban Emissions Model (URBEMIS) 2001 emissions inventory model. URBEMIS is no longer recommended by the SBAPCD *District Environmental Review Guidelines* (CEQA Guide) (2015) and has been replaced by the CalEEMod. For the purposes of this analysis, emissions calculations were completed in CalEEMod version 2020.4.0 for the Approved Project and Proposed Project in order to provide a similar comparison of emissions. Each project's emissions and the difference in emissions generated between the approved and proposed projects were then compared to SBCAPCD significance thresholds. The model applies default values for various land uses, including construction data, trip generation rates based on the Institute of Transportation Engineers Manual, vehicle mix, trip length, average speed, etc. The default values in the model were primarily used in order to provide a conservative analysis. However, the following non-default values were applied in the model based on project specific assumptions:

- A construction start year of 2022 was assumed;
- An operational year of 2025 was assumed for both the currently approved and proposed condition;
- Specific construction timeframe and equipment were applied;
- Mandatory Title 24 compliance was applied with seven percent energy savings for the approved single-family homes and installation of photovoltaic (PV) solar panels (CEC 2018). It was assumed that 100 percent of electricity usage for the approved and proposed projects would be supplied by PV solar panels;
- No hearths were included in the Approved or Proposed Project.

² Allowable commercial components of the project were modeled in CalEEMod as a conservative assumption for this analysis.

- Mitigation Measures from the 2005 Final EIR and SBCAPCD rules were applied, specifically Rule 323.1 (Fugitive Dust), Rule 6.1 (Off-road Construction), and the Basic Construction Emission Control Practices (Best Management Practices).

Complete results from CalEEMod and assumptions can be viewed in Appendix B. Table 3 summarizes the estimated maximum daily construction emissions associated with the Approved Project, the Proposed Project, and net emissions (Approved Project – Proposed Project). As shown in Table 3, maximum daily NO_x and CO emissions from the Proposed Project would be slightly higher than the Approved Project due to the increase in equipment count and worker trip assumptions than the 2005 Final EIR analysis. However, the maximum net emissions would still not exceed the SBCAPCD significance thresholds for NO_x or ROG, similar to the findings in the 2005 Final EIR. Therefore, the Proposed Project would not result in any new or substantially more severe impacts related to construction emissions beyond what was analyzed in the 2005 Final EIR.

Table 3 Short-Term Construction Emissions

Construction Year	Maximum Daily Emissions (lbs/day)					
	ROC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Proposed Project						
2022	1	4	3	<1	<1	<1
2023	4	6	8	<1	1	<1
2024	3	6	8	<1	1	<1
2025	1	2	3	<1	<1	<1
Maximum Construction Emissions	4	6	8	<1	1	<1
Approved Project						
2022	<1	5	3	<1	<1	<1
2023	<1	4	3	<1	1	<1
2024	2	1	1	<1	<1	<1
Maximum Construction Emissions	2	5	3	<1	1	<1
Net Change in Emissions						
Net Maximum Construction Emissions	2	1	5	<1	0	<1
SBCAPCD Thresholds	25	25	N/A	N/A	N/A	N/A
Threshold Exceeded?	No	No	N/A	N/A	N/A	N/A

ROC = reactive organic compounds, NO_x = nitrogen oxides, CO = carbon monoxide, SO₂ = sulfur dioxide, PM₁₀ = particulate matter 10 microns in diameter or less, PM_{2.5} = particulate matter 2.5 microns or less in diameter

Notes: All emissions modeling was completed using CalEEMod. See Appendix B for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from “mitigated” results, which account for compliance with regulations (including SBCAPCD Rules 6.1 and 323.1) and project design features.

Mitigation Measures 4.1-1 through 4.1-5 would be applicable to the Proposed Project and would not be modified, and different mitigation measures or alternatives from those previously identified are not proposed or necessary as a result of the Proposed Project. As a result, new information of substantial importance has not come to light in relation to construction emissions from what has been previously analyzed. The Proposed Project would not result in a new or substantially more severe impact from construction emissions beyond what was analyzed in the 2005 Final EIR.

Long-term Regional (Operational) Emissions

The 2005 Final EIR concluded the 308 residential units of the Approved Project would generate approximately 35 pounds per day of ROG and 51 pounds per day of NO_x, which would exceed the 25 pound per day threshold for mobile emissions. The 2005 EIR determined impacts related to long-term regional (operational) emissions of ROG, and NO_x as significant and unavoidable with the implementation of Mitigation Measures 4.1-6 through 4.1-9.

New land use or zoning designations are not proposed as part of the Proposed Project, and the overall area of disturbance anticipated for buildout would be approximately the same as the existing Approved Project buildout. Operational emissions associated with urban development are predominantly related to mobile sources, similar results would be expected in relation to operational air pollutant emissions. In order to confirm this assumption, emissions associated with Approved Project and with of the Proposed Project were estimated and compared with CalEEMod. All assumptions for CalEEMod were the same as discussed above under short-term construction emissions. Table 4 shows the operational emissions from the Proposed Project, Approved Project, and net change in emissions (Approved Project – Proposed Project).

As shown in Table 4, the emissions of the Proposed Project would be below the SBCAPCD operational significance thresholds for ROG, NO_x, and PM₁₀ for mobile and area sources. In addition, the emissions of the Approved Project were also found to be below the SBCAPCD operational significance thresholds for ROG, NO_x, and PM₁₀ for mobile and area sources. This difference is because the 2005 Final EIR used the 2002 URBEMIS Air Quality Model. The CalEEMod model used in this Addendum analysis and included in Appendix B is using the latest emission factors and assumptions which result in more realistic emission estimates. Therefore, operational emissions as a result of the Proposed Project would be less than significant and not cause additional impacts beyond what has already been anticipated by the City or cause impacts to become more severe than previously analyzed. Mitigation Measures 4.1-6 through 4.1-9, included in the Final 2005 EIR, would not be required by the Proposed Project to reduce impacts. The Proposed Project would not result in any new or substantially more severe impacts related to operational and mobile emissions beyond what was analyzed in the 2005 Final EIR.

Table 4 Long-Term Operational Emissions

Operational Emissions	Estimated Operational Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Proposed Project						
Area	13	<1	21	<1	<1	<1
Energy	<1	1	1	<1	<1	<1
Mobile	15	16	114	<1	20	6
Total (Mobile and Area Sources) ¹	28	17	136	<1	21	6
Total (Mobile Sources) ¹	15	16	114	<1	20	6
Approved Project						
Area	15	<1	25	<1	<1	<1
Energy	<1	1	<1	<1	<1	<1
Mobile	8	9	66	<1	13	3
Total (Mobile and Area Sources) ¹	23	10	92	<1	13	4
Total (Mobile Sources) ¹	8	9	66	<1	13	3
SBCAPCD Threshold (Mobile and Area Sources)	240	240	N/A	N/A	80 ²	N/A
Threshold Exceeded?	No	No	N/A	N/A	No	No
SBPAPCD Threshold (Mobile Sources)	25	25	N/A	N/A	N/A	N/A
Threshold Exceeded?	No	No	N/A	N/A	No	No

lbs/day = pounds per day; ROG = reactive organic gases; NO_x = nitrous oxide; CO = carbon monoxide; PM₁₀ = particulate matter with a diameter of 10 or less microns; PM_{2.5} = particulate matter with a diameter of 2.5 or less microns.

¹Numbers may not add up due to rounding; ²Project modeling includes BMPs and mitigation from 2005 EIR, therefore lbs/day threshold is applied.

Source: Table 2.1 “Overall Operational-mitigated” emissions. Highest of Summer and Winter emissions results are shown for all emissions. See CalEEMod worksheets in Appendix B.

Local Mobile Source CO Concentration Emissions

The 2005 Final EIR identified impacts related to local mobile source CO concentration emissions as less-than-significant. The main source of CO in the region is on-road motor vehicles, with other CO sources including other mobile sources, miscellaneous processes, and fuel combustion from stationary sources.

Due to the reduction of 51 residential units, the overall vehicle trips would be decreased compared to what was originally anticipated for buildout of the project site. The Approved Project would generate approximately 4,350 daily vehicle trips based on the 2005 Final EIR, while the Proposed Project would generate approximately 3,404 daily vehicle trips per the *Project Volume Assessment* prepared by GHD (2021), included as Appendix C. As a result, the amount of traffic associated with buildout of the would be lower compared to the Approved Project. Thus, sensitive receptors would not be exposed to a localized concentration of CO and impacts would be less than significant consistent with the 2005 Final EIR. Therefore, the Proposed Project would not result in any new or

substantially more severe impacts related to CO emissions beyond what was analyzed in the 2005 Final EIR.

Toxic Air Containment Emissions

The 2005 Final EIR previously analyzed the project construction- and operational-related TAC emissions. The closest existing sensitive receptors to the project site are single-family residences adjacent to the northern boundary of the site.

CONSTRUCTION TAC

Construction-related activities would result in temporary project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as a TAC by CARB in 1998 (CARB 2021).

The Proposed Project would involve disturbance over the same site as originally proposed, therefore construction related DPM emissions related to grading and paving equipment would be expected to be similar to the Approved Project. DPM emissions related to building construction activities (e.g., diesel truck trips for materials transport, diesel-fueled off-road equipment, etc.) would be slightly increased compared to the Approved Project as shown by the Proposed Project's PM₁₀ emissions in Table 3, due to the increase in construction equipment and anticipated number of worker vehicle trip assumptions. However, generation of DPM from the construction would occur in a single area for a short period. Construction of the Proposed Project would occur over approximately 37 months, while the Approved Project would be constructed over 24 months based on the provided schedule and CalEEMod default schedule.

The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time.

According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of proposed construction activities (i.e., 37 months) is less than five percent of the total exposure period used for health risk calculation. The Approved Project is less than three percent of the total exposure period used. The difference in exposure time between the Approved and the Proposed Project is approximately two percent, which is only a slight increase. Therefore, DPM generated by the Proposed Project construction would not create conditions where the probability is greater than 10 in one million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual. TAC emission impacts would be less than significant, similar to the 2005 Final EIR. Therefore, the Proposed Project would not result in any new or substantially more severe impacts related to construction TAC emissions beyond what was analyzed in the 2005 Final EIR.

OPERATIONAL TAC

Sources of operational TAC's include, but are not limited to, land uses such as freeways and high-volume roadways, truck distribution centers, ports, rail yards, refineries, chrome plating facilities, dry cleaners using perchloroethylene, and gasoline dispensing facilities. The 2005 Final EIR concluded the land uses proposed under the Approved Project are not sources of TACs and there would be no impacts.

Similarly, the Proposed Project does not involve any of these uses; therefore, it is not considered a source of TACs. Therefore, the Proposed Project would not result in any new or substantially more severe impacts related to operational TAC emissions beyond what was analyzed in the 2005 Final EIR.

Odorous Emissions

The 2005 Final EIR identified impacts related to odorous emissions for the Approved Project as less than significant as the land uses are not associated with substantial sources of odors. The Proposed Project would involve the construction and operation of multi-family and single-family developments. Similar to the Approved Project, the Proposed Project would not have land uses which typically produce substantial objectionable odors. These land uses typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Therefore, the Proposed Project is not expected to produce objectionable odors. The Proposed Project would not result in any new or substantially more severe impacts related to odors beyond what was analyzed in the 2005 Final EIR.

MITIGATION MEASURES

The following mitigation measures for impacts related to air quality from the 2005 Final EIR are applicable to the Proposed Project:

- 4.1-1** A dust abatement program shall be prepared and implemented during all construction activities occurring on the project site. The following measures shall be included in the dust abatement program:
- 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.
 - Construction sites shall be watered and all equipment cleaned in the morning and evening to reduce particulate and dust emissions.
 - Cover stockpiles of sand, soil, and similar materials, or surround them with windbreaks.
 - Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces or have adequate freeboard to prevent spillage.
 - Post signs that limit vehicle speeds on unpaved roads and over disturbed soils to 10 miles per hour during construction.
 - 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.
 - Sweep up dirt and debris spilled onto paved surfaces immediately to reduce re-suspension of dust through vehicle movement over those surfaces.
 - 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

- 4.1-2** To reduce ROG emissions associated with the application of architectural coatings during building construction, the applicant shall use the following methods during the application of necessary architectural coating materials
- Minimize the use of paints and solvents by using pre-coated building materials;
 - Minimize the use of paints and solvents by using naturally colored building materials
 - Use water-based or low-ROG coatings; and
 - Utilize coating application equipment with high transfer efficiency rates.
- 4.1-3** 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.
- 4.1-4** All construction projects on sites larger than 15 acres shall provide temporary traffic control (e.g., flag person) to avoid unnecessary delays to traffic during construction activities which interrupt normal traffic flow.

2. Cultural Resources and Tribal Cultural Resources

A Phase 1 Archaeological Resources Report was conducted to update the cultural setting of the Proposed Project. The Phase 1 Archaeological Resources Report included a search of the California Historical Resources Information System at the Central Coastal Information Center (CCIC) located at the University of California, Santa Barbara. The records search also included a review of the National Register of Historic Places, the California Register of Historical Resources (CRHR), the California State Historic Resources Inventory list, and all available historical maps and aerial photographs. A pedestrian survey was also conducted to identify any potential cultural resources. Much of the project site was heavily disturbed by rodent burrows and modern refuse was prevalent throughout. The soil in the northernmost and easternmost edges of the project site appear to be the only locations where native soils still exist, consisting of a light tan sandy loam and alluvial sediment. Otherwise, soils throughout the project area have been either removed or obscured by deposits that were imported during the area's historic-period use.

Historical Resources

The Initial Study for the 2005 Final EIR concluded there were no structures located on the project site. Impacts were determined to be less than significant with Standard mitigation measures related to the accidental discovery of historical archaeological resources.

The Proposed Project is located on the same project site. The pedestrian survey conducted as part of the updated Phase 1 Archaeological Resources Report found the remains of several built environment features that appear to date to the historic period of the Grefco DE processing plant. The features appear to have been associated with the portion of the property occupied with retention ponds. The historical evaluation conducted as a part of the Phase 1 Archaeological Resources Report concluded the subject property is ineligible for listing in the National Register of Historical Places (NRHP) the California Register of Historical Resources (CRHR) and for designation as a City of Lompoc Historic Property under all applicable significance criteria. This is due to the remnant features on the subject property with the Grefco DE plant have been substantially affected and the subject property is unable to convey any potential significant associations it may have once had. Further, the research conducted in the Phase 1 Archaeological Resources Report did not indicate that the Grefco DE plant was significant within the context of the DE processing industry or that it was associated with any

historically significant individuals. Therefore, the Proposed Project would have no impacts on historical resources. The Proposed Project would not result in any new or substantially more severe impacts related to historical resources beyond what was analyzed in the 2005 Final EIR.

Archaeological Resources and Human Remains

The Initial Study for the 2005 Final EIR analysis based on the 2003 Phase 1 Archaeological Survey found no important archaeological resources on the project site. The Initial Study concluded impacts to archaeological resources would be less than significant with the with standard mitigation measures related to the accidental discovery of archaeological resources. Similarly, impacts to human remains were determined to be less than significant with standard mitigation measures related to accidental discovery of human remains and County Coroner coordination.

The CCIC records search conducted as a part of the Proposed Project did not identify any cultural resources within the project site; however, four cultural resources were identified within a 0.5-mile radius of the project site. In addition, no prehistoric archaeological sites were observed during the pedestrian field survey, and historic aerials indicate the majority of the project site has been previously disturbed by agricultural use as far back as 1943. Similar to the 2005 Final EIR, the Phase 1 Archaeological Resources Report concluded the potential for identifying unknown archaeological resources within the project site is low. However, unanticipated discoveries during construction remain a possibility. Implementation of standard mitigation for unanticipated discoveries of cultural resources during construction would reduce impacts to less than significant.

The Proposed Project also has the potential to impact undiscovered human remains during construction. If human remains are unexpectedly found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the unlikely event of an unanticipated discovery of human remains, the county coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site and make recommendations to the landowner within 48 hours of being granted access. With adherence to existing regulations, impacts to human remains would be less than significant. The Proposed Project would not result in any new or substantially more severe impacts related to archaeological resources or human remains beyond what was analyzed in the 2005 Final EIR.

Tribal Cultural Resources

The Initial Study for the 2005 Final EIR concluded that due to the presence of native people in the project area, there is a potential for undetected tribal resources on the Approved Project site. The Initial Study concluded that impacts would be less than significant with standard mitigation measures related to the accidental discovery of archaeological resources during site construction.

As part of the AB 52 consultation efforts, the City of Lompoc sent letters to six known local Native American contacts, listed below, with potential to have knowledge of the project site. The letters were sent on April 15, 2021:

- Julie Tumamait-Stenslie, Barbareño/Ventureño Band of Mission Indians
- Julio Quair, Chumash Council of Bakersfield
- Mariza Sullivan, Coastal Band of the Chumash Nation

- Fred Collins, Northern Chumash Tribal Council
- Mark Vigil, San Luis Obispo County Chumash Council
- Kenneth Kahn, Santa Ynez Band of Chumash Indians

The Santa Ynez Band of Chumash Indians responded on May 18, 2021, stating that they would like to have formal consultation on the project. During consultation the Santa Ynez Band of Chumash Indians requested a new Phase 1 archaeological survey from an approved archaeological firm, which was prepared and results incorporated into this Addendum.

The Native American Heritage Commission (NAHC) was contacted on July 27, 2021, to request a Sacred Lands File search of the project site. The NAHC responded on August 24, 2021, and stated the “results were negative”, indicating no tribal heritage resources are noted in the project site vicinity. No previously unrecorded prehistoric or historic-period archaeological resources were identified during the pedestrian field survey. However, unanticipated discoveries of tribal cultural resources during construction remain a possibility. Implementation of standard mitigation for unanticipated discoveries of cultural resources during construction would reduce impacts to less than significant. The Proposed Project would not result in any new or substantially more severe impacts related to tribal cultural resources beyond what was analyzed in the 2005 Final EIR.

MITIGATION MEASURES

The following mitigation measure for impacts related to cultural resources from the 2005 Final EIR are applicable to the Proposed Project. The standard unanticipated discovery measure was revised to add specific archaeologist standards and Native American representatives consistent with current best practices. These updates do not constitute new or substantially more severe impacts or information.

Unanticipated Discovery of Cultural Resources

In the unlikely event cultural resources are unexpectedly encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983) must be contacted immediately to evaluate the find. If the resources are prehistoric, a Native American representative must also be contacted to participate in the evaluation of the find. If the discovery proves to be significant, in consultation with the archaeologist and local Native American(s), a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with local Native American group(s). The mitigation plan may include but would not be limited to capping and avoidance, excavation and removal of the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measures.

3. Noise

Proposed Project Noise Setting

Sensitive Receivers

The 2005 Final EIR identified sensitive receivers located to the north of the Approved Project. No new sensitive receivers have been developed in the project area. The nearest noise-sensitive receivers remain the single-family homes located adjacent to the project site to the north.

Noise Measurements

The 2005 Final EIR established the existing noise environment through traffic noise modeling of 2005 existing traffic volumes. The most prevalent source of noise in the project site vicinity remains vehicular traffic on East Laurel Avenue to the south of the project site. Boatyard operations and pneumatic tool use to the west are considered a secondary noise source in the project area. To characterize ambient sound levels at and near the project site and update the existing noise setting for the Proposed Project, two 15-minute sound level measurements were conducted on Tuesday, June 8, 2021, between 10:13 a.m. and 11:30 a.m. An Extech, Model 407780A, ANSI Type 2 integrating sound level meter was used to conduct the measurements. Figure 6 shows the noise measurement locations, and Table 5 summarizes the results of the noise measurements. Detailed sound level measurement data are included in Appendix D.

Table 5 Project Site Vicinity Sound Level Monitoring Results- Short-Term

Measurement Site	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	L _{eq} (dBA)	L _{min} (dBA)	L _{max} (dBA)
NM1	Central western boundary adjacent to light industrial uses	10:13 – 10:28 a.m.	Approximately 40 feet from boatyard to the west	45	40	60
NM2	Southern boundary, adjacent to East Laurel Avenue	11:15 – 11:30 a.m.	Approximately 25 feet from East Laurel Avenue	53	43	68

Leq = average noise level equivalent; dBA = A-weighted decibel; Lmin = minimum instantaneous noise level; Lmax = maximum instantaneous noise level

Source: Field visit using ANSI Type II Integrating sound level meter, June 8, 2021

Detailed sound level measurement data are included in Appendix D and Figure 6 for NM locations.

Construction Noise

The 2005 Final EIR determined the construction noise generated by the Approved Project would result in significant and unavoidable impacts based on typical construction noise levels from a variety of construction equipment and with the implementation of Mitigation Measures 4-4.1 through 4.4-4. Under the 2005 Appendix G of the CEQA Guidelines, construction noise would be considered significant if a project generated a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

The current Appendix G of the CEQA Guidelines state that construction noise would be considered significant if the project generated substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Per LMC Section 17.304.090, no construction noise shall emanate from any site within the City limits after 6:00 p.m. or before 7:00 a.m. Monday through Friday, before 8:00 a.m. nor after 5:00 p.m. on any Saturday, and any time on Sunday. The applicable standard for construction noise impacts are the FTA *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018). The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction. For residential uses, the daytime noise threshold is 80 dBA L_{eq} for an 8-hour period (FTA 2018).

Figure 6 Noise Measurement Locations



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Fig. 6 Noise

Construction noise for the Proposed Project was estimated using reference noise levels and equipment use factors from the FHWA Roadway Construction Noise Model (RCNM; FHWA 2006). Noise impacts from construction equipment are typically assessed from the center of the equipment activity area over the time period of a construction day (e.g., site preparation, grading area, building construction, etc.). Over the course of a typical construction day, the construction equipment would be mobile and are estimated to operate at an average distance of 80 feet from the nearest residential receivers during Phase 1 construction and 200 feet from the nearest sensitive receivers during Phase 4 construction. Table 6 shows the results of project specific construction noise modeling (RCNM calculations are included in Appendix D). After completion of Phase 1 construction, construction noise levels associated with Phase 2 and 3 would be shielded by Phase 1 constructed dwelling units at the sensitive receivers to the north. Along with the reduction in construction noise levels being reduced by Phase 1 dwelling units, the increased distance from sensitive receivers to the north would also reduce construction noise levels.

Table 6 Construction Noise Levels at Residential Receivers

Construction Equipment	Land Use	Distance to Receiver, Feet	Approximate Noise Level dBA L_{eq}
Site Preparation - Bulldozer, Excavator, Jackhammer	Residential	80	81
	Residential	200	73
Grading – Crane, Front End Loader, Concrete Mixer Truck	Residential	80	77
	Residential	200	69
Building Construction – Concrete Pump Truck, Man Lift, Paver	Residential	80	77
	Residential	200	69
Paving – Paver, Roller, Vacuum Street Sweeper, Tractor	Residential	80	78
	Residential	200	66

L_{eq} : one-hour equivalent noise level; L_{eq} : instantaneous maximum noise level; dBA: A-weighted decibel
See Appendix D for RCNM results.

As shown in Table 6, Proposed Project construction noise levels would be approximately 81 dBA L_{eq} at the nearest sensitive receivers during Phase 1 construction, which would exceed the current daytime construction noise threshold of 80 dBA L_{eq} during this phase of construction activity. All other phases of construction noise would comply with FTA noise standards at residential uses to the north of the project site. The Proposed Project would be subject to Mitigation Measures 4-4.1 through 4.4-4 from the 2005 Final EIR., which would reduce construction noise levels during Phase 1 site preparation to less than significant levels under the current threshold. Since the Approved Project was determined to have significant and unavoidable construction noise impacts, the Proposed Project would not result in a new or substantially more severe impact from construction noise beyond what was analyzed in the 2005 Final EIR.

Off-Site Traffic Noise

The 2005 Final EIR analyzed traffic noise increases from the Approved Project using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108). The 2005 Final EIR analyzed traffic noise levels attributable to 308 dwelling units and two commercial uses associated with the Approved Project. The largest Approved Project related increase of 2.3 dBA for one segment of Laurel Avenue west of A Street. An increase of 2.3 dBA would not exceed the 3 dBA standard and the 2005 Final EIR concluded the Approved Project would not result in a significant impact to off-site sensitive receptors due to roadway noise increases.

Compared to the Approved project, the Proposed Project would also increase off-site traffic noise levels on project area roadways, however, to a lesser extent analyzed in the 2005 EIR. The Proposed Project would reduce the number of dwelling units to 257. This would result in fewer Proposed Project traffic volume increases, thus a lower increase of off-site traffic noise level increases. Since existing roadway volumes have changes, revised traffic noise modeling was analyzed using estimated daily trips (see Appendix C). Roadway noise was modeled using the FHWA Highway Traffic Noise Prediction Model (FHWA RD 77-108) for existing, existing plus project, cumulative, and cumulative plus project average daily trips (ADT) volumes. Table 7 summarizes the roadway noise modeling results. The Proposed Project would increase roadway noise by 1 dBA L_{dn} under existing conditions and 1 dBA L_{dn} under cumulative conditions. Therefore, the Proposed Project would not result in a 3 dBA increase of off-site traffic noise levels at off-site sensitive receptors and impacts would be less than significant. The Proposed Project would not result in a new or substantially more severe impacts to traffic noise beyond what was analyzed in the 2005 EIR. No additional mitigation measures are warranted.

Table 7 Roadway Traffic Noise

Roadway	Segment	Existing Noise Level ¹ (dBA)	Existing + Project Noise Level ¹ (dBA)	Noise Level Increase (dBA)	Cumulative Noise Level ² (dBA)	Cumulative + Project Noise Level ² (dBA)	Noise Level Increase (dBA)
East Laurel Avenue	N. 7 th Ave. to N. 12 th Ave.	63	64	1	64	65	1
North 12 Street	E. Laurel Ave. to State Route 2346	63	64	1	64	65	1
North 7 th Street	E. Laurel Ave. to E. College Ave.	65	66	1	65	66	1

See Appendix D for traffic modeling worksheets

On-Site Impacts

The 2005 Final EIR analyzed land use compatibility relative to traffic noise level generated on Laurel Avenue. The 2005 Final EIR determined that the Approved Project would be compatible with future traffic noise levels attributable to Laurel Avenue. The analysis resulted in a future traffic noise level from Laurel Avenue of 59.1 dBA CNEL at 70 feet from the centerline. This would comply with the City's 60 dBA CNEL land use compatibility standard for residential uses. Future interior noise levels at residential uses adjacent to Laurel Avenue would also comply with the City's interior noise standard of 45 dBA CNEL, when accounting for a 17 dBA reduction due to exterior to interior noise reduction from residential facades.

Similarly, the Proposed Project would also comply with the City's 60 dBA CNEL and 45 dBA interior land use compatibility standards at residential uses adjacent to Laurel Avenue. The Proposed Project's nearest residential exterior areas to East Laurel Avenue would be 85 feet from the centerline. The first row of residential exterior use areas adjacent to East Laurel Avenue would include six-foot masonry walls which would shield exterior receivers from traffic noise. Cumulative plus project traffic noise levels would be 62 dBA CNEL at the first row of residential exterior use areas adjacent to East Laurel Avenue without the inclusion of a six-foot masonry wall (see Appendix D for traffic noise modeling results). When accounting for the noise reduction provided by a six-foot masonry wall, cumulative plus project traffic noise levels would be approximately 56 dBA CNEL and would comply with the City's 60 dBA CNEL exterior land use compatibility noise standard.

The FHWA's guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows (FHWA 2011). Modern nonresidential buildings are typically constructed with storm windows, double- or triple-glazed, which provide an exterior-to-interior noise level reduction of 25 dBA. Based on a traffic noise exposure level of up to 62 dBA CNEL and a noise attenuation of at least 20 dBA, the interior noise level within the nearest residential rooms adjacent to East Laurel Avenue (85 feet to the centerline) would be up to 42 dBA CNEL. Therefore, interior cumulative traffic noise levels for the nearest residential rooms with direct line-of-sight to East Laurel Avenue would not exceed the City's interior noise standard of 45 dBA CNEL. The Proposed Project would not result in a new or substantially more severe impacts from traffic noise beyond what was analyzed in the 2005 Final EIR.

The 2005 Final EIR also analyzed impacts associated with adjacent industrial uses to the west of the project site. Noise levels at the closest units of the Approved Project adjacent to the industrial uses to the west were calculated accounting for the proposed eight-foot block wall along the western boundary of the project site. The analysis determined that first floor receivers would benefit from industrial noise reduction due to the block wall and would comply with the City's interior noise level standard. Second and third floor receivers adjacent to industrial uses to the west of the site would not benefit from noise shielding provided by the eight-foot block wall and would not comply with the City's interior noise level standard. The 2005 Final EIR included Mitigation Measure 4.4-5, which required west facing windows to be glazed with STC 32 glazing, which was determined to reduce impacts to less than significant.

The industrial uses still exist to the west of the Proposed Project. These residential uses would also benefit from an eight-foot wall along the western project boundary at first floor receivers. The Proposed Project would construct residential uses with two-story dwellings, of which the second-floor receivers would not benefit from industrial noise reduction from the perimeter wall. With implementation on the Mitigation Measure 4-4.5 from the 2005 Final EIR, the Proposed Project would reduce second-floor receiver noise levels at the interior of these dwelling units to comply with the City's interior noise standard of 45 dBA CNEL and would not result in a new or substantially more severe impact beyond what was analyzed in the 2005 EIR. No additional mitigation measures are warranted.

Vibration Impacts

The Initial Study, included as Appendix A to the 2005 Final EIR, determined that because the Approved Project would not require pile driving or the development of large, multi-story buildings, there would be no impacts from vibration.

Similarly, the Proposed Project would not involve heavy-duty construction equipment that would generate high vibration levels (e.g., pile driving). The greatest anticipated source of vibration during

general Proposed Project construction activities would be from a dozer. Vibration levels equal to or below 0.4 in./sec. PPV at residential structures would prevent structural damage for most residential building. For human annoyance, the vibration level threshold at which transient, or temporary, vibration sources are considered to be distinctly perceptible is 0.24 in./sec. PPV (Caltrans 2020).

Over the course of a typical construction day, the construction equipment would be mobile and is estimated to operate at an average distance of 80 feet from the nearest residential receivers. A dozer was used as a proxy for heavy-duty construction equipment for the purpose of this analysis as they create similar vibration levels during construction activities. A dozer creates approximately 0.089 in/sec PPV at a distance of 25 feet (Caltrans 2020). This would equal a vibration level of 0.024 in/sec PPV at 80 feet. This vibration level is lower than the distinctly perceptible threshold of 0.24 in/sec PPV. Therefore, temporary impacts associated with construction would be less than significant. The project does not include any substantial vibration sources associated with operation. The Proposed Project would not result in a new or substantially more severe impacts from vibration beyond what was analyzed in the 2005 Final EIR.

Airport Noise Impacts

The Initial Study, included as Appendix A to the 2005 Final EIR, determined that the Approved Project was not located within the Lompoc Municipal Airport land use plan or private airport and that there would be no impacts.

Similarly, the Proposed Project would not be located within the vicinity of a private airstrip or 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, and would not expose people residing or working in the project area to excessive noise levels. The Lompoc Airport is situated approximately 1.8 miles to the northwest of the project site and the project is located outside the 60 dBA airport noise contour as shown in the Santa Barbara County Airport Land Use Plan (SBCAG 1993). The Proposed Project would not result in a new or substantially more severe impacts related to airport noise beyond what was analyzed in the 2005 Final EIR.

MITIGATION MEASURES

The following mitigation measures for impacts related to noise from the 2005 Final EIR are applicable to the Proposed Project:

- 4.4-1.** The project applicant shall require construction contractors to locate stationary noise sources as far from existing sensitive receptors as possible. If stationary sources must be located near existing receptors, they shall be muffled and enclosed within temporary sheds.
- 4.4-2.** The project applicant shall 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.
- 4.4-3.** Equipment used for project construction shall 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. Where use of pneumatically-powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. A muffler could lower noise levels from the exhaust by up to about 10 dB(A). External jackets on the tools themselves shall be used where feasible; this could achieve

a reduction of 5 dB(A). Quieter procedures shall be used (such as drilling rather than impact equipment) wherever feasible.

4.4-4. The construction contractor shall implement appropriate additional noise reduction measures that include shutting off idling equipment, and notifying adjacent residences and businesses (at least one time) in advance of construction work. In addition, the City shall require the posting of signs prior to grading activities with a phone number for residents to call with noise complaints.

4.4-5. All west facing windows and glass doors in the first row of residential units facing the light industrial facility to the west of the project site shall be glazed with STC 32 glazing. STC 32 glazing can normally be supplied with 1/4-inch laminated glass or dual pane assemblies with 1/2-inch air space. In either case, the glazing supplier should be required to submit a test report documenting the minimum STC rating. The test report should be done in an independent, accredited testing laboratory in accordance with ASTM E-90. Use of STC 32 glazing will provide a minimum A-weighted noise reduction of 30 dB(A).

Determination

In accordance with Section 15164 of the CEQA Guidelines, the City of Lompoc has determined this Addendum to the 2005 River Terrace Residential Project EIR is necessary to document changes or additions that have occurred in the project description since the 2005 Final EIR was originally prepared. No new or more severe environmental impacts beyond those disclosed in the 2005 Final EIR would occur as a result of the Proposed Project. The City has reviewed and considered the information contained in this Addendum in its consideration of the 2005 Final EIR and finds the preparation of a subsequent EIR is not necessary.

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Appendix A

Initial Study



River Terrace Residential Development Project (2020) and Zoning Text Amendment

Initial Study

prepared by

City of Lompoc

Community Development Department

100 Civic Center Plaza

Lompoc, California 93425

Contact: Brian Halvorson, Planning Manager

prepared with the assistance of

Rincon Consultants, Inc.

1530 Monterey Street, Suite D

San Luis Obispo, California 93401

June 2021



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

rinconconsultants.com

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Initial Study

1. Project Title

River Terrace Residential Development Project (2020) and Zoning Text Amendment (DR20-09, LOM 625)

2. Lead Agency Name and Address

City of Lompoc
Community Development Department
100 Civic Center Plaza
Lompoc, CA 93436

3. Contact Person and Phone Number

Brian Halvorson
Planning Manager
(805) 875-8228
b_halvorson@ci.lompoc.ca.us

4. Project Location

The project site is at 1701 East Laurel Avenue, which is 24.9 acres with approximately 26 acres gross including off-site improvements, located west of the Santa Ynez River in the southeastern portion of the City of Lompoc. Regional access to the site is provided via State Route 246, which links the City to Highway 101 to the east and Highway 1. East Laurel Avenue and North 12th Street provide direct local access to the project site. Figure 1 and Figure 2 depict the regional location and project site location. A portion of the site is within the 100-year flood plain.

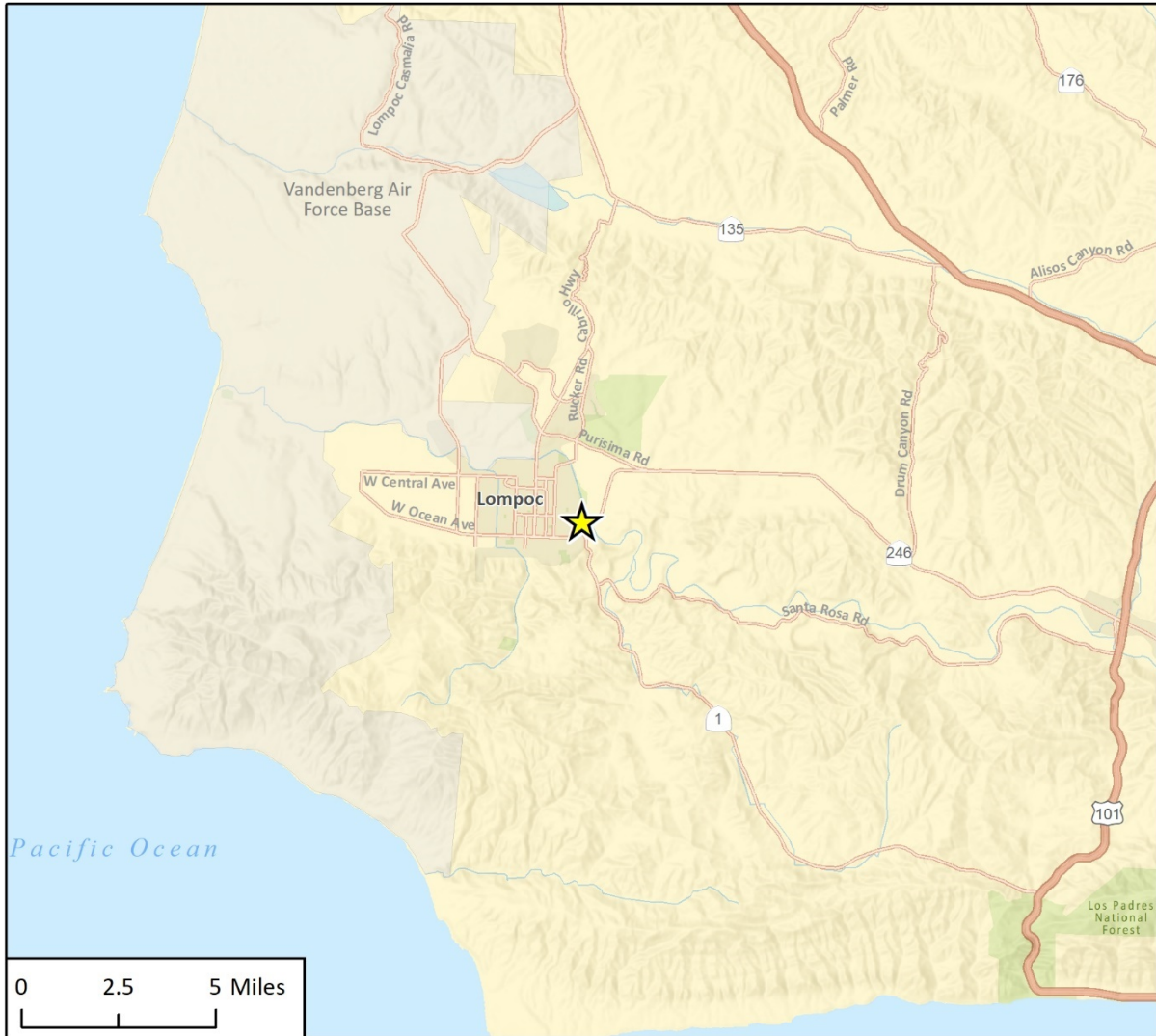
5. Project Sponsor's Name and Address

Mike Badner
Williams Homes
51 Zaca Lane, Suite 110
San Luis Obispo, CA 93401

6. General Plan Designation

<u>Parcel</u>	<u>General Plan Designation</u>
099-141-021	MDR - Medium Density Residential and GC – General Commercial
099-141-026	City-owned / SB County
099-141-030	City-owned / SB County

Figure 1 Regional Location



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★ Project Location

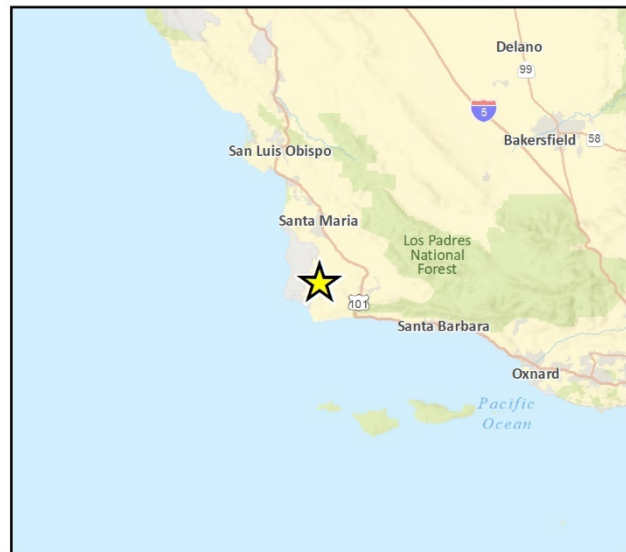


Fig 1 Regional Location

Figure 2 Project Site



7. Zoning

<u>Parcel</u>	<u>Zoning Designation</u>
099-141-021	R2PD - Medium Density Residential Planned Development Overlay and PCD – Planned Commercial Development
099-141-026	City-owned / SB County
099-141-030	City-owned / SB County

8. Description of Project

The Proposed Project (DR20-09, LOM 625) is a revision to the River Terrace Residential Project (DR04-03, LOM 533), which was approved by the City on August 16, 2005. The project also proposes a Zoning Text Amendment (TA20-03) to revise inclusionary housing requirements in Redevelopment Area 2 from 15% to 10% with the option to allow off-site and/or in-lieu fees (refer to Figure 2).

Project Analyzed in July 2005 Final EIR

A Final Environmental Impact Report (EIR) for the River Terrace Residential Project was prepared in July 2005 and a Notice of Determination (NOD) filed with the State Clearinghouse on August 19, 2005. An Addendum to the EIR was prepared in October 2006 to evaluate if there would be any additional biological resource impacts from a bikepath located just outside the original project footprint. The project analyzed in the July 2005 Final EIR (Approved Project) included the construction of 308 residential units, 17,666 square feet of commercial floor area in two commercial lots totaling 1.62 net acres, a 9,110-square-foot community recreation center, a 3 acre private park, and a 1.2 acre community garden on the project site. The residential component of the Approved Project included 62 single-family, patio homes on individual lots with zero lot lines, 65 townhomes, and 181 attached condominium units. In addition, 15 percent of the 308 units were proposed as affordable low-income to moderate-income units, with at least 40 percent of those units used for very low-income households.

Setbacks to structures and landscape buffers were included on the west and north sides (80-feet) and east sides of the development, and walls were proposed on the north (6-foot) and west sides (8-foot) of the project site to buffer the single family to the north of the project site, and to buffer the residences along the western property line from the adjacent industrial development. Landscaping included vegetated swales and bio-filtration basins. The entrance featured fountains and a row of trees were proposed on the western property line to buffer wind.

The Approved Project also included a Class I bike path extending north from the property to connect to the terminus of the existing bike path at Riverside Drive just north of its intersection with College Avenue, from there traveling the length of the eastern boundary and from there to the intersection of Laurel and 12th Avenue. The 2006 EIR Addendum described additional vegetation within the bikepath area, including coastal scrub and disturbed riparian habitat.

The commercial component of the Approved Project included two buildings located near the site entrance at the intersection of East Laurel Avenue and North 12th Street.

The Approved Project included a proposed 10-inch diameter sewer line to connect to a 24-inch main at 3rd and College Avenue. This would require approximately 1,900 feet of trenching to install the connection. Water was proposed to connect to a 10-inch line at 8th and College Avenue. Electric

service was to connect at 12th and Industrial Way. Southern California Gas, Comcast Cable and Verizon (now Frontier) were to serve the project with gas, television and telephone service.

The 115,000 volt Pacific Gas and Electric (PG&E) electrical line transferring electricity to the City's electric company was to be relocated to the eastern edge of the project site in a 35-foot easement within a 50-foot setback from the eastern property line.

The Approved Project would have required 170,000 cubic yards of cut and 60,000 cubic yards of imported fill material to even out the site, which has two levels prior to grading. A 30-foot graded slope was to extend onto the City owned property to the east, to allow building area on-site to be maximized. A substantial portion of the eastern portion of the project site is located within the 100-year flood plain.

The Approved Project also included off-site improvements, including widening of East Laurel Avenue, installation of traffic control devices at the intersection of East Laurel Avenue and North 12th Street, and removal of the Union Pacific Railroad line between North 7th Street and North 12th Street. Two bus stops with shelters were proposed as well, on Laurel Avenue adjacent to the condominiums and within the development at the Community Center.

Summary of Project Changes

The Approved Project included construction of 308 residential units and 17,666 square feet of commercial uses on two commercial lots totaling 2.06 acres (gross), on approximately 25 acres. The current project is proposed on the same properties but would reduce the number of proposed residential units, including affordable housing units, and would remove the commercial component from the proposed development plans (deferred under separate submittal). The project applicant is proposing an updated development plan for a master planned residential community with 257 residential units, which would be a reduction of 51 residential units, and two commercial lots totaling 1.6 acres in a lot configuration similar to the original project, with one commercial site on each side of the main entry roadway. Table 1 includes a comparison of the Approved Project and the Proposed Project.

The Approved Project included subdivision of the project site into 146 lots. Six of the lots would be further subdivided into 181 air space condominium units. The Proposed Project includes subdivision of the existing lot into five residential lots (for residential condominium purposes) and two commercial lots.

The housing configuration of the Approved Project included 62 single-family homes, 65 townhomes, and 181 attached condominium units. The housing configuration of the Project revision would include 257 condominium units comprised of 106 single-family detached homes, 76 duplex homes, and 75 townhomes in 2-story buildings constructed on the five residential parcels. The Approved Project had three story residential condominium and townhome buildings while the Project revisions only includes two-story buildings. The Approved Project included 15 percent affordable units. The Proposed Project includes a Zoning Code Text Amendment to allow a reduction in the affordable housing requirement in Redevelopment Area 2 from 15 percent to 10 percent with the option to provide affordable units off site and/or pay in-lieu fees.

Table 1 Comparison of Approved Project and Proposed Project

	Approved Project	Proposed Project
Properties with proposed improvements	3	3
Residential Lot Area	997,689 sq. ft. / 23 acres	1,016,420 sq. ft. / 23 acres
Residential Units Total	308	257
Commercial Property	1.62 acres (net), w/ 17,666 square feet combined of structure on each side of the entrance roadway	2 lots of 1.6 acres combined, with up to 17,666 square feet of structure combined, on each side of the entrance roadway, as a part of a future project
Single Family Detached Homes	62	106
Townhomes	65	76
Condominiums	181	75
Exclusive open space	0	2.8 acres private open space
Amenities	9,110 sq. ft. Recreation Center	Central Park area with lawn, games, picnic areas, BBQs and fire pit
	3-acre private park	7.1 acres landscaped recreational space, with pathways, par course and dog park.
	1.2 acre community garden	Community garden
Existing Trees	85 trees protected in place	9 trees protect in place
	365 trees removed	117 trees removed

Commercial Parcels

The Approved Project included construction of 17,666 square feet of commercial floor area on two parcels totaling 2.03 acres (gross).

The Proposed Project revision includes two commercial parcels totaling 1.6 acres at the southern project site at the intersection of East Laurel Avenue and North 12th Street. The commercial parcels are to be developed at a future date, and are not proposed for development as part of the proposed project. Up 17,666 square feet of commercial uses could be constructed on the commercial parcels as part of a future project.

Amenities

The Approved Project included a 9,110-square-foot community recreation center, a 3-acre private park, and a 1.2-acre community garden.

The Proposed Project includes 7.1 acres of landscaped common open space, which includes pathways, a par course, Dog Park, and community gardens, as well as a central park area with lawns, games, picnic area, BBQ and fire pit. The Proposed Project also provides 2.8 acres of private open space.

Grading

Both projects would disturb approximately 25 acres (on and off site improvements).

The Approved Project estimated 170,000 cubic yards of cut from the west side and placement of 170,000 cubic yards on the eastern portion, with import of 60,000 cubic yards of clean fill, to balance cut and fill and level the site.

The Proposed Project would require approximately 133,600 cubic yards of cut and 133,800 cubic yards of fill, for a net import of 200 cubic yards, which would be a reduction of 59,800 cubic yards of import compared to the Approved Project.

Utilities

The proposed utilities for the Approved Project and Proposed Project are summarized in Table 2 and are discussed in greater detail below.

Table 2 Comparison of Utilities for the Approved Project and Proposed Project

Utility	Approved Project	Proposed Revision
Water	10-inch line connection at 8 th and College Avenue, from there east to project site	Connection in East Laurel Avenue Water line in City property to east to be protected during construction of bike path, wall and drainage.
Sewer	Connection to 24-inch main at 3 rd and College Avenue with a 10-inch line extending east to project site	Connection to 24-inch main at 3 rd and College Avenue with a 10-inch line extending east to project site
Electric	Connection at 12 th and Laurel and relocation of PG&E poles to the east.	Electric main in City property to east to be protected during construction of bike path, wall and drainage. Connection to the City's electric grid would occur at the existing primary power vault located at the intersection of North 12th Street and Industrial Way, and include additional tie in points to vaults in the vicinity of the project site.
Solid Waste	Trash enclosures to be provided and accessible for automated refuse collection	Pull containers out to pick-up location.
Storm Water	Infiltration swales and bio-filters with drainage to a larger infiltration basin. Included a detention basin with a connection to onsite City storm sewer line and rip-rap upgrades at the City storm drain outlet.	Infiltration Basin and off-site linear discharge to City property Storm sewer line relocation around the residential development.
Gas	Southern California Gas	Southern California Gas
Telephone	Verizon	Frontier
Cable	Comcast	Comcast

The Approved Project included water and sewer connections at East College Avenue.

The Proposed Project includes a sewer connection at East College Avenue, similar to the Approved Project. The Proposed Project includes the extension of water line east to the project site and potable water connections at 8th and College Avenue. However, the Proposed Project also include additional water connections along East Laurel Avenue adjacent to the project site, to provide a looped water system.

The Approved Project included the vacation and removal of the Union Pacific Railroad line between North 7th Street and North 12th Street, which was located along the south side of East Laurel Avenue. Subsequent to approval of the Final EIR in 2005, this rail line was removed and is therefore not included as part of the Proposed Project.

The Approved Project included connection from the onsite detention basin to the City storm sewer line located along the northern project site and. The Approved Project also included rip-rap upgrades

for the storm sewer line outfall on City property to the northeast, which was analyzed in the 2006 EIR Addendum. The Proposed Project includes relocation of the City storm sewer line. However, the Proposed Project would include an infiltration basin with surface overflow and no longer includes a connection to the City storm sewer line. Therefore, upgrades at the City outfall would not be included as part of the Proposed Project.

The Approved Project relocated the 115,000 volt PG&E line from the center of the project site to within a 35-foot easement and 50-foot buffer along the eastern property line. The Approved Project also included a connection to City electric system at a transformer on East Laurel Avenue near the southwest corner of the project site. The Proposed Project would not include relocation of the PG&E line. The existing line will be located within a 40 foot easement, and there will be a 50 foot buffer between residences and the center line of the existing utility poles. The Proposed Project would connect to the City's electric grid at the existing primary power vault located at the intersection of North 12th Street and Industrial Way, and include additional tie in points to vaults in the vicinity of the project site.

The Approved Project proposed to abandon two 40-foot public road and utility easements along the northern property line. The Proposed Project would also abandon two 40-foot public road and utility easements along the northern property line.

The previously Approved Project included a request for a General Plan amendment to change the land use designation from Low-Density Residential and Open Space to Medium Density Residential and a zone change to change the zoning designation from Single-Family Residential (7-R-1) and Open Space (OS) to Medium-Density Residential-Planned Development (R2PD) and Planned-Commercial Development (PCD). The primary project site currently has a land use designation of Medium Density Residential and zoning designation of Medium-Density Residential Planned Development (R2PD) and Planned-Commercial Development (PCD); therefore, the Proposed Project does not require a General Plan amendment or zone change.

The Proposed Project characteristics are detailed below.

Currently Proposed Project

The Proposed Project includes subdivision (Vesting Tentative Map to include condominiums) of the existing lot into five residential lots and two commercial lots. The Proposed Project would develop approximately 25 acres in total, including 257 residential units (10 percent affordable), 7.1 acres of common open space, and 2.8 acres of exclusive use area, on five residential lots. Off-site drainage improvements and a connecting bike way are proposed on adjacent properties to the east and north east. The two commercial lots are not included in the project's development plan. The project components are summarized in Table 3 and are discussed in greater detail below. Figure 3 shows the site plan for the Proposed Project and Figure 4 shows the Vesting Tentative Map.

Table 3 Project Summary

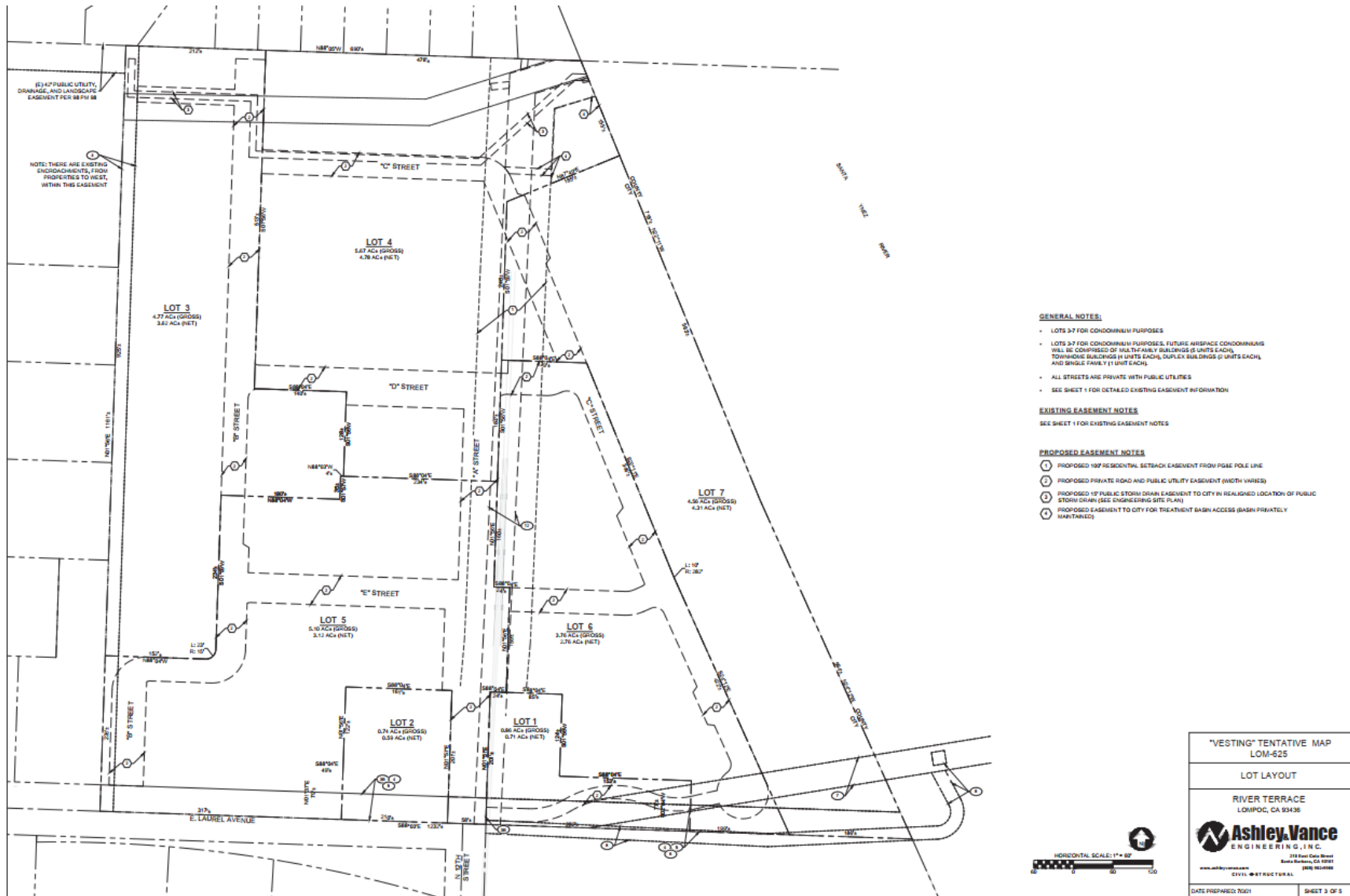
Site Area	
Residential (on-site)	23.28 acres
Commercial (on-site)	1.6 acres
Total	24.92 acres
Residential Units	
Single-family detached homes	106 units
Duplex homes	76 units
Townhomes	75 units
Total	257 units
Parking	
Garage	514 spaces
Guest Parking (parallel)	66 spaces
Guest Parking (head in)	42 spaces
Total	622 spaces
Open Space	
Common area	307,928 sf (7.1)
Private area	124,334 sf (2.8 ac)
Total	432,262 sf (9.9 acres)

Figure 3 Site Plan



Source: William Hezmalhach Architects, Inc., 2020.

Figure 4 Tentative Map



Residential Component

The housing configuration would include 257 condominium units which would be comprised of 106 single-family detached homes, 76 duplex homes, and 75 townhomes in 2-story buildings. The architectural design scheme would include Spanish, modern Spanish, and contemporary farmhouse themes. Each unit would include a two-car garage, and private open space.

The 106 single-family detached homes include buildings with heights of 26, 27, and of 29-feet. The single-family detached homes would include 3-bedroom and 4-bedroom units with the following three floor plans:

- Floor plan 1: 1,603 square feet, 3 bedrooms, 2.5 bath
- Floor plan 2: 1,973 square feet, 4 bedrooms, 3 bath, optional office/loft
- Floor plan 3: 2,128 square feet, 4 bedrooms, 3 bath

The 76 duplex homes would include buildings with heights of 26, 27, and of 29-feet. The duplex homes would include 2-bedroom and 3-bedroom units with the following two floor plans:

- Floor plan 1: 1,563 square feet, 3 bedrooms, 2.5 bath, flex space for office/play area or optional 4th bedroom
- Floor plan 2: 1,617 square feet, 3 bedrooms, 2.5 bath

The 75 townhomes would be 29-feet in height. The townhomes would include 2-bedroom and 3-bedroom units with the following two floor plans:

- Floor plan 1: 1,345 square feet, 2 bedrooms, 2.5 bath, flex space for office/play area
- Floor plan 2: 1,550 square feet, 3 bedrooms, 2.5 bath

Commercial Parcels

The two commercial parcels would be located at the southern project entrance at the intersection of East Laurel Avenue and North 12th Street. Figure 3 shows the location of the two commercial parcels. The commercial parcels total 1.6 acres and are not proposed for development as part of the Proposed Project. However, up 17,666 square feet of commercial uses could be constructed on the commercial parcels as part of a future project.

Recreational and Site Amenities

The Proposed Project would include a centralized common park area with a natural lawn, a synthetic lawn area for recreational activities, covered picnic areas, barbeques, and a fire pit area. A par-course would be located along a decomposed pathway adjacent to a dog park which has segregated areas for large and small or timid dogs.

A community garden with pedestrian trails would be located at the southeast corner of the project. This area would contain lawn areas, a native garden, and decomposed granite pathway. A small park would also be located in the southwestern portion of the project site.

Circulation Improvements

ACCESS AND CIRCULATION

The Proposed Project includes three main access points at the south project site boundary, which would provide site access from East Laurel Avenue. The main project site entrance is proposed at the intersection of East Laurel Avenue and North 12th Street, as an extension of North 12th Street. The second entrance would be located approximately 50 feet from the southwestern corner of the project site and would be gated for resident access only. The third entrance would be located between the main entrance and the westernmost entrance and would be used for emergency access to the project site. A fourth access point would occur east of the intersection of East Laurel Avenue and North 12th Street and would be used as one-way egress for residents as well as for emergency vehicle ingress.

Access roads are also proposed throughout the project site to provide access to the residential units. The internal private street network would be constructed to applicable City standards and would be owned and maintained by the Homeowner's Association.

Off-site improvements would include installation of curb, gutter, and sidewalks and dedication of a 40-foot right-of-way and public utilities easement. In addition, a traffic control device would be installed at the intersection of East Laurel Avenue and North 12th Street.

PUBLIC TRANSPORTATION STOPS

The Proposed Project includes installation of one bus stop on East Laurel Avenue west of North 12th Street.

BIKE PATH

A Class I¹ bike path is proposed east of the project site, on a combination of City properties. As shown in Figure 3, the bike path could be accessed from the northeast and southeast corner of the development, where it would join the Class I bike path along the eastern landscaped buffer. The new bike path will connect to the existing terminus of the path that ends just north of the intersection of College Avenue and Riverside Drive, which is north of the project on City property. The path will extend along the east side of the project boundary and turn at the southeastern corner of the project site and transition to a Class III bikeway within the one-way egress road to join the extension of Laurel Avenue turning into a Class II bikeway once it reaches the public street.

Proposed Parking

Based on parking standards contained in the City's Comprehensive Zoning Code, the residential uses proposed on the project site would require a total of 514 parking spaces. A total of 622 parking spaces would be provided on the project site which equates to 2.4 spaces per residential unit. Each of the 257 housing units includes a 2-car garage for a total of 514 parking spaces. In addition, 108 guest parking spaces would be provided throughout the project site.

Buffers and Setbacks

The proposed project would remove 117 existing trees and retain 9 existing trees on-site. The project would include landscaped buffers along the project site boundary. The northern property line would

¹ Class I bike paths are bikeways that provide for bicycle travel on a right-of-way completely separated from any street or highway. The paths may be located along alignments parallel to streets or unrelated alignments as long as there is no encroachment from motor vehicle or pedestrian traffic except at grade intersections.

include a 10 foot setback, the southern property line would include 42 foot and 82 foot setbacks, the eastern property line would include a 24 foot setback, and the western property line would include 30 foot and 86 foot setbacks (refer to Figure 3, Site Plan). A minimum 50 foot residential setback buffer is planned from the centerline of the existing PG&E pole line.

In addition to the landscaped buffer, a combination 6-foot block retaining wall and 6-foot curb-mounted tube steel fence would be installed along the eastern property boundary. A 6-foot vinyl fence would be installed along the western property boundary. An existing 8-foot block wall would remain along the northern property boundary. The southern project boundary along East Laurel Avenue would be gated. The first row of residential exterior use areas adjacent to East Laurel Avenue would include six-foot masonry walls.

Grading

The entire project site would be graded. In addition, grading would occur in the East Laurel Avenue right-of-way and City property east of the project site, for a total grading area of approximately 25 acres. Cut from the western portion of the project site would be relocated to the eastern portion of the project site to maintain a similar grade across the property. On the east boundary of the property a security fence and wall, along with a rock lined level-spreader for storm water basin overflow is to be constructed. On the City property, adjacent to the east, an 8-foot asphalt Class I bikeway will be constructed with 2-foot shoulders on each side. Concrete box culverts will convey storm water under the bikeway to drain onto the city property. Fill would be placed in the Santa Ynez River Flood Hazard Zones AE and X along the eastern boundary of the project site to elevate the proposed residential structures above the floodplain.

The Proposed Project would require approximately 133,600 cubic yards of cut and 133,800 cubic yards of fill. Grading for the bike path would require 1,200 cubic yards of cut and 1,800 cubic yards of fill, for a net import of 200 cubic yards. All other earthwork would be balanced at 132,000 cubic yards of cut and 132,000 cubic yards of fill.

Drainage Improvements

The proposed drainage improvements would include on-site gutters and storm drain pipes to route storm water runoff from all proposed hardscape areas to a proposed infiltration basin located in the northeast corner of the project site. The 6-foot deep, 79-foot by 93-foot infiltration basin would provide 45,320 cubic feet of storm water storage to capture and infiltrate storm water. During storm events exceeding the design storm (85th percentile, 24-hour storm), overflow would be routed via a weir to a rock-lined level spreader and box culvert under the proposed bike path to dissipate flows prior to discharge to the Santa Ynez River. A 6-foot tall wrought iron fence would be installed around the perimeter of the basin for security.

A bypass system for the existing 24-inch storm drain that crosses the project site along the northern boundary would be installed to reroute flows around the proposed residential buildings. Manhole connections would be constructed at both ends of the existing storm pipe. No additional storm water runoff would be introduced to this storm drain system compared to existing conditions. The drain will regain its original alignment where it exits the site and discharges through an existing pipe to the Santa Ynez River bed.

Utility Improvements

WATER SERVICE

An on-site domestic water system, including fire hydrants, is proposed to provide domestic, irrigation, and fire flow to the proposed residential development. The water system would include two connections to the existing 10-inch water main in East Laurel Avenue to create a looped system. One connection would be near the western project entrance at the southwestern corner of the project site. The second connection would be near the main project entrance at the intersection of East Laurel Avenue and North 12th Street. The project would also include an extension of the City water line at 8th Street and E. College Avenue to the northeast portion of the project site. The existing City water main located along the eastern project boundary would be protected in place.

SANITARY SEWER SERVICE

An on-site sewer system is proposed to serve the proposed residential development. The proposed sewer system would connect at the northwest corner of the project site to the existing City 24-inch sewer main in East College Avenue. A sewer line stub would also be provided at the project site's south property line east of North 12th Street for a future connection to the City sewer system.

ELECTRIC SERVICE

The project site would connect to the City's electric grid at the existing primary power vault located at the intersection of North 12th Street and Industrial Way, and include additional tie in points to vaults in the vicinity of the project site.

PG&E lines bi-sect the project site. The existing on-site 115,000 volt PG&E electrical line transferring electricity to the City's electric company would not be relocated. A revised PG&E easement of 40 feet is centered (20' each side) on the existing poles.

GAS, CABLE, AND TELEPHONE SERVICES

The Southern California Gas Company would provide natural gas services to the project site. Comcast would provide cable television via existing facilities located on Laurel Avenue near the southwest corner of the project site. Frontier Communications would provide telephone service to the project site.

Landscaping

The Proposed Project includes approximately 9 acres of open space area, comprised of 7.1 acres of common area and 2.8 acres of private area. The landscaping plan includes native, drought tolerant plants and a water-efficient irrigation system. Figure 5 shows the Proposed Project's landscaping plan. Maintenance of the exclusive use area landscaping would be provided by the property owners, while the Homeowner's Association would maintain the common area landscaping.

As discussed previously, in the central portion of the project site, a central park and dog park would contain natural and synthetic lawn areas, as shown in Figure 5. A community garden located at the southeast corner of the project site would contain lawn areas and a native garden. A small, landscaped park would also be located in the southwestern portion of the project site.

Disturbed areas on the eastern boundary and property to the east will be mulched and seeded with native plants, as approved by the City of Lompoc.

Lighting

Exterior lighting would be provided on the duplex and townhome units and on 14-foot-tall pole-mounted street lamps, to be located throughout the project site. Lighting would be designed such that the lights are shielded and directed downward and away from the riverbed and adjacent properties and nearby residences. In addition to the exterior lighting fixtures, the Proposed Project would include low-level lighting for security purposes.

Construction Schedule

The completion date for all phases of development associated with the proposed project is expected to occur no earlier than 2025. The project is anticipated to be constructed in a series of four phases over the course of a four- to five-year period. Off-site water and sewer improvements, the bike path from connection at the north to Laurel Avenue and the on-site and proposed off-site storm water facilities would be constructed during the first phase. All grading and public improvements would be completed during the first phase. This is anticipated to take approximately six months. The exact phase schedule for the development associated with the project would be determined based on market demand for the various housing types.

Required Approvals

The discretionary City approvals requested by the applicant include a zoning code text amendment to reduce affordable housing requirements in Redevelopment Area 2 from 15 percent to 10 percent with the option to allow off-site and/or in-lieu fees ; approval of Architectural Design and Site Development Review, Vesting Tentative Subdivision Map (including condo map); issuance of grading, building, and encroachment permits; and Redevelopment Successor Agency (RDA) Board, Planning Commission and City Council review and approval.

Figure 5 Landscaping Plan



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9. Surrounding Land Uses and Setting

Low-density residential uses are located to the north, light industrial and business park uses to the south, open space and the Santa Ynez River to the east, and light industrial land uses to the west of the project site.

10. Other Public Agencies Whose Approval is Required

The following agency approvals are anticipated to be required:

- **State Water Resources Control Board:** Coverage under the Construction General Permit prior to initiation of construction activities
- **Federal Emergency Management Agency:** Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) for placement of fill within the 100-year floodplain of the Santa Ynez River

11. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

On April 16, 2021, the City sent letters to Native American tribes with possible cultural affiliation and interest within the project area to notify them of the project and provide the opportunity for formal consultation pursuant to Assembly Bill 52. On May 18, 2021, the Santa Ynez Band of Chumash Indians responded and requested formal consultation on the project. The tribal consultation process is currently on-going.

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Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

Determination

Based on this initial evaluation:

- I find that substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects, and a SUBSEQUENT EIR will be prepared.
- I find that substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects, and a SUBSEQUENT EIR will be prepared.
- I find that new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows that: the project will have one or more significant effects not discussed in the previous EIR; significant effects previously examined will be substantially more severe than shown in the previous EIR; mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative; and a SUBSEQUENT EIR will be prepared.

River Terrace Residential Development Project (2020) and Zoning Text Amendment

- I find that none of the conditions described above calling for preparation of a Subsequent EIR are likely to occur with respect to the proposed project, and an EIR ADDENDUM will be prepared and will focus on:
 - Air Quality
 - Cultural Resources
 - Noise
 - Tribal Cultural Resources

Signature

Date

Printed Name

Title

Environmental Checklist

1 Aesthetics

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
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Except as provided in Public Resources Code Section 21099, would the project:

a.	Have a substantial adverse effect on a scenic vista?	Section 7.0	No	No	No	N/A
b.	Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Section 7.0	No	No	No	N/A
c.	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Section 7.0	No	No	No	N/A
d.	Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	Section 7.0	No	No	No	N/A

a. Would the project have a substantial adverse effect on a scenic vista?

The 2005 EIR concluded that the Approved Project would not result in adverse effects on scenic vistas because the eastern boundary of the project site, which was identified as a “visual edge” in the 1997 General Plan, was proposed to be an open landscape buffer, bikeway, and community park and would allow for continued public access and viewing opportunity. Although the eastern project boundary is not identified as a “visual edge” in the 2030 General Plan, the Proposed Project includes a landscape buffer and bike path along the eastern boundary of the project site. Therefore, the Proposed Project would not result in any new or substantially more severe impacts to scenic vistas beyond what was analyzed in the 2005 EIR.

- b. *Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

The 2005 EIR stated that the Approved Project would be within the urbanized area to the north of the intersection of Highway 1 and Highway 246, both of which were considered state scenic highways. The Approved Project was found to not to damage scenic resources at this intersection due to the distance to the project site and an intervening commercial structure. The Proposed Project is on the same project site within the vicinity of Highway 1 and Highway 246. Highway 1 is currently listed as an officially designated state scenic highway (Caltrans 2021). Highway 246 and Highway 1 are designated as local scenic road corridors in the Urban Design Element of the City's 2030 General Plan. Similar to the Approved Project, the Proposed Project would not damage scenic resources within or visible from Highway 1 and Highway 246 due to the distance to the project site and the intervening commercial structures. Thus, the Proposed Project would not damage scenic resources within a state scenic highway.

Therefore, the Proposed Project would not result in a new or substantially more severe impact to scenic resources within a state scenic highway beyond what was analyzed in the 2005 EIR.

- c. *Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

The 2005 EIR concluded that the Approved Project would not degrade the quality or character of the surrounding area because the project site would be located in an urbanized area, and the Planning Commission would be required to review and approve the final architectural design for the project to ensure it complied with the City's Architectural Review Guidelines. Similarly, the Proposed Project would be located within an urbanized area, and final architectural design would require approval from the Planning Commission to ensure compliance with the City's Architectural Review Guidelines and the applicable regulations governing scenic quality. Additionally, the proposed residential development and future commercial uses would not conflict with the Medium Density Residential Planned Development (R2PD) and Planned Commercial Development (PCD) zoning of the project site. No impact related to conflict with applicable zoning or other regulations governing scenic resources would occur. Therefore, the Proposed Project would not result in any new or substantially more severe impacts related to visual character and public views beyond what was analyzed in the 2005 EIR.

- d. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

The 2005 EIR concluded that the Approved Project would result in less than significant impacts due to light or glare because project-related light sources would be subject to lighting requirements outlined in the City Municipal Code, such as shielding and directing light sources toward the ground. The Proposed Project includes a lighting plan which contains exterior lighting on residential units, streetlamps throughout the project site, and low-level lighting for security. Similarly, the lighting plan would be subject to the lighting requirements specified in the Municipal Code. Lighting would be designed such that the lights are shielded or directed away from the adjacent land uses and nearby residences to minimize potential lighting and glare created from project development. Therefore, impacts related to light and glare would be less than significant.

The Proposed Project would not result in a new or substantially more severe impact related to new sources of light or glare beyond what was analyzed in the 2005 EIR.

MITIGATION MEASURES

No mitigation measures for aesthetics were required in the 2005 EIR for the Approved Project. Similarly, no mitigation measures are required for the Proposed Project.

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2 Agriculture and Forestry Resources

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?	
Would the project:						
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Section 7.0	No	No	No	N/A
b.	Conflict with existing zoning for agricultural use or a Williamson Act contract?	Section 7.0	No	No	No	N/A
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	N/A; New CEQA checklist item added subsequent to the 2005 EIR	No	No	No	N/A
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	N/A; New CEQA checklist item added subsequent to the 2005 EIR	No	No	No	N/A
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	Section 7.0	No	No	No	N/A

River Terrace Residential Development Project (2020) and Zoning Text Amendment

- a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

At the time the 2005 Final EIR (Approved Project) was certified, the 26.22-acre project area was identified as “Unique Farmland” by California Resources Agency. However, the 2005 Final EIR concluded that because the 1997 General Plan Update EIR identified unavoidably significant impacts related to the conversion of Unique Farmland and made Findings of Overriding Considerations for these impacts, the Approved Project would result in no impacts to Unique Farmland. Since certification of the 2005 Final EIR, the California Department of Conservation (DOC) has redefined the project site to be part of the “Urban and Built-up Land” and “Other Land” designations (DOC 2016). Therefore, the Proposed Project would not result in impacts to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

The Proposed Project would not result in a new or substantially more severe impact to farmlands beyond what was analyzed in the 2005 EIR.

- b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*

The 2005 EIR concluded that the Approved Project would not conflict with a Williamson Act Contract or existing zoning for agricultural use because the project site was not under a Williamson Act contract or zoned for agriculture. Similarly, the project site is currently not zoned for agricultural use or subject to a Williamson Act contract. Therefore, the Proposed Project would not conflict with a Williamson Act Contract or existing zoning for agricultural use.

The Proposed Project would not result in a new or substantially more severe impact related to conflict with agricultural zoning or a Williamson Act contract beyond what was analyzed in the 2005 EIR.

- c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*

- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

Impacts to forest land and timberland were not specifically addressed in the 2005 EIR. However, at the time the 2005 Final EIR was certified, the project site was vacant and undeveloped and did not contain forestland or timberland. Therefore, the Approved Project would not result in impacts to forestland or timberland. Similarly, the project site is currently vacant and undeveloped and does not contain forestland or timberland. Therefore, the Proposed Project would not result in impacts to forestland or timberland.

The Proposed Project would not result in a new or substantially more severe impact related to conflict with agricultural zoning or a Williamson Act contract beyond what was analyzed in the 2005 EIR.

- e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

The 2005 EIR concluded that Approved Project would not result in the conversion of farmland to non-agricultural use. Although not specifically analyzed in the 2005 EIR, the Approved Project would also not convert forest land to non-forest use. The project site currently consists of vacant, undeveloped land, which is not zoned for, or in use for, forest land or agricultural purposes. Similar to the Approved Project, the Proposed Project would not result in the conversion of farmland to a non-agricultural use or forestland to a non-forest use.

The Proposed Project would not result in any new or substantially more severe impacts to agriculture or forest resources beyond what was analyzed in the 2005 EIR.

MITIGATION MEASURES

No mitigation measures for agricultural and forestry resources were required in the 2005 EIR for the Approved Project. Similarly, no mitigation measures are required for the Proposed Project.

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3 Air Quality

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?	
Would the project:						
a.	Conflict with or obstruct implementation of the applicable air quality plan?	Section 4.1	Further Addressed in EIR Addendum	No	Further Addressed in EIR Addendum	Further Addressed in EIR Addendum
b.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Section 4.1	Further Addressed in EIR Addendum	No	Further Addressed in EIR Addendum	Further Addressed in EIR Addendum
c.	Expose sensitive receptors to substantial pollutant concentrations?	Section 4.1	Further Addressed in EIR Addendum	No	Further Addressed in EIR Addendum	Further Addressed in EIR Addendum
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Section 4.1	No	No	No	N/A

- a. *Would the project conflict with or obstruct implementation of the applicable air quality plan?*
- b. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*
- c. *Would the project expose sensitive receptors to substantial pollutant concentrations?*

The 2005 EIR found that the Approved Project would result in significant and unavoidable impacts related to air quality emissions because the project would generate both construction and operational air emissions that exceeded applicable thresholds. Even with adherence of policies for the South Central Coast Air Basin and compliance with Construction Mitigation Measures 4.1-1 through 4.1-5 and Operational Mitigation Measures 4.1-6 through 4.1-9, the 2005 EIR found that the vehicular emissions of Reactive Organic Gases (ROG) and Nitrogen Oxides (NO_x) would still exceed the Air Pollution Control District’s (APCD) 25 pounds per day threshold. No additional mitigation measures could feasibly be implemented that would reduce vehicular emissions generated by the Approved Project below the APCD threshold. Therefore, the 2005 EIR concluded that impacts would be significant and unavoidable.

Compared to the Approved Project, the Proposed Project includes less residential unit development and would therefore generate less air contaminant emissions. The future commercial uses would be similar to those proposed as those proposed for the Approved Project and would result in similar air

contaminant emissions. However, due to the change in existing air quality conditions and regulations, this topic will be further addressed in an EIR Addendum.

- d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

The 2005 EIR found that the Approved Project would have no impact related to generating offensive odors because the residential and commercial uses on site would not generate odors. Similarly, the Proposed Project would have no impact related to generating offensive odors because the residential and future commercial uses on site would not generate odors. Therefore, the Proposed Project would not result in any new or substantially more severe impacts related to odors beyond what was analyzed in the 2005 EIR.

Mitigation Measures

Mitigation Measures 4.1-1 through 4.1-9 from the 2005 EIR were required for the Approved Project. The EIR Addendum will evaluate the applicability of these mitigation measures to the Proposed Project.

4 Biological Resources

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
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Would the project:

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 Wildlife or U.S. Fish and Wildlife Service?	Section 4.2	No	No	No	N/A
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Section 4.2	No	No	No	N/A
c.	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Section 4.2	No	No	No	N/A
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?	Section 4.2	No	No	No	N/A
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Section 4.2	No	No	No	N/A

River Terrace Residential Development Project (2020) and Zoning Text Amendment

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?	
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?	Section 4.2	No	No	No	N/A

a. *Would the project 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 Wildlife or U.S. Fish and Wildlife Service?*

An updated Biological Evaluation was prepared by Elihu Gevirtz, dated October 26, 2020 (Biological Evaluation) that provides a description of the current biological conditions within the project site. The Biological Evaluation describes the on-site vegetation as best fitting *Hazardia squarrosa* Shrubland Alliance from A Manual of California Vegetation, 2nd Edition (Sawyer et al. 2009); however, due to the modified condition and history of the site, vegetation within the project site is substantially disturbed. The description of the vegetation in the Biological Evaluation is consistent with the conditions reported in the 2005 EIR and is described as ruderal habitat with inclusions of small clumps of native and non-native trees and coyote brush (*Baccharis pilularis*) and scattered sawtooth goldenbush (*Hazardia squarrosa*).

The California Natural Diversity Database (CNDDDB; California Department of Fish and Wildlife [CDFW], 2021) and California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California were queried in May 2021 to obtain updated information regarding special status species documented on and within the *Lompoc, California* United States Geological Survey (USGS) 7.5-minute topographic quadrangle and surrounding eight quadrangles. The records searches identified 46 special status animals, 34 special status plants, and 12 sensitive natural communities that have been documented within the nine-quadrangle searches. The majority of the species identified by the queries do not have potential to occur within the project site due to the absence of suitable habitat.

The project site was evaluated for suitability for the California red-legged frog (CRLF; *Rana draytonii*; federally Threatened and CDFW Species of Special Concern) and aquatic habitat within the vicinity of the project site was determined not to have suitable breeding habitat for CRLF. Due to the lack of suitable breeding habitat and the disturbed condition of the site, CRLF is not expected to commonly traverse the site. Additionally, the project site was analyzed for suitable nesting habitat for southwestern willow flycatcher (*Empidonax traillii extimus*; SWFL; federally Threatened, State Species of Special Concern) and least Bell’s vireo (*Vireo bellii pusillus*; LBVI; federally and State Endangered); suitable habitat for both species is not present within the project site.

One special status plant species was observed within the project site during field surveys conducted in April 2005: black-flowered figwort (*Scrophularia atrata*; California Rare Plant Rank (CRPR) 1B.2 - considered rare or endangered in California and elsewhere [protected under CEQA, but not legally

protected under the federal Endangered Species Act or California Endangered Species Act]). A species mitigation and monitoring plan would be prepared for the Approved Project and impacts to individuals would be mitigated to less than significant through on-site mitigation, on-site mitigation, or payment of in-lieu fees, as required by Mitigation Measures 4.2-1 through 4.2-4, which were identified in the 2005 Final EIR (these measures added to the Final EIR, in addition to the Draft EIR mitigation measures discussed below). The updated Biological Evaluation concluded that on-site conditions are consistent with the conditions reported in the 2005 EIR. Because the Proposed Project would disturb the same area as the Approved Project, there would not be new or substantially more severe impacts to special status plant species. Since the Proposed Project also has the potential to impact black-flowered figwort, it would be required to implement Mitigation Measures 4.2-1 through 4.2-4 of the Final EIR.

The 2005 EIR concluded the construction of the Approved Project had the potential to impact nesting birds. Mitigation Measures 4.2-1 through 4.2-4 from the 2005 Draft EIR would require Migratory Bird Treaty Act as well as other avoidance measures to reduce impacts to nesting birds to less than significant. The updated Biological Evaluation concluded that on-site conditions are consistent with the conditions reported in the 2005 EIR. Because the Proposed Project would disturb the same area as the Approved Project, there would not be new or substantially more severe impacts to nesting birds. Since the Proposed Project also has the potential to impact nesting birds during construction, it would be required to implement Mitigation Measures 4.2-1 through 4.2-4 from the 2005 Draft EIR to reduce impacts to less than significant.

The 2005 EIR stated that increased lighting from project operation disruption could eventually substantially reduce or alter the animal species composition on the project site, Mitigation Measure 4.2-5 from the 2005 Draft EIR, which requires lighting to be downcast and shielded, would reduce impacts related to light and glare to less than significant. The Proposed Project would be located in the same location there would also include lighting which could impact animal species. Therefore, there would not be new or substantially more severe impacts from lighting. The Proposed Project would be required to implement Mitigation Measures 4.2-5 to reduce lighting and glare impacts to less than significant.

The 2005 EIR stated that siltation, erosion, and dust from site clearing and grading would indirectly affect plant communities and animal species in surrounding undeveloped areas. Mitigation Measures 4.2-6 through 4.6-11 from the 2005 Draft EIR would reduce indirect construction impacts to less than significant. The Proposed Project would be located on the same site and include similar construction activities, and indirect construction impacts of the Proposed Project would not be new or substantially more severe than the Approved Project. The Proposed Project would be required to implement Measures 4.2-6 through 4.6-11 from the 2005 Draft EIR to reduce impacts to less than significant.

In summary, based on the results of the Biological Evaluation, biological conditions within the project site have not changed substantially since the analysis of the Approved Project in the 2005 EIR. Special status species habitat remains unchanged and no additional special status species were determined to have potential to occur within the project site than those previously analyzed in the 2005 EIR. The Proposed Project would not result in new or substantially more severe impacts to special status species beyond those analyzed in the 2005 EIR and no additional mitigation measures are warranted.

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- b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*
- c. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

The 2005 EIR concluded that no impacts to riparian habitat, jurisdictional resources, or wetlands would occur because these resources are not present on the project site. Impacts to the drainage and associated riparian habitat were described and analyzed in the 2006 Addendum to the EIR. The 2006 Addendum concluded that the Santa Ynez River and associated riparian habitat is located completely outside the project site. It was determined that one small drainage of approximately 0.2 acres that is a tributary to the Santa Ynez River is located within the footprint site of the proposed bike path. The 2006 Addendum concluded that the Approved Project would be required to apply for and obtain all required agency permits (U.S Army Corps of Engineers and CDFW) and impacts would remain less than significant.

Based on the results of the 2020 Biological Evaluation, biological conditions within the project site have not changed substantially since the analysis of the project in the 2005 EIR. The description and conditions of the vegetation and physical features of the project site are consistent with those analyzed in the 2005 EIR and 2006 Addendum and the proposed project changes would not result in additional impacts to vegetation or potentially jurisdictional features. The Proposed Project would result in no impacts to wetlands or other sensitive natural communities. The Proposed Project would not result in new or substantially more severe impacts to federally protected wetlands, riparian habitat, or other sensitive natural communities beyond what was analyzed in the 2005 EIR.

- d. *Would the project 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 project site is immediately adjacent to development on the north and west sides and State Route 246 is located just south of the site, providing very little connectivity with wildlife habitat locally. Additionally, the project site is immediately adjacent to the Santa Ynez River that likely functions as an important local migratory corridor for numerous wildlife species, and due to the disturbed condition of the project site and lack of connectivity, it is unlikely wildlife would use it as a movement corridor. The 2005 EIR concluded that the project would not impact the Santa Ynez River and regional wildlife movement would not be substantially impacted by the project. The Proposed Project would be located on the same project site impacts to wildlife movement and corridors would be less than significant.

The Proposed Project would not result in new or substantially more severe impacts to migratory wildlife corridors, or impede the use of native wildlife nursery sites, and no additional mitigation measures are warranted.

- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The 2005 EIR stated that approximately 450 trees are located on the project site, of which two-thirds are Monterey pine and Japanese pittsorum. The Approved Project would result in the removal of

365 trees while 85 trees would be protected in place. The trees communities are non-native and no City permits would be required for the removal of mature trees.

The Proposed Project would require removal of substantially fewer trees than the Approved Project as there are less on-site trees than in 2005 and the design of the project would result in fewer removals. The Proposed Project would require the removal of 117 trees, while 9 trees would be protected in place. Similar to the Approved Project, the trees communities are non-native and no City permits would be required for the removal of mature trees. Impacts related to conflict with local policies and ordinances protecting biological resources would be less than significant. The Proposed Project would not result in new or substantially more severe impacts related to conflict with a local policies and ordinances protecting biological resources beyond what was analyzed in the 2005 EIR.

- f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The 2005 EIR stated that the project site is not currently within any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the Approved Project would not conflict with a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. These conditions have not changed since certification of the 2005 EIR and the Proposed Project would not conflict with a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As such, the Proposed Project would not result in new or substantially more severe impacts related to conflict with a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan beyond what was analyzed in the 2005 EIR.

MITIGATION MEASURES

Mitigation Measures 4.2-1 through 4.2-11 presented in the 2005 Draft EIR and Mitigation Measures 4.2-1 through 4.2-4 presented in the 2005 Final EIR are applicable to the Proposed Project.

The following mitigation measures were included in the 2005 Draft EIR:

- 4.2-1** Within 30 days of ground disturbance activities associated with construction or grading that would occur during the nesting/breeding season of native bird species potentially nesting on the site (typically March through July, or as determined by a qualified biologist), the applicant shall have weekly surveys be conducted by a qualified biologist to determine if active nests of bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the construction zone or within 300 feet (500 feet for raptors) of the construction zone. The surveys shall continue on a weekly basis with the last survey being conducted no more than three days prior to initiation of clearance/construction work. If ground disturbance activities are delayed for more than 30 days past the pre-construction survey, then additional preconstruction surveys will be conducted such that no more than 30 days will have elapsed between the survey and ground disturbance activities. If active nests are found, clearing and construction within 300 feet of the nest (500 feet for raptors) shall be postponed or halted, at the discretion of the biologist, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest shall be established in the field with flagging, fencing, or other appropriate barrier. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure

that no inadvertent impacts on these nests will occur. The results of the survey, and any avoidance measures taken, shall be submitted to the City and the California Department of Fish and Game within 30 days of completion of the pre-construction surveys and prior to issuance of grading permits.

- 4.2-2** Fencing of sufficient height and design shall be placed (outside of the bird nesting season) between the edge of development and the SYR riparian zone to deter access into this area by humans and pets.
- 4.2-3** Trash containers and disposal methods within the development area shall be designed to prevent access by raccoons, crows, feral animals, and other wildlife species that can become habituated to human habitation.
- 4.2-4** Pets and other domestic animals shall be prohibited from the remaining open space areas adjacent to the project site (particularly the riparian habitat associated with the SYR) except for on designated trails and unless retained by leash and accompanied at all times by the owner or responsible party.
- 4.2-5** All lighting along the perimeter of natural areas, particularly street lamps and development related residential lighting, shall be downcast luminaries and shall be shielded and oriented in a manner that will prevent spillage or glare into the remaining natural and open space areas.
- 4.2-6** Vehicles carrying supplies, such as concrete, should not be allowed to empty, clean out, or otherwise place materials into natural areas on or immediately adjacent to the site. Signage and fencing must notify construction workers and drivers about site boundaries and seasonal restrictions of access to suitable sites for sensitive species.
- 4.2-7** For all grading and construction activities within 100 feet of open space and/or riparian resources, a City-approved biologist shall be retained at the expense of the applicant as a construction monitor to ensure that incidental construction impacts on adjacent biological resources are avoided or minimized, and to conduct pre-grading field surveys for special-status plant and wildlife species that may be destroyed as a result of construction and/or site preparation activities. Responsibilities of the construction environmental monitor include the following:
 - Attend all pre-grade meetings to ensure that timing/location of construction activities do not conflict with other mitigation requirements (e.g., seasonal surveys for birds and wildlife). Conduct meetings with the contractor and other key construction personnel describing the importance of restricting work to designated areas. The monitor should also discuss procedures for minimizing harm/harassment of wildlife encountered during construction.
 - Review/designate the construction area in the field with the contractor and the City inspector in accordance with the final approved grading plan. Haul roads, access roads, and on-site staging and storage areas should be sited within grading areas to minimize degradation of habitat adjacent to these areas. If activities outside these limits are necessary, they should be evaluated by the biologist to ensure no special-status species or habitat will be adversely affected.
 - Conduct a field review of the staking (to be set by the surveyor) designating the limits of all construction activity. Any construction activity areas immediately adjacent to riparian areas or other special-status resources (such as large trees or bird nests) may be flagged or temporarily fenced by the monitor, at his/her discretion.

- Periodically visit the site during construction to coordinate and monitor compliance with the above provisions.
- 4.2-8** Any noxious vegetation shall be removed from the work area. Noxious vegetation shall be disposed of in a manner and at a location that will prevent its re-establishment. Whenever possible, noxious species will be removed by hand or by hand-operated power tools rather than by chemical means. Where control of noxious vegetation is required and chemical use necessary, only those herbicides, such as Rodeo (Glyphosate) that are approved for aquatic use shall be used.
- 4.2-9** To avoid the introduction or spread of noxious weeds into previously un-infested areas, the City or its contractors will implement the following measures:
- Educate construction supervisors and managers on weed identification and the importance of controlling and preventing the spread of noxious weed infestations;
 - Conduct a follow-up inventory of the construction area to verify that construction activities have not resulted in the introduction of new noxious weed infestations; and
 - If new noxious weed infestations are located during the follow-up inventory, the appropriate resource agency will be contacted to determine the appropriate species-specific treatment methods.
- 4.2-10** The City and its contractors shall minimize the likelihood of removal or disturbance of sensitive biological resources adjacent to the construction area by installing orange construction barrier fencing (and sedimentation fencing in some cases) around the construction areas. Sensitive resources that occur within and adjacent to the construction area include the sensitive natural plant communities and riparian forest along the SYR.
- 4.2-11** Standard dust control measures of the Santa Barbara County Air Pollution Control District shall be implemented to reduce impacts on nearby plants and wildlife. This includes a variety of options to reduce dust including replacing ground cover in disturbed areas as quickly as possible, use of a tackifier, watering active sites regularly, and suspending all excavating and grading operations during periods of high winds.

The following mitigation measures were added to the 2005 Final EIR, after public circulation of the Draft EIR:

- 4.2-1 On-Site Mitigation.** A mitigation plan shall be prepared for the removal and replacement of the seven black-flowered figwort plants located on site. The mitigation plan shall identify an acceptable on-site location for the mitigation area based on the known habitat for the species (e.g., soil, drainage, moisture, topography, sun exposure, etc.). Black-flowered figworts typically occur on sandy and calcareous soils (e.g., diatomaceous shales) in closed-cone coniferous forests, maritime chaparral, coastal dunes, coastal scrub, and riparian scrub habitat. The replacement ratio shall be 2:1 (plants removed to plant replaced) utilizing seeds collected from the on-site plants to ensure a no net loss of the species in the region. Monitoring of the project's community garden that is proposed to be located where the existing seven blackflowered figworts are currently located is a suitable mitigation location. This location may be suitable due to the known environmental growing conditions for the species in this specific area. Following grading operations, a qualified botanist shall evaluate the proposed on-site mitigation area to determine if suitable environmental growing conditions exist to ensure a 100 percent survivorship for the replacement of the seven black-flowered figwort plants. Permanent fencing shall be installed to provide long-term protection, and signage shall

be installed to provide community awareness on the importance of preserving the black-flowered figwort plants.

- 4.2-2 Off-Site Mitigation.** A mitigation plan shall be prepared to offset impacts to the seven blackflowered figwort plants located on the proposed project site. The mitigation plan shall identify an acceptable off-site mitigation area based on the known habitat and required environmental growing conditions of this species. Black-flowered figworts typically grow on sandy and calcareous soils (e.g., diatomaceous shales) in closed-cone coniferous forests, maritime chaparral, coastal dunes, coastal scrub, and riparian scrub habitat. The replacement ratio shall be a 2:1 ratio utilizing seeds collected from the existing on-site plants to ensure a 100 percent survivorship and a no net loss of the species in the region. Monitoring of the replacement plants within the off-site mitigation area will occur for a period of five years. The City property that is located to the east of the project site which contains riparian habitat may be an appropriate mitigation area for the plants based on the required habitat of the black-flowered figwort. A qualified botanist shall evaluate this location to determine if this City-owned site would be acceptable for the replacement of the seven plants that are found on the River Terrace site. If this site is determined not to be an appropriate location, the applicant will work with the City and CDFG to determine an appropriate off-site mitigation site for the plants.
- 4.2-3 In Lieu Fees.** If it is determined that the existing seven black-flowered figwort plants cannot be feasibly maintained in their existing location, the applicant could contribute a proportional in lieu mitigation fee to offset the removal of the seven plants. As the City of Lompoc is currently in the process of monitoring an existing black-flowered figwort mitigation site in the southwestern corner of the City, on a site known as the Bodger property, the applicant of the proposed project could monetarily contribute to this mitigation site to offset the impacts associated with the River Terrace development. According to the Annual Mitigation Monitoring Report: Year 1 for the Bodger Property (included in Appendix B), the mitigation site has been reasonable successful at the replacement and propagation of the black-flowered figwort species. In the first year of the implementation of the plan, approximately 86 of the goal of 200 plants after five years have survived and propagated according to the first year monitoring report. The appropriate in lieu fee will be determined by the City of Lompoc in consultation with CDFG and be paid for at the expense of the applicant in order to provide for the costs associated with a 2:1 replacement ratio of the seven black-flowered figwort plants at this off-site mitigation area. Monitoring of survivorship of the replacement plants on the offsite mitigation location will occur for a duration of five years.

5 Cultural Resources

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
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Would the project:

a.	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Section 7.0	Further Addressed in EIR Addendum	No	Further Addressed in EIR Addendum	Further Addressed in EIR Addendum
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Section 7.0	Further Addressed in EIR Addendum	No	Further Addressed in EIR Addendum	Further Addressed in EIR Addendum
c.	Disturb any human remains, including those interred outside of formal cemeteries?	Section 7.0	No	No	No	N/A

- a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*
- b. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

The 2005 EIR stated the records search and field survey of the project site did not identify historical or archaeological resources on site. However, due to the previous occupation of the area by the Chumash Indians and later historic peoples, there is a possibility for undetected historical and/or archaeological resources to be buried on the project site. The 2005 concluded that implementation of Mitigation Measure CR-1 would reduce impacts to a less than significant level by requiring that the City be notified and all ground-disturbing work to stop immediately if historical or archaeological resources were unearthed or exposed during construction and the artifact evaluated by an experienced archaeologist.

Similarly, the Proposed Project would be located on the same project site as the Approved Project. Therefore, there would be a potential for historical and archaeological resources to be encountered during construction. However, due to changes in the existing conditions on the site, erosion and exposure of archaeological resources could have occurred since 2005. Additionally, as part of the formal Native American tribal consultation process, the Santa Ynez Band of Chumash Indians requested that a Phase I Archaeological Survey be conducted for the project site. As such, a Phase I Archaeological Survey Report is being prepared for the project. Due to the potential for historical and archaeological resources to be present on the project site, the Proposed Project would also be required to comply with Mitigation Measure CR-1, which requires that all ground-disturbing work to stop immediately if historical or archaeological resources were unearthed or exposed during construction.

The results of the Phase I Archaeological Survey, including updates to existing conditions, database searches, and potential impacts to historical and archaeological resources will be further discussed and evaluated in an EIR Addendum.

- c. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

The 2005 EIR concluded that there is a potential for previously undisturbed human resources to be present on the project site, for the reasons summarized above in Threshold 5a. The 2005 concluded that implementation of Mitigation Measure CR-3 would reduce impacts to a less than significant level by requiring that the City, County Coroner, and Native American Heritage Commission be notified and all ground-disturbing work to stop immediately if human remains were unearthed or exposed during construction.

The Proposed Project would be located on the same project site as the Approved Project. Therefore, there would be a potential for unearthed human remains to be encountered during construction. The Proposed Project would also be required to comply with Mitigation Measure CR-3, which would reduce impacts related to disturbance of human remains to a less than significant level.

With implementation of the mitigation measures from the 2005 EIR, the Proposed Project would not result in a new or substantially more severe impact to human remains beyond what was analyzed in the 2005 EIR.

MITIGATION MEASURES

The following mitigation measures for impacts related to cultural resources from the 2005 EIR are applicable to the Proposed Project:

- CR-1** If archaeological artifacts are unearthed or exposed during construction, all ground disturbing work in the vicinity shall stop immediately, and the artifacts and the site shall be evaluated by an experienced archaeologist. An appropriate plan for the evaluation of the artifacts from the site shall be prepared and its implementation overseen by an experienced Archaeologist, prior to the restarting of ground disturbing work at the project site.
- CR-3** If human remains are accidentally discovered or recognized during construction, all excavation and ground disturbing work on or adjacent to the project site (or area of discovery) shall stop immediately. The County Coroner of the County in which the remains are discovered shall be contacted, and the Native American Heritage Commission shall be notified immediately and their recommendations and requirements adhered to, prior to continuation of construction activity.

The EIR addendum will evaluate the need for additional mitigation measures and/or revisions to the mitigation measures from the 2005 EIR listed above.

6 Energy

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
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Would the project:

a.	Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	N/A; New CEQA checklist item added subsequent to the 2005 EIR	No	No	No	N/A
b.	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	N/A; New CEQA checklist item added subsequent to the 2005 EIR	No	No	No	N/A

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*
- b. *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

The 2005 EIR did not specifically address potential impacts related to energy. However, Section 5.0 of the 2005 EIR acknowledged the irreversible commitment of non-renewable resources, such as natural gas and petroleum products for construction and operation of the Approved Project. Compared to the Approved Project, the Proposed Project includes less residential unit development and would therefore result in less energy consumption during construction and operation.

Additionally, the Proposed Project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. During construction, construction equipment would be maintained to applicable standards, and construction activity and associated fuel consumption and energy use would be temporary and typical for construction sites. It is also reasonable to assume that contractors would avoid wasteful, inefficient, and unnecessary fuel consumption during construction to reduce construction costs.

The proposed residential development and future commercial use would comply with all building design standards set in Title 24 of the California Building Code, which requires incorporation of efficient light fixtures and building materials into the design of new construction projects. Compliance with Title 24 standards would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during project operation. Finally, housing is an identified need in the City and would not be a wasteful, inefficient, or unnecessary consumption of energy. Energy impacts would be less than significant.

MITIGATION MEASURES

Energy impacts were not analyzed in 2005 EIR for the Approved Project and therefore, no mitigation measures were identified. Energy impacts of the Proposed Project would be less than significant and no mitigation measures are required.

7 Geology and Soils

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
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Would the project:

a.	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
1.	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?	Section 7.0	No	No	No	N/A
2.	Strong seismic ground shaking?	Section 7.0	No	No	No	N/A
3.	Seismic-related ground failure, including liquefaction?	Section 7.0	No	No	No	N/A
4.	Landslides?	Section 7.0	No	No	No	N/A
b.	Result in substantial soil erosion or the loss of topsoil?	Section 7.0	No	No	No	N/A
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Section 7.0	No	No	No	N/A
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Section 7.0	No	No	No	N/A
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?	Section 7.0	No	No	No	N/A
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Section 7.0	No	No	No	N/A

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- a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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?*
- a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*
- a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*
- a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*

The 2005 EIR stated that the Approved Project had seismic shaking and seismic-related ground failure because the project site is within a 100-mile radius of the San Andreas Fault Zone and other faults which could generate earthquakes and strong shaking on the project site. However, compliance with the seismic design parameters of the Uniform Building Code (UBC), as well as adherence to the state, County, and City standards for earthquake-resistant construction, as required by Mitigation Measures GEO-1 through GEO-3, would ensure impacts related to seismic ground failure would be reduced to a less than significant level.

The Proposed Project would be located on the same project site as the Approved Project, which would be subject to strong seismic shaking. The Proposed Project would be required to comply with Mitigation Measures GEO-1 through GEO-3 from the 2005 EIR, which require adherence to the current seismic design parameters from the UBC, and state, County, and City standards for earthquake-resistant construction. Therefore, with implementation of Mitigation Measures GEO-1 through GEO-3, the Proposed Project's impacts related to earthquakes or seismic ground failure would be reduced to less than significant.

With implementation on the mitigation measures from the 2005 EIR, the Proposed Project would not result in a new or substantially more severe impact related to earthquakes or seismic ground failure beyond what was analyzed in the 2005 EIR.

- b. Would the project result in substantial soil erosion or the loss of topsoil?*

The 2005 EIR stated that the Approved Project would result in minimal soil erosion and loss of topsoil because limited earthwork and grading activities would be required and previous disturbance for historical agriculture and diatomaceous earth (DE) disposal. Furthermore, erosion of topsoil resulting from high winds would be addressed by implementation of measures used to control construction air quality emissions. Similarly, the project site is flat which would minimize erosion during a storm event. In addition, the Proposed Project would be required to implement Erosion Control BMPs in compliance with the State Water Resources Control Board Construction General Permit. Like the Approved Project, the Proposed Project would implement dust control measures during construction which would minimize wind erosion. Therefore, impact related to soil erosion or loss of topsoil would be less than significant.

With implementation on the mitigation measures from the 2005 EIR, the Proposed Project would not result in a new or substantially more severe impact related to severe soil erosion or loss of topsoil beyond what was analyzed in the 2005 EIR.

- c. *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

The 2005 EIR stated that the project site is located adjacent to, and partially within, an area identified as a “Liquefaction Hazard Area” within the City’s 1997 General Plan Safety Element. However, based on preliminary borings conducted on the project site, it was determined that the potential for the occurrence of an earthquake capable of promoting liquefaction is negligible. The 2005 EIR concluded that impacts would be less than significant. Similarly, the project site is currently identified in the City’s 2030 General Plan Safety Element as a High Liquefaction Hazard area. However, since previous borings indicated that potential for the occurrence of an earthquake capable of promoting liquefaction would not occur during the design life of the proposed project, and project construction would comply with the requirement specified in a project-specific geotechnical report, impacts related to liquefaction or soil failure would be less than significant.

The Proposed Project would not result in a new or substantially more severe impact related to liquefaction or unstable soils beyond what was analyzed in the 2005 EIR.

- d. *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

The 2005 EIR stated that the project site is located on a site with primarily non-expansive soils, but low to medium-expansive soils are located near the surface. However, the 2005 EIR concluded that impacts related to expansive soils would be less than significant with adherence to the design recommendations of the Approved Project’s geotechnical study, and building specifications from the Uniform Building Code (UBC), and state, County, and City standards for earthquake-resistant construction, as required by Mitigation Measures GEO-1 through GEO-3. The Proposed Project would be located on the same site as the Proposed Project, which has low to moderately expansive soils near the surface. The Approved Project would be required to comply with Mitigation Measures GEO-1 through GEO-3 of the 2005 EIR, which require compliance with the design recommendations of the geotechnical study and adherence to current building specifications set forth by the UBC, state, County, and City. With implementation of Mitigation Measures GEO-1 through GEO-3, impacts of the Proposed Project related to expansive soils would be reduced to less than significant.

With implementation on the mitigation measures from the 2005 EIR, the Proposed Project would not result in a new or substantially more severe impact related to expansive soils beyond what was analyzed in the 2005 EIR.

- e. *Would the project 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?*

The 2005 EIR stated that the Approved Project would not require the use of septic tanks or alternative wastewater disposal systems because the site would be connected to the City’s sewer system. The 2005 EIR concluded that no impacts would occur related to septic tanks or alternative wastewater disposal systems. Similarly, the Proposed Project does not require the use of septic tanks and would include connections to the City’s sewer system. Therefore, the Proposed Project would not result in impacts related to septic tanks or alternative wastewater disposal systems.

The Proposed Project would not result in a new or substantially more severe impact related to the use of septic tanks beyond what was analyzed in the 2005 EIR.

- f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The 2005 EIR stated that there is a potential for paleontological resources to be present on the project site. The 2005 concluded that implementation of Mitigation Measure CR-2 would reduce impacts to a less than significant level by requiring that the City be notified and all ground-disturbing work to stop immediately if paleontological artifacts were unearthed or exposed during construction and the artifact evaluated by an experienced paleontologist.

Similarly, the Proposed Project would be located on the same project site as the Approved Project. Therefore, there would be a potential for paleontological resources to be encountered during construction. The Proposed Project would also be required to comply with Mitigation Measure CR-2, which would reduce impacts to paleontological resources to a less than significant level.

With implementation on the mitigation measures from the 2005 EIR, the Proposed Project would not result in a new or substantially more severe impact to paleontological resources beyond what was analyzed in the 2005 EIR.

MITIGATION MEASURES

The following mitigation measures for impacts related to geology and soils from the 2005 EIR are applicable to the Proposed Project:

- GEO-1** The applicant shall comply with all recommendations for the project site as identified in the Geotechnical Feasibility Study for the project site, prepared by Earth Systems Pacific, July 8, 2003.
- GEO-2** The project shall utilize seismic design parameters contained in the latest edition of the Uniform Building Code.
- GEO-3** Design and construction of all structural elements of the project shall adhere to the most current State, County, and City standards for earthquake-resistant construction.
- CR-2** If paleontological artifacts are unearthed or exposed during construction, in accordance with SVP (2010) guidelines, all ground disturbing work shall stop within 50 feet of the find immediately and a qualified professional paleontologist shall be retained to evaluate the discovery, determine its significance and if additional mitigation or treatment is warranted . Work in the area of the find will resume once the find is properly documented and authorization is given to resume construction work by the qualified paleontologist in coordination with the City. Any significant paleontological resources found during construction monitoring will be prepared, identified, analyzed, and permanently curated in an approved regional museum repository (e.g., UCMP).

8 Greenhouse Gas Emissions

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
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Would the project:

a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	N/A; New CEQA checklist item added subsequent to the 2005 EIR	No	No	No	N/A
b.	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	N/A; New CEQA checklist item added subsequent to the 2005 EIR	No	No	No	N/A

- a. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*
- b. *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

The 2005 EIR did not specifically address potential impacts related to greenhouse gas (GHG) emissions. Potential impacts of GHGs on climate change were known as early as the 1970s. Therefore, the effect of GHG emissions from the project is not new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete. Regardless, the Proposed Project includes less residential and similar future commercial development compared to the Approved Project and would generate less greenhouse gas emissions. In addition, regulations governing greenhouse gas emissions have become more stringent since certification of the 2005 EIR. The Proposed Project would be required to comply with these regulations, including energy conservation and green building standards, water conservation and efficiency standards, and GHG emission reduction targets for vehicles, which would further reduce GHG emissions compared to the Approved Project. For these reasons, the Proposed Project would not result in a new or substantially more severe impact to greenhouse gas emissions compared to the Approved Project.

MITIGATION MEASURES

Greenhouse gas emission-related impacts were not analyzed in 2005 EIR for the Approved Project and therefore, no mitigation measures were identified. No mitigation measures are required.

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9 Hazards and Hazardous Materials

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?	
Would the project:						
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Section 7.0	No	No	No	N/A
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?	Section 7.0	No	No	No	N/A
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	Section 7.0	No	No	No	N/A
d.	Be located on a site that is included on a list of hazardous material 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?	Section 7.0	No	No	No	N/A
e.	For a project located in 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 or excessive noise for people residing or working in the project area?	Section 7.0	No	No	No	N/A
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Section 7.0	No	No	No	N/A
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	Section 7.0	No	No	No	N/A

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

The 2005 EIR stated that the Approved Project would have potentially adverse impacts related to the routine transport, use, or disposal of hazardous materials from electric and magnetic fields (EMFs) due to the presence of a 115,000-volt (115 kilovolts) transmission line that traverses the project site which would pose a health hazard to project residents. However, the Approved Project included relocating the transmission lines to the eastern boundary of the project site. Additionally, Mitigation Measure HAZ-1 required the Approved Project to include a 50-foot buffer between the closest residence and the transmission line, as well as foil-covered insulation and reflective windows on all residences within 100 feet of the transmission line. With implementation on Mitigation Measure HAZ-1, the 2005 EIR concluded that impacts related to the routine transport, use, or disposal of hazardous materials would be reduced to less than significant.

The existing transmission line that transverses the project site would not be relocated to the eastern boundary as part the Proposed Project. The project includes a 40 foot easement and a 50 foot buffer between residences and the center line of the existing utility poles., as well as replacement of some of the existing utility poles with taller poles. The California Supreme Court in a December 2015 opinion (BIA v. BAAQMD) confirmed that CEQA is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. Implementation of the Proposed Project would not risk exacerbating existing hazards from EMFs related to the overhead transmission line. Therefore, Mitigation Measure HAZ-1 is no longer applicable to the proposed project. However, a 50-foot buffer between the transmission line and the closest residents and foil-covered insulation and reflective windows on all residences within 100 feet of the utility lines would be required as a project-specific condition of approval.

Additionally, construction and operation would require the use, transport, and disposal of hazardous materials typically used for construction and at residential and commercial developments, respectively. Routine use, transport, and disposal would comply with state and federal regulations governing the proper transport, use, and disposal of hazardous materials. Therefore, the Proposed Project would not create significant hazards through the transport, use, or disposal of hazardous materials.

The Proposed Project would not result in a new or substantially more severe impact by creating hazards to the public or environment through the transport, use, or disposal of hazardous materials beyond what was analyzed in the 2005 EIR.

- b. *Would the project 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?*

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

The 2005 EIR stated that the Approved Project would not include uses that require the use, transportation and storage of hazardous material, waste, or similar material. The Approved Project involved the development of a mixed-use project in an urban area. The Approved Project did not include manufacturing or industrial processes which utilize or produce hazardous substances. Therefore, the 2005 EIR concluded that no impacts related to upset or accident of hazardous materials or hazardous emissions within the vicinity of the school would occur. Similarly, the Proposed Project development does not include uses that require the use, transportation, and storage of hazardous

material, waste, or similar material. Additionally, there are no schools located within 0.25 mile of the project site. Therefore, the Proposed Project would not result in the reasonably foreseeable upset or accident of hazardous materials or hazardous emissions within 0.25 mile of a school.

The Proposed Project would not result in a new or substantially more severe impact related to the reasonably foreseeable upset or accident of hazardous materials or hazardous emissions in the vicinity of a school beyond what was analyzed in the 2005 EIR.

d. Would the project be located on a site that is included on a list of hazardous material 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?

The 2005 EIR stated nine sites within one quarter-mile of the project site were listed for having Underground Storage Tanks (UST), or the present or former use, or generation, of small amounts of hazardous waste; however, these listings were not considered an immediate threat to the project site. In addition, the Approved Project was located on a site that was previously used for bulk diatomaceous earth (DE) storage and DE slurry pond processing associated with the industrial uses located adjacent to the project site. Equipment associated with the DE processing included a conveyer shed and associated equipment, another shed, two large above ground diesel fuel storage tanks (ASTs), one waste oil tank, and other unknown equipment. However, in 2001 when Rincon Consultants conducted a Phase I Site Assessment, two underground storage tanks had already been removed and soil remediation was taking place at the project site. By February 2004, all soils known to be contaminated were excavated and removed from the site, and the Santa Barbara County Fire Prevention Division (SBCFPD) issued an environmental closure statement. The environmental closure statement indicated that all hazardous materials on the project site were below threshold levels established by the US Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), and the SBCFPD. The 2005 EIR concluded that impacts related to hazardous materials sites would be less than significant.

The Proposed Project would be located on the same project site as the Approved Project. As stated above, the previous contamination on the project site has been addressed an environmental closure statement issued. Based on an updated review of hazardous materials databases conducted in April 2021, the status of the project site has not changed since 2004. According to EnviroStor, Department of Toxic Substances Control's data management system for tracking hazardous facilities, there are four Leaking Underground Storage Tank (LUST) cleanup sites and one other Cleanup Program site within 1,000 feet of the project site (EnviroStor 2021). However, all cleanup site cases have been closed as the cleanup programs have been implemented and the contamination addressed. In addition, according to GeoTracker, there are two cleanup program sites within 1,000 feet of the project site (GeoTracker 2021). However, both sites have been closed as the cleanup programs have been implemented and the contamination addressed. Therefore, the Proposed Project would not result in public or environmental hazards related to hazardous materials.

The Proposed Project would not result in a new or substantially more severe impact related to Government Code Section 65962.5 beyond what was analyzed in the 2005 EIR.

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- 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 or excessive noise for people residing or working in the project area?*

The 2005 EIR concluded that the Approved Project would not result in airport safety hazards or noise because the closest airport to the project site (Lompoc Municipal Airport) is approximately two and a half miles away, and the project site not located within the Lompoc Municipal Airport land use plan. Additionally, there were no private airstrips within the vicinity of the project site.

The Proposed Project would be located on the same project site as the Approved Project and the airport closest to the project site is the still the Lompoc Municipal Airport. According to the City of Lompoc Airport Master Plan (LAMP), adopted July 1993, the project site is not located within the LAMP plan area (Lompoc 1993). In addition, the City's General Plan and proposed land uses and height restrictions have been reviewed for compliance with the LAMP. The project would comply with all applicable land use regulations, including height, for the proposed development. Therefore, because the project site is not located within the LAMP, the Proposed Project would not result in a safety hazards or excessive noise for people residing or working in the project area.

The Proposed Project would not result in a new or substantially more severe impact related airport safety or noise beyond what was analyzed in the 2005 EIR.

- f. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The 2005 EIR concluded that the Approved Project would not interfere with emergency response or evacuation plans because the project site would be accessible to emergency vehicle via Laurel Avenue at three primary locations, and project development would be required to comply with all applicable City codes and regulations. Similar to the Approved Project, the Proposed Project would be accessible to emergency vehicles via two primary locations on Laurel Lane, and project development would be required to comply with all applicable City codes and regulations. Therefore, the Proposed Project would not result in impacts related to emergency response or evacuation as a result of project development.

The Proposed Project would not result in a new or substantially more severe impact related emergency response or evacuation beyond what was analyzed in the 2005 EIR.

- g. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

The 2005 EIR concluded that the Approved Project was not located in lands classified as very high fire hazard severity (VHFHS) and no impacts related to wildfire would occur. Similarly, the California Department of Forestry and Fire Protection (CalFire) currently identifies the project site as a Local Responsibility Area (LRA) with no VHFHS zones in the immediate vicinity (CalFire 2020). Additionally, buildout under the proposed project would be required to comply with policies in the General Plan Public Services and Safety Elements to reduce the risk of injury or damage from wildland fires. Therefore, the proposed project would not result in impacts related to the loss, injury, or death of people or structures due to wildfires.

The Proposed Project would not result in a new or substantially more severe impact related to the loss, injury, or death of people or structures due to wildland fires beyond what was analyzed in the 2005 EIR.

MITIGATION MEASURES

Mitigation Measure HAZ-1 was included in the 2005 EIR as a measure for impacts related to hazards and hazardous materials. However, due subsequent changes since preparation of the 2005 EIR, effects the existing environment may have on a project are no longer analyzed pursuant to CEQA. Therefore, Mitigation Measure HAZ-1 is not applicable to the Proposed Project. Regardless, a 50-foot buffer between the closest residence and the transmission line and foil covered insulation and reflective windows on all residences within 100 feet of the transmission line will be required as a project-specific condition of approval.

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10 Hydrology and Water Quality

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?	
Would the project:						
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Section 7.0	No	No	No	N/A
b.	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Section 7.0	No	No	No	N/A
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
(i)	Result in substantial erosion or siltation on- or off-site;	Section 7.0	No	No	No	N/A
(ii)	Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	Section 7.0	No	No	No	N/A
(iii)	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; or	Section 7.0	No	No	No	N/A
(iv)	Impede or redirect flood flows?	Section 7.0	No	No	No	N/A
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	N/A; New CEQA checklist item added subsequent to the 2005 EIR	No	No	No	N/A

River Terrace Residential Development Project (2020) and Zoning Text Amendment

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?	
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	N/A; New CEQA checklist item added subsequent to the 2005 EIR	No	No	No	N/A

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*
- c.(i) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?*
- c.(iii) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would 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?*
- e. *Would the project conflict with or obstruct implementation of water quality control plan?*

Impacts related to conflict with or obstruction of implementation of a water quality control plan were not specifically addressed in the 2005 EIR. Since the time the 2005 Final EIR was certified, this new CEQA checklist item was added. However, this analysis was generally covered in the analysis of impacts related to water quality discussed below.

The 2005 EIR stated that the Approved Project would result in no impacts related to drainage or water quality on or off the project site, or obstruct the implementation of associated management or control plans, because the Approved Project would be subject to the National Pollution Discharge Elimination System (NPDES) regulations. The Approved Project would comply with the Statewide Construction General Permit for the State of California, which would require a Storm Water Pollution Prevention Plan (SWPPP) to be prepared that identifies Best Management Practices (BMPs) to be used during construction. In addition, the Approved Project would include operational BMPs. Since the Approved Project included source control BMPs such as spill prevention and cleanup activities, storm drain signs and stenciling to prevent illegal dumping of pollutants, storm drain and parking lot maintenance that control the movement of pollutants and remove them from pavement, and catch basin cleaning and street sweeping, the Approved Project would reduce the amount of pollutants entering storm water runoff. Treatment control BMPs from structural means would also involve the physical treatment of runoff to reduce pollutants. Overall, compliance with NPDES requirements would ensure that the Approved Project would not result in any significant impacts related to drainage or water quality on or off the project site.

Similar to the Approved Project, the Proposed Project would be required to adhere to NPDES requirements, which have become more stringent since certification of the 2005 EIR. The *General*

Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, Order No. 2009-0009-DWQ, NPDES No. CAS000002, as amended by Order Nos. 2010-0014-DWQ and 2012-0006-DWQ (Construction General Permit), was adopted by the State Water Resources Control Board in 2009. The Approved Project would comply with the requirements of the current Construction General Permit, including implementation of construction BMPs identified in a SWPPP. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and off-site discharge of construction debris and waste. Additionally, the current Construction General Permit includes additional requirements for BMP and storm event inspections, storm water sampling, and reporting.

The *Waste Discharge Requirements (WDRs) for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s) General Permit*, Order No. 2013-0001-DWQ, NPDES No. CAS000004 (Phase II MS4 Permit) became effective on July 1, 2013 and covers municipalities with populations of less than 100,000 people, including the City of Lompoc. In addition, the Central Coast Regional Water Quality Control Board adopted the *Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region* (Resolution R3- 2013-0032) in July 2013, which outlines runoff reduction and treatment requirements. Specifically, Resolution R3-2013-0032 outlines post-construction requirements (PCRs) for development projects in the Central Coast Region. The PCRs mandate that development projects use Low Impact Development (LID) to detain, retain, and treat runoff. LID incorporates and conserves on-site natural features, together with constructed hydrologic controls to more closely mimic pre-development hydrology and watershed processes. The Proposed Project would comply with these requirements, including through implementation of operational BMPs. Specifically, the Proposed Project includes an infiltration basin in the northeast corner of the project site which would reduce storm water flow and pollutants of concern.

Similar to the Approved Project, compliance with NPDES requirements would ensure that the Proposed Project would not violate any water quality standards or waste discharge requirements, degrade surface or ground water quality, or result in any other impacts to drainage, erosion, or siltation on- and off-site.

The Proposed Project would not result in a new or substantially more severe impact related to drainage or water quality on or off the project site, nor would it obstruct the implementation of associated management or control plans, beyond what was analyzed in the 2005 EIR.

NO IMPACT

- b. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*
- e. *Would the project conflict with or obstruct implementation of a sustainable groundwater management plan?*

Impacts related to conflict with or obstruction of implementation of a sustainable groundwater management plan was not specifically addressed in the 2005 EIR. Since the time the 2005 Final EIR was certified, this new CEQA checklist item was added. However, this analysis was generally covered in the analysis of impacts related to water quality discussed below.

The 2005 EIR stated that the Approved Project would not result in any impact to the quantity or quality of local groundwater because the project does not propose to add or withdraw water from

any aquifer in the area as the project would be connected to the City water distribution system. In addition, no grading activities on site would have been deep enough to reach the groundwater basin. The Proposed Project would be located on the same project site as the Approved Project and includes a connection to the City's existing water line, with no proposed grading activities anticipated to reach the groundwater basin. Water supply from the City of Lompoc Water Division is from groundwater from the Lompoc Plain Basin, which is a medium priority basin under the Sustainable Groundwater Management Act (DWR 2020). As discussed in the 2015 Urban Water Management Plan (UWMP), the City is committed to the sustainable management of groundwater and must implement its Groundwater Management Plan (Lompoc 2016; Lompoc 2013). As discussed in Section 19, *Utilities and Service Systems*, the City has sufficient water supplies to service the Proposed Project. In addition, the Proposed Project would have 48 fewer residential units and would be constructed to meet water conservation requirements under Title 24 of the California Building Code, which would reduce water demands from the Approved Project. Therefore, the Proposed Project would have no impact on the quantity or quality of local groundwater and would not conflict with the sustainable management of the groundwater basin.

The Proposed Project would not result in a new or substantially more severe impact related to groundwater beyond what was analyzed in the 2005 EIR.

- c.(ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
- c.(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?*
- d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

Impacts related to risk of release of pollutants from inundation was not specifically addressed in the 2005 EIR. Since the time the 2005 Final EIR was certified, this new CEQA checklist item was added. However, this analysis was generally covered in the analysis of impacts related to flooding discussed below.

The 2005 EIR stated that the Approved Project would not result in any impact related to tsunami or seiche zones because the project site is located approximately eight miles from the ocean, making the impact of a tsunami unlikely, and is not located near a body of water, significant slope, or volcano, making mudflows and seiches unlikely. However, the project site is partially located in a "floodway fringe" and 100-year flood zone. The Approved Project included drainage infrastructure to slow and direct runoff, as well as basins to help dissipate storm water, to reduce the potential for flooding from surface runoff. The Approved Project also included eight to ten feet of fill on the eastern portion of the property to elevate the site above the known base flood elevations and remove the portion of the site from the 100-year flood zone, overall ensuring potential flood impacts would be less than significant.

The Proposed Project would be located on the same project site as the Approved Project. Therefore, the Proposed Project would result in no impact related to release of pollutants from tsunami or seiche zones. A substantial portion of the eastern portion of the project site is located within the 100-year flood plain, as depicted on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate

Maps (FIRMs). The Proposed Project also includes drainage infrastructure to manage surface water and, similar to the Approved Project, the Proposed Project also includes site grading to elevate the proposed residential structures above the floodplain. Additionally, the project would be required to obtain a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) from the FEMA to revise FIRMs to reflect the changes to the floodplain boundaries and elevations resulting from implementation of the proposed project. Because the proposed on-site uses would be elevated above the floodplain and the FIRM maps revised, impacts related to flooding and risk of release of pollutants would be less than significant.

The Proposed Project would not result in a new or substantially more severe impact related to flood hazard, tsunami, or seiche zones beyond what was analyzed in the 2005 EIR.

MITIGATION MEASURES

No mitigation measures for hydrology and water quality were required in the 2005 EIR for the Approved Project. Similarly, no mitigation measures are required for the Proposed Project.

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11 Land Use and Planning

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?	
Would the project:						
a.	Physically divide an established community?	Section 7.0	No	No	No	N/A
b.	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Section 4.3	No	No	No	N/A

a. Would the project physically divide an established community?

The 2005 EIR concluded that the Approved Project would not result in the division of an established community because the project would be within an urbanized area within the Lompoc City limits. Similarly, the Proposed Project would be located within an urbanized area within the City limits. Therefore, the Proposed Project would not divide an established community.

The Proposed Project would not result in a new or substantially more severe impact related to dividing an established community beyond what was analyzed in the 2005 EIR.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The Approved Project included a request for a General Plan amendment to change the land use designation from Low-Density Residential and Open Space to Medium Density Residential and a zone change to change the zoning designation from Single-Family Residential (7-R-1) and Open Space (OS) to Medium-Density Residential-Planned Development (R2PD) and Planned-Commercial Development (PCD). The 2005 EIR concluded that no impacts related to conflict with the City of Lompoc 1997 General Plan occur because the project would be consistent with the General Plan policies.

The project site currently has a land use designation of Medium Density Residential and zoning designation of Medium-Density Residential-Planned Development (R2PD) and Planned-Commercial Development (PCD); therefore, the proposed residential development and future commercial uses would be consistent with the existing land use designation and zoning and a General Plan amendment or zone change would not be required. The proposed project proposes a Zoning Text Amendment (TA20-03) to revise inclusionary housing requirements in Redevelopment Area 2 from 15% to 10% with the option to allow off-site and/or in-lieu fees. However, the Zoning Text Change would not promote future development within Redevelopment Area 2 (shown in Figure 2), change the allowable uses or densities within Redevelopment Area 2, result in any physical environmental effects, or conflict with any land use plan, policy, or regulation.

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Similar to the Approved Project, the Proposed Project would be required to comply with the City's 2030 General Plan, and all zoning, land use, and development regulations applicable to the project site. Compliance with these regulations would ensure that the Proposed Project would not result in conflicts with any land use plans, policies, or regulations.

The Proposed Project would not result in a new or substantially more severe impact associated with applicable land use plans, policies, or regulations beyond what was analyzed in the 2005 EIR.

MITIGATION MEASURES

No mitigation measures for land use were required in the 2005 EIR for the Approved Project. Similarly, no mitigation measures are required for the Proposed Project.

12 Mineral Resources

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
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Would the project:

a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Section 7.0	No	No	No	N/A
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?	Section 7.0	No	No	No	N/A

- a. *Would the project 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?*
- b. *Would the project 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?*

The 2005 EIR concluded that the Approved Project would not result in the loss of known, valuable mineral sources because the project site was not identified on the “Mineral Resources” Map in the 1997 General Plan Resource Element. Similarly, the California Department of Conservation (DOC) does not currently identify any mineral resources on the project site (DOC 2016). Therefore, the Proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the local region or residents of the state.

The Proposed Project would not result in a new or substantially more severe impact related to loss of known mineral resources, or loss of locally important mineral resource recovery sites delineated on a local general plan, specific plan, or other land use plan, beyond what was analyzed in the 2005 EIR.

MITIGATION MEASURES

No mitigation measures for mineral resources were required in the 2005 EIR for the Approved Project. Similarly, no mitigation measures are required for the Proposed Project.

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13 Noise

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
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Would the project result in:

a.	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Section 4.4	No	Further Addressed in EIR Addendum	Further Addressed in EIR Addendum	Further Addressed in EIR Addendum
b.	Generation of excessive groundborne vibration or groundborne noise levels?	Section 7.0	No	Further Addressed in EIR Addendum	Further Addressed in EIR Addendum	Further Addressed in EIR Addendum
c.	For a project located within the vicinity of a private airstrip or 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?	Section 7.0	No	No	No	N/A

- a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

The 2005 EIR stated that noise generated by construction activities occurring on the Approved Project site would result in temporary adverse impacts to residents in the areas surrounding the project site. Even with the implementation of noise-reducing construction Mitigation Measures 4.4-1 through 4.4-4, construction noise levels would remain significant and unavoidable due to grading activities occurring in close proximity to the residences to the north of the project site.

The 2005 EIR also found that increased vehicular trips associated with the Approved Project would generate corresponding increases in roadway noise levels. However, the Approved Project would not result in a significant impact to off-site sensitive receptors due to roadway noise increases because the largest project-related increase of 2.3 dB(A) would occur on Laurel Avenue west of A Street, which would be consistent with the City's noise standards for residential use.

In addition, the 2005 EIR stated that noise levels at the closest units to the light industrial facilities to the east of the project site would cause significant impacts because periodic and short-term exterior noise levels in excess of 60 dB(A) generated by the industrial uses were anticipated. However, with

the implementation of Mitigation Measure 4.4-5 requiring STC 32 noise-reducing glazing on all west facing windows and glass doors, impacts would be reduced to a less than significant level.

Compared to the Approved Project, the Proposed Project includes less residential unit development, and similar future commercial development, and thereby would generate less noise. However, due to the change in existing noise conditions and regulations, this topic will be further addressed in an EIR Addendum.

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

The 2005 EIR concluded that no impacts related to groundborne vibration would occur as a result of the Approved Project because groundborne vibration and noise is typically associated with high impact pile driving and the project would not require pile driving during construction. Compared to the Approved Project, the Proposed Project includes less residential unit development, and similar commercial development, and would likely generate similar groundborne noise during construction. However, due to the change in existing noise conditions and regulations, this topic will be further addressed in an EIR Addendum.

c. For a project located within the vicinity of a private airstrip or 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?

The 2005 EIR stated that the closest airport to the project site is the Lompoc Municipal Airport, which is located approximately 2.5 miles to the north. The project site is not located within the Lompoc Municipal Airport land use plan or within the vicinity of a private airstrip. The 2005 EIR concluded that the Approved Project would not result in impacts related to exposure of people residing or working in the area to excessive noise levels.

The Proposed Project would be located on the same project site as the Approved Project and the airport closest to the project site is still the Lompoc Municipal Airport. According to the noise compatibility contours figure for Lompoc Municipal Airport in the Santa Barbara County Airport Land Use Compatibility Plan, the project site is located outside the airport's 65 CNEL noise contour (SBCAG 1993). Therefore, no substantial noise exposure from airport noise would occur to construction workers, users, or employees of the project, and no impacts would occur. In addition, the project site is not in close proximity to a private airstrip. Therefore, the Proposed Project would not expose people residing or working in the project area to excessive noise levels from airport noise.

Mitigation Measures

Mitigation Measures 4.4-1 through 4.4-5 from the 2005 EIR were required for the Approved Project. The EIR Addendum will evaluate the applicability of these mitigation measures to the Proposed Project.

14 Population and Housing

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
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Would the project:

a.	Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	Section 7.0	No	No	No	N/A
b.	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Section 7.0	No	No	No	N/A

a. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The Approved Project included a request for a General Plan amendment to change the land use designation from Low-Density Residential and Open Space to Medium Density Residential and a zone change to change the zoning designation from Single-Family Residential (7-R-1) and Open Space (OS) to Medium-Density Residential-Planned Development (R2PD) and Planned-Commercial Development (PCD). This would have increased the allowable density of 6.2 dwelling units per acre to 14.5 dwelling units per acre. The 2005 EIR concluded that impacts related to substantial, unplanned growth would be less than significant because the population growth generated by the Approved Project would have been within the region’s population growth forecast. The project was anticipated to generate approximately 887 new residents with its 305 units on 26.22 acres, for 11.75 dwelling units per acre, which would have been in compliance with the zoning and land use updated requested by the project.

The project site currently has a land use designation of Medium Density Residential and zoning designation of Medium-Density Residential-Planned Development (R2PD) and Planned-Commercial Development (PCD); therefore, the proposed residential development and future commercial uses do not require a General Plan amendment or zone change, and the maximum dwelling units per acre for the project would remain a 14.5.

The Proposed Project would include development of 257 residential units on 24.9 acres (10.3 dwelling units per acre) which would be a reduction of 51 residential units, or 1.45 dwelling units per acre less, compared to the Approved Project. According to the United States Census Bureau (U.S. Census Bureau), there were approximately 3.08 persons per household in 2015-2019 (U.S. Census Bureau 2019), which indicates that the Proposed Project would generate a population increase of approximately 792 people, or 95 fewer individuals than the Approved Project. The US Department of Finance states that the 2020 population in Lompoc was approximately 43,786 (DOF 2020). The added

River Terrace Residential Development Project (2020) and Zoning Text Amendment

residents generated by the Proposed Project would bring the population total to 44,578. Since the Santa Barbara County Association of Governments (SBCAG) projects a population of 47,800 by 2025 (SBCAG 2019), the population increase generated by the Proposed Project would be within the regional population growth forecasted by Santa Barbara County. Therefore, impacts related to population growth would be less than significant.

In addition, the proposed project proposes a Zoning Text Amendment (TA20-03) to revise inclusionary housing requirements in Redevelopment Area 2 from 15% to 10% with the option to allow off-site and/or in-lieu fees. However, the Zoning Text Change would not change the allowable uses or densities within Redevelopment Area 2 and would therefore not result in additional population growth beyond that already allowable based on the land use and zoning within Redevelopment Area 2.

The Proposed Project would not result in a new or substantially more severe impact due to directly, or indirectly inducing substantial unplanned population growth beyond what was analyzed in the 2005 EIR.

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The 2005 EIR concluded that the Approved Project would not result in the displacement of substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, because the project would not have required the removal of existing housing or the construction of replacement housing. Similarly, the project site is still vacant land, and implementation of the Proposed Project would not require the removal of existing housing. Therefore, the Proposed Project would not result in the displacement of substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

The Proposed Project would not result in a new or substantially more severe impact related to the displacement of substantial numbers of existing people or housing beyond what was analyzed in the 2005 EIR.

MITIGATION MEASURES

No mitigation measures for population and housing were required in the 2005 EIR for the Approved Project. Similarly, no mitigation measures are required for the Proposed Project.

15 Public Services

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
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- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:

1	Fire protection?	Section 4.5	No	No	No	N/A
2	Police protection?	Section 4.5	No	No	No	N/A
3	Schools?	Section 4.5	No	No	No	N/A
4	Parks?	Section 4.5	No	No	No	N/A
5	Other public facilities?	Section 4.5	No	No	No	N/A

- a.1. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*
- a.2. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*
- a.3. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*
- a.4. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The 2005 EIR stated that the Approved Project would increase demand for fire, police, schools, and other public facility services due to the increased population generated by the project (305 residential units and approximately 887 new residents). However, the Approved Project would be required to pay all development and school fees as a condition of project approval, which would ensure impacts to public services would be less than significant.

The Proposed Project would include the development of 257 new residential units and would generate a population increase of approximately 792 people, which would be 48 fewer units and 95 fewer residents as compared to the Approved Project. The future commercial uses would be similar to those proposed as those proposed for the Approved Project. The Proposed Project would increase demand for fire, police, schools, and other public facility services due to the increased population, but to a lesser extent than the Approved Project. Similar to the Approved Project, as a condition of approval, the Proposed Project would be required to pay school and development fees to cover the costs of any future required improvements due to the increased demand for public services. Therefore, with payment of the required fees, the Proposed Project would result in less than significant impacts related to fire protection, police protection, schools, parks, or other public facilities.

The Proposed Project would not result in a new or substantially more severe impact related to fire, police, schools and other public facility services beyond what was analyzed in the 2005 EIR.

MITIGATION MEASURES

No mitigation measures for public services were required in the 2005 EIR for the Approved Project. Similarly, no mitigation measures are required for the Proposed Project.

16 Recreation

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
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?	Section 7.0	No	No	No	N/A
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?	Section 7.0	No	No	No	N/A

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?*

The 2005 EIR concluded that the Approved Project would have less than significant impacts on the regional parks or other recreation facilities because the Approved Project included the development of recreational facilities for both public use and private use by the residents and their guests, such as a 3-acre park, community recreational center, bike paths, and community gardens. The collection of park impact fees as required by the Quimby Act would have helped offset impacts to recreational facilities within the City caused by the 887 new residents of the project. Fees associated with the Quimby Act are collected by the City and used to construct additional parks and recreational facilities.

The Proposed Project would include a 3-acre park as well as pavilions, bike paths, community gardens for residents of the community for a total of 9.9 acres of open space (2.8 private acres, 7.1 public). Similar to the Approved Project, the Proposed Project would also collect fees as required by the Quimby Act to aid in the construction of additional parks and recreation facilities. The Quimby Act and 2030 General Plan Parks and Recreation Element require minimum ratios of 5 park acres per 1000 residents. Based on these standards, the project would generate a need for 3.96 acres of park facilities to offset the impact of the 792 residents projected to result from the project. The Proposed Project includes a 3-acre park, therefore, which would reduce the Proposed Project’s demands on existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The provided park and open space area along with the payment of required park impact fees would reduce impacts to parks and recreational facilities to less than significant.

The Proposed Project would not result in a new or substantially more severe impact related to increasing the use of existing neighborhood and regional parks or other recreational facilities beyond what was analyzed in the 2005 EIR.

- 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?*

The 2005 EIR concluded that the Approved Project would not cause adverse physical effects on the environment because the construction of all recreational amenities would be located within the project site boundaries. Similarly, the Proposed Project includes several recreational amenities such as parks, pavilions, Class I bike paths, community gardens for both private use by future residents living on site, as well as for the public use. The construction of these recreational amenities would all be located within the project site boundaries and therefore would not cause an adverse physical effect on the environment not already analyzed as part of the Proposed Project.

The Proposed Project would not result in a new or substantially more severe impact due to requiring the construction, or expansion, of recreational facilities which might have an adverse physical effect on the environment.

MITIGATION MEASURES

No mitigation measures for recreation were required in the 2005 EIR for the Approved Project. Similarly, no mitigation measures are required for the Proposed Project.

17 Transportation

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
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Would the project:

a.	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Section 4.6	No	No	No	N/A
b.	Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	N/A; New CEQA checklist item added subsequent to the 2005 EIR	No	No	No	N/A
c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	Section 7.0	No	No	No	N/A
d.	Result in inadequate emergency access?	Section 7.0	No	No	No	N/A

a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

The Approved Project included a Class I bike path along the eastern portion of the project site. The proposed bikeway would connect the Project site to the City bikeway system and the statewide Pacific Trail. The Approved Project included two covered bus stops on the Project site to allow for transit service to the Project site. The 2005 EIR concluded that the Approved Project would not impact existing public transportation facilities or bikeways. A Class I bike path, one bus stop, and sidewalks along Laurel Avenue are included as part of the Proposed Project to provide for transit, bicycle, and pedestrian access. The bike path is part of the Lompoc Pedestrian and Bicycle Master Plan and would connect to the City and regional bikeway system. The sidewalks along Laurel would be designed to City standards and would connect to existing sidewalks. The Proposed Project would not conflict with any programs, plans, ordinances, or policies governing transit, roadway, bicycle, or pedestrian facilities. As such, the Proposed Project would not result in a new or substantially more severe impact due to requiring the construction, or expansion, of recreational facilities which might have an adverse physical effect on the environment.

- b. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

The traffic analysis in the 2005 EIR was based on vehicle delay/level of service (LOS). The 2005 EIR concluded that traffic congestion impacts would be reduced to less than significant with implementation of mitigation. The Proposed Project includes less residential and similar future commercial development compared to the Approved Project and would generate fewer vehicle trips compared to the Approved Project. However, pursuant to CEQA Guideline section 5064.3, subdivision (b), a project's transportation impact is now based on vehicle miles traveled (VMT). Because traffic analyses prior to July 1, 2020 were based on LOS, the Approved Project's impact related to VMT was not directly analyzed in the 2005 EIR.

The potential for impacts related to VMT were known prior to completion of the 2005 EIR. Therefore, the effect of VMT from the project is not new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete. There have been no substantial changes in the project or circumstances that would require major revisions to the 2005 EIR related to transportation. As stated above, the Proposed Project would result in fewer traffic trips compared to the Approved Project. Additionally, the Proposed Project includes affordable housing which reduces vehicle trips. The future commercial uses are likely to be locally serving, which would result in internal capture of trips and a reduction in vehicle trips. Additionally, the Proposed Project includes bike path connection to the City and regional bikeway system, a bus stop, and sidewalk improvements along Laurel Avenue to encourage bicycle, transit, and pedestrian access instead of vehicle usage. For these reasons, the Proposed Project would not result in a new or substantially more severe impact to transportation compared to the Approved Project and additional CEQA review is not required.

- c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*

The 2005 EIR found that the Approved Project would have no impacts resulting from design feature hazards because the main project entrance was proposed at the intersection of Laurel Avenue and 12th Street with three additional ingress/egress locations on Laurel Avenue for access. In addition, the design specifications of the ingress/egress locations would be subject to the approval of the City Public Works and Fire Departments to ensure their design would not result in an increase of hazards. The Proposed Project would be located on the same project site as the Approved Project, with two ingress/egress locations on Laurel Avenue for access, which would be subject to the same design approvals required by the City Public Works and Fire Departments to ensure their design would not result in an increase of hazards. With design review and approvals from the City, there would be no impacts related to design features or hazards.

The Proposed Project would not result in a new or substantially more severe impacts related to design features beyond what was analyzed in the 2005 EIR.

- d. *Would the project result in inadequate emergency access?*

The 2005 EIR found that the Approved Project would have no impacts resulting from inadequate emergency access because emergency access to the site would be provided by four ingress/egress locations along Laurel Avenue on the south side of the project site, and design of internal streets would require approval of the City Public Works and Fire Departments to determine appropriate street widths and access for fire trucks and other emergency vehicles. The Proposed Project would be located on the same project site as the Approved Project, with two ingress/egress locations on Laurel

Avenue for access, which would be subject to the same design approvals required by the City Public Works and Fire Departments to ensure the internal streets and access would be adequate for fire trucks and other emergency vehicles. With review and approvals from the City, there would be no impacts related to inadequate emergency access to the project site.

The Proposed Project would not result in a new or substantially more severe impact related to inadequate emergency access beyond what was analyzed in the 2005 EIR.

MITIGATION MEASURES

The 2005 EIR included Mitigation Measures 4.6-1 through 4.6-26 to reduce impacts to the circulation system. However, these mitigation measures are no longer applicable to the Proposed Project for the following reasons:

- Mitigation Measures 4.6-1 through 4.6-9 consist of standard measures to be implemented by the construction contractor and detailed in the construction Transportation Management Plan. Preparation of a construction Transportation Management Plan is a City condition of approval and will be required for the Proposed Project.
- 4.6-10 through 4.6-16 and 4.6-19 through 4.6-23 consist of design specifications for access, roadway improvements, and on-site circulation system. Design specifications are incorporated into the design of the Proposed Project, which is reviewed and approved by the City Public Works and Fire Departments.
- Mitigation Measures 4.6-17, 4.6-18, and 4.6-26 were specific to the design and safe use of the roundabout at 12th Street and Laurel Avenue included as part of the Approved Project. The Proposed Project does not include a roundabout and therefore these measures are not applicable.
- Mitigation Measures 4.6-24 and 4.6-25 required payment of traffic mitigation fees. Payment of transportation fees is a City condition of approval and will be required for the Proposed Project. The fees will be assessed on a per unit basis for residential uses and a square footage basis for commercial uses.

No additional mitigation measures are required for the Proposed Project.

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18 Tribal Cultural Resources

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
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Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a.	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	N/A; New CEQA checklist item added subsequent to the 2005 EIR	No	Further Addressed in EIR Addendum	Further Addressed in EIR Addendum	Further Addressed in EIR Addendum
b.	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	N/A; New CEQA checklist item added subsequent to the 2005 EIR	No	Further Addressed in EIR Addendum	Further Addressed in EIR Addendum	Further Addressed in EIR Addendum

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?*

River Terrace Residential Development Project (2020) and Zoning Text Amendment

Impacts to tribal cultural resources were not specifically addressed in the 2005 EIR. Since the time the 2005 Final EIR was certified, this new CEQA checklist item was added and Assembly Bill (AB) 52 was signed into law, which amends Public Resources Code (PRC) Section 5097.94 (CEQA) and adds eight new sections to the PRC relating to Native Americans. Assembly Bill 52 establishes a new category of resource called tribal cultural resources (PRC Section 21074) and establishes a formal process for consulting with Native American tribes and groups regarding those resources.

On April 16, 2021, all tribes with possible cultural affiliation and interest within the project area were notified pursuant to the requirements of Assembly Bill 52. Native American tribes to be included in the process were identified through consultation with the California Native American Heritage Commission (NAHC) (PRC Section 21080.3.1). On May 18, 2021, the Santa Ynez Band of Chumash Indians responded and requested formal consultation on the project. Formal consultation with the Santa Ynez Band of Chumash Indians is currently on-going. The results of the tribal consultation process, the potential for the project to impact tribal cultural resources during site clearance and earthmoving activities will be discussed and further analyzed in an EIR Addendum.

MITIGATION MEASURES

Impacts on tribal cultural resources were not analyzed in 2005 EIR for the Approved Project and therefore, no mitigation measures were identified. Any applicable mitigation measures for the Proposed Project will be identified in the EIR Addendum.

19 Utilities and Service Systems

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?	
Would the project:						
a.	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Section 3.0 and 7.0	No	No	No	N/A
b.	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Section 7.0	No	No	No	N/A
c.	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?	Section 7.0	No	No	No	N/A
d.	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Section 7.0	No	No	No	N/A
e.	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Section 7.0	No	No	No	N/A

- a. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

As further detailed in *Threshold (b)* below, the 2005 EIR concluded that there would be no impacts as a result of insufficient water supply because the project included the implementation of a 10-inch public water main extension to connect to the existing public water main at East College Avenue and the City of Lompoc Utility Director confirmed that the City had adequate water supplies to serve the Approved Project. The Proposed Project includes potable water connections along East Laurel Avenue adjacent to the project site, instead of at East College Avenue. Compared to the Approved Project, the Proposed Project would include 48 fewer residential units and would house 95 fewer residents. Given its reduced unit count and residents compared to the Approved Project, the Proposed Project's residential uses would result in less water usage. The Proposed Project would have similar future commercial uses compared to the Approved Project, which would result in similar water usage. The City of Lompoc Utility Director would also be required to confirm that adequate water supply is available to serve the Proposed Project. Therefore, the Proposed Project would not require construction or expansion of new water facilities, beyond those included as part of the Proposed Project, and no impact would occur.

As further detailed in *Threshold (c)* below, the City of Lompoc owns and operated the Lompoc Regional Wastewater Reclamation Plant (WWRP), which provides wastewater treatment to the Project site and surrounding area and has a treatment capacity of 5.5 million gallons per day (mgd). The Approved Project included a proposed 10-inch diameter sewer line to connect to a 24-inch main at 3rd and College Avenue. The 2005 EIR concluded that there would be no impacts related to wastewater treatment as a result of the Approved Project because the City of Lompoc Utility Director confirmed that the City wastewater system and wastewater treatment plant had adequate capacity to accommodate additional wastewater generated by the Approved Project. The Proposed Project includes a sewer connection at East College Avenue, similar to the Approved Project. Compared to the Approved Project, the Proposed Project would include 48 fewer residential units and house 95 fewer residents, which would generate less wastewater than the Approved Project. The Proposed Project would have similar future commercial uses compared to the Approved Project, which would generate a similar amount of wastewater. The City of Lompoc Utility Director would also be required to confirm that adequate wastewater treatment capacity is available to serve the Proposed Project. Therefore, the Proposed Project would not require construction of additional or expanded wastewater facilities beyond those included as part of the Proposed Project and no impacts would occur.

The 2005 EIR determined that the Approved Project would have no impacts as a result of expansion of existing storm water drainage infrastructure because the Approved Project included increasing the capacity of the existing 24-inch public storm drain pipe near the northeast corner of the project site to accommodate additional storm water runoff from the project site. The Proposed Project would be located on the same project site as the Approved Project and includes an infiltration basin to capture and infiltrate storm water. During storm events exceeding the design storm (85th percentile, 24-hour storm), overflow would be routed via a weir to a rock-lined level spreader and box culvert under the proposed bike path to dissipate flows prior to discharge to the Santa Ynez River. No additional storm water runoff would be introduced to this storm drain system compared to existing conditions. Therefore no storm drain improvements beyond those included as part of the Proposed Project would be required and no additional impact would occur.

The 2005 EIR stated that the project site for the Approved Project would have sufficient access to electric, gas, and telecommunications utilities since the site would be connected to the City's existing primary power vault for electrical service, Southern California Gas Company (SoCal Gas) facilities for gas services, and Verizon facilities for telephone service. Similar to the Approved Project, the Proposed Project would connect to the City's existing electrical infrastructure, SoCal Gas natural gas infrastructure, and Frontier Communications (previously Verizon) telecommunications infrastructure. The Proposed Project also includes increasing the height of the existing utility poles on site. However, the environmental impacts of the construction of the taller poles are included in the analysis as part of the Proposed Project's impacts. The Proposed Projects would not require construction of new electrical, gas, or telecommunications facilities to service the project site beyond those included as part of the Proposed Project.

The Proposed Project would not result in a new or substantially more severe impact related to relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities beyond what was analyzed in the 2005 EIR.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

At the time of the 2005 EIR, the City of Lompoc provided water resources to the City through groundwater extraction from the Lompoc Plain, within the Lompoc Groundwater Basin. The 2005 EIR anticipated a water demand of 38,500 gallons per day or approximately 89.32 acre-feet per year (AFY) for its 308 residential units (887 residents) based on the City's projected water use of 125 gallons per day or 0.29 AFY per unit. It should be noted that there was a calculation error in the 2005 EIR that applied the rate to the residential units instead of the number of residents, and the yearly water usage for the Approved Project would have been 110,875 gallons per day or approximately 124.2 AFY. The 2005 EIR concluded that there would be no impacts was a result of insufficient water supply because the project included the implementation of a 10-inch public water main extension to connect to the existing public water main and the City of Lompoc Utility Director confirmed that the City had adequate water supplies to serve the Approved Project.

Compared to the Approved Project, the Proposed Project would include 48 fewer residential units and would house 95 fewer residents. Given its reduced unit count and residents compared to the Approved Project, the Proposed Project's residential uses would result in less water usage. The Proposed Project would have similar future commercial uses compared to the Approved Project, which would result in similar water usage. Based on current water demand rates from the City of Lompoc 2015 Urban Water Management Plan (UWMP) of 117 gallons per day per, the Proposed Project would require 92,664 gallons of water per day (103.8 AFY) for its 257 residential units (792 residents) for a reduction of 20.4 AFY compared to the Approved Project. The City of Lompoc Urban Water Management Plan (UWMP) notes the City's water supply as 8,225 AFY, with a demand of 5,504 AFY for a surplus of 2,721 AFY for the year 2020, and a supply of 8,225 AFY with a demand of 5,887 AFY and a 2,338 AFY surplus for the year 2035 (UWMP, 2015). Therefore, the City has ample water supply for the foreseeable future. The Proposed Project would have similar future commercial uses compared to the Approved Project, which would have a similar amount of water demand. In addition, the Proposed Project would be required to comply with more stringent water conservation measures in Title 24 of the building code, which were not required at the time of the Approved Project. Similar to the Approved Project, the Proposed Project also includes a connection to the existing public water main and the City of Lompoc Utility Director would also be required to confirm that adequate water

supply is available to serve the Proposed Project. With the reduction in water usage on the project site, the Proposed Project would have no new impacts related to insufficient water supplies.

The Proposed Project would not result in a new or substantially more severe impact related to insufficient water supplies beyond what was analyzed in the 2005 EIR.

- c. *Would the project 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?*

The City of Lompoc owns and operated the Lompoc Regional Wastewater Reclamation Plant (WWRP), which provides wastewater treatment to the project site and surrounding area and has a treatment capacity of 5.5 million gallons per day (mgd). According to the City of Lompoc Utilities Department, the WWRP has a remaining capacity of 2.5 mgd. The 2005 EIR concluded that there would be no impacts related to wastewater treatment as a result of the Approved Project because the City of Lompoc Utility Director confirmed that the City wastewater system and wastewater treatment plant had adequate capacity to accommodate additional wastewater generated by the Approved Project.

Compared to the Approved Project, the Proposed Project would include 48 fewer residential units which would house 95 fewer residents, which would generate less wastewater than the Approved Project. The Proposed Project would have similar future commercial uses compared to the Approved Project, which would generate a similar amount of wastewater. The WWRP has a remaining capacity of 2.5 mgd and, similar to the Approved Project, the City of Lompoc Utility Director would also be required to confirm that adequate wastewater treatment capacity is available to serve the Proposed Project. Therefore, the Proposed Project would generate less wastewater than the Approved Project, and would result in no impacts related to insufficient wastewater treatment capacity.

The Proposed Project would not result in a new or substantially more severe impact related to insufficient wastewater treatment facilities beyond what was analyzed in the 2005 EIR.

- d. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? And;*

- e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

The 2005 Final EIR concluded that the Approved Project would not generate solid waste at a rate that would exceed existing landfill capacity because the Approved Project would only increase solid waste generation by about 0.7 percent of the 125-ton average of daily waste accepted by the Lompoc Sanitary Landfill at the time the EIR was prepared in 2005. Based on solid waste generation of 2.2 pounds per day per resident, the Approved Project would generate 1,951.4 pounds per day (0.87 tons/day) of solid waste from its 887 residents. Furthermore, as a condition of project approval, the applicant would be required to contract with the City to provide recycling and green waste collection bins for residents to use as well as a slow-growing, drought-tolerant landscape plan to reduce water and maintenance requirements for the landscape.

Compared to the Approved Project, the Proposed Project would include 48 fewer residential units which would house 95 fewer residents, which would generate 209 pounds per day less of solid waste than the Approved Project². The Proposed Project would have similar future commercial uses

² 792 residents * 2.2 pounds per day = 1,742 pounds per day

compared to the Approved Project, which would generate a similar amount of solid waste. The Lompoc Sanitary Landfill is currently permitted to accept a maximum of 400 tons per day and is not expected to reach capacity until 2045 (CalRecycle, 2021). As such, there is adequate capacity in the Lompoc Sanitary Landfill to accept waste from the Proposed Project. Furthermore, as a condition of project approval, the applicant would be required to contract with the City to provide solid waste, recycling, and green waste collection bins for residents to use as well as a slow-growing, drought-tolerant landscape plan to reduce water and maintenance requirements for the landscape. Therefore, the Proposed Project would not increase the generation of solid waste in excess of local infrastructure capacities or State or local guidelines, and project impacts related to solid waste would be less than significant.

The Proposed Project would not result in a new or substantially more severe impact related to solid waste beyond what was analyzed in the 2005 EIR.

MITIGATION MEASURES

No mitigation measures for utilities and service systems were required in the 2005 EIR for the Approved Project. Similarly, no mitigation measures are required for the Proposed Project.

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20 Wildfire

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
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If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a.	Substantially impair an adopted emergency response plan or emergency evacuation plan?	Section 4.5	No	No	No	N/A
b.	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Section 4.5	No	No	No	N/A
c.	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Section 4.5	No	No	No	N/A
d.	Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Section 4.5	No	No	No	N/A

- a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- b. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

- d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The 2005 EIR concluded that the Approved Project was not located in or near state wildfire responsibility areas or lands classified as very high fire hazard severity (VHFHS) and no impacts related to wildfire would occur. Similarly, the California Department of Forestry and Fire Protection (CalFire) currently identifies the project site as a Local Responsibility Area (LRA) with no VHFHS zones in the immediate vicinity (CalFire 2020). Additionally, buildout under the proposed project would be required to comply with policies in the General Plan Public Services and Safety Elements to reduce the risk of injury or damage from wildland fires. Therefore, the proposed project would not result in impacts associated with VHFHS zones.

The Proposed Project would not result in a new or substantially more severe impact related to state responsibility areas or lands classified as very high fire hazard severity zones beyond what was analyzed in the 2005 EIR.

MITIGATION MEASURES

No mitigation measures for wildfire were required in the 2005 EIR for the Approved Project. Similarly, no mitigation measures are required for the Proposed Project.

21 Mandatory Findings of Significance

	Where Impact was Analyzed in the 2005 River Terrace Residential Development EIR	Do Proposed Changes Involve New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring Analysis or Verification?	Do the 2005 EIR Mitigation Measures Address/Resolve New or More Severe Project Impacts?
--	--	--	---	--	--

Does the project:

a.	Have the potential to substantially 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, substantially 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?	Section 4.2 and 7.0	Further Addressed in EIR Addendum	No	Further Addressed in EIR Addendum	Further Addressed in EIR Addendum
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)?	Sections 4.1-4.6 and 7.0	Further Addressed in EIR Addendum	No	Further Addressed in EIR Addendum	Further Addressed in EIR Addendum
c.	Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Sections 4.1-4.6 and 7.0	Further Addressed in EIR Addendum	No	Further Addressed in EIR Addendum	Further Addressed in EIR Addendum

River Terrace Residential Development Project (2020) and Zoning Text Amendment

- a. *Does the project have the potential to substantially 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, substantially 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?*

As discussed in Section 4, *Biological Resources*, the project would not result in potentially significant impacts to sensitive plant and animal species, sensitive communities, jurisdictional waters and wetlands, or cultural resources, beyond those identified in the 2005 EIR.

As discussed in Section 5, *Cultural Resources*, a Phase I Archaeological Survey will be prepared for the Proposed Project. Potential impacts to historical and archaeological resources, and required mitigation measures (if any) will be further discussed and evaluated in an EIR Addendum.

As discussed in Section 18, *Tribal Cultural Resources*, formal consultation with the Santa Ynez Band of Chumash Indians is currently on-going. The results of the tribal consultation process, the potential for the project to impact tribal cultural resources during site clearance and earthmoving activities, and any required mitigation measures (if any) will be discussed and further analyzed in an EIR Addendum.

- b. *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

As discussed in Sections 3 and 13, additional air quality and noise analysis is required to determine the level of impacts for the Proposed Project. Cumulative air quality and noise impacts will be further addressed in an EIR Addendum.

- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

As discussed in Sections 3 and 13, additional air quality and noise analysis is required to determine the level of impacts for the Proposed Project. Air quality and noise impacts will be further addressed in an EIR Addendum.

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List of Preparers

Rincon Consultants, Inc. prepared this IS-MND under contract to the City of Lompoc. Persons involved in data gathering analysis, project management, and quality control are listed below.

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Appendix B

Emissions Modeling

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

River Terrace Approved Project - Mitigated

Santa Barbara County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	246.00	Dwelling Unit	10.00	447,720.00	669
Single Family Housing	62.00	Dwelling Unit	16.25	133,052.00	169
Regional Shopping Center	17.67	1000sqft	0.41	17,666.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.9	Precipitation Freq (Days)	37
Climate Zone	4			Operational Year	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - sf and lot acreage provided by client
land uses based on 2005 EIR

Construction Phase - construction phases based on 2005 EIR

Off-road Equipment - equipment obtained from 2005 EIR

Off-road Equipment - equipment obtained from 2005 EIR

Off-road Equipment -

Off-road Equipment - equipment obtained from 2005 EIR

Grading - material import obtained from 2005 EIR

Trips and VMT -

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Architectural Coating - MM 4.1-2 ROG emission reduction

Woodstoves - zero fireplaces

Area Coating - MM 4.1-6 ROG emission reduction

Construction Off-road Equipment Mitigation - MM 4.1-1 - water twice daily

soil binders spread on unpaved road - 30 percent reduction per 1993 SCAQMD Handbook

clean paved road - 25 percent reduction per 1993 SCAQMD Handbook

replace ground cover - 15 percent reduction per 1993 SCAQMD Handbook

vehicle speed reduced to 10 mph

Area Mitigation - MM 4.1-1

Energy Mitigation - low-rise residential solar pv calculated - number of dwelling units based on 308 total residential units

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	50
tblAreaCoating	Area_EF_Nonresidential_Interior	250	50
tblAreaCoating	Area_EF_Parking	250	100
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	25
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	10
tblConstructionPhase	NumDays	20.00	46.00
tblConstructionPhase	NumDays	370.00	471.00
tblConstructionPhase	NumDays	35.00	57.00
tblConstructionPhase	NumDays	20.00	24.00
tblFireplaces	NumberNoFireplace	0.00	246.00
tblFireplaces	NumberNoFireplace	0.00	62.00
tblGrading	MaterialImported	0.00	60,000.00
tblLandUse	LandUseSquareFeet	246,000.00	447,720.00
tblLandUse	LandUseSquareFeet	111,600.00	133,052.00

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	15.38	10.00
tblLandUse	LotAcreage	20.13	16.25
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	PhaseName		Grading Phase
tblOffRoadEquipment	PhaseName		Building Construction Phase
tblOffRoadEquipment	PhaseName		Building Construction Phase

2.0 Emissions Summary

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	5.9287	88.0016	35.3213	0.1725	11.3271	2.4915	13.8185	1.6351	2.3001	3.9352	0.0000	18,037.65 55	18,037.65 55	3.3725	1.5022	18,569.61 87
2023	3.2844	27.8318	23.9247	0.0799	3.8607	0.9256	4.7862	1.0432	0.8530	1.8961	0.0000	8,206.440 2	8,206.440 2	1.1180	0.4973	8,382.596 6
2024	87.1742	35.1054	37.9216	0.1048	4.5617	1.2764	5.8381	1.2291	1.1806	2.4097	0.0000	10,659.81 67	10,659.81 67	1.6983	0.5029	10,852.14 25
Maximum	87.1742	88.0016	37.9216	0.1725	11.3271	2.4915	13.8185	1.6351	2.3001	3.9352	0.0000	18,037.65 55	18,037.65 55	3.3725	1.5022	18,569.61 87

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	5.9287	88.0016	35.3213	0.1725	5.3759	2.4915	7.8673	0.9886	2.3001	3.2887	0.0000	18,037.65 55	18,037.65 55	3.3725	1.5022	18,569.61 87
2023	3.2844	27.8318	23.9247	0.0799	3.0548	0.9256	3.9804	0.8453	0.8530	1.6983	0.0000	8,206.440 2	8,206.440 2	1.1180	0.4973	8,382.596 6
2024	87.1742	35.1054	37.9216	0.1048	3.6035	1.2764	4.8800	0.9939	1.1806	2.1746	0.0000	10,659.81 67	10,659.81 67	1.6983	0.5029	10,852.14 25
Maximum	87.1742	88.0016	37.9216	0.1725	5.3759	2.4915	7.8673	0.9939	2.3001	3.2887	0.0000	18,037.65 55	18,037.65 55	3.3725	1.5022	18,569.61 87

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	14.6129	0.2924	25.3881	1.3400e-003		0.1409	0.1409		0.1409	0.1409	0.0000	45.7580	45.7580	0.0438	0.0000	46.8536
Energy	0.1217	1.0409	0.4475	6.6400e-003		0.0841	0.0841		0.0841	0.0841		1,327.9118	1,327.9118	0.0255	0.0244	1,335.8029
Mobile	8.1677	8.4334	59.7469	0.1148	12.4867	0.0935	12.5802	3.3380	0.0874	3.4254		11,978.3514	11,978.3514	0.8961	0.6401	12,191.5148
Total	22.9024	9.7667	85.5825	0.1228	12.4867	0.3185	12.8051	3.3380	0.3124	3.6504	0.0000	13,352.0211	13,352.0211	0.9654	0.6645	13,574.1713

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	14.6129	0.2924	25.3881	1.3400e-003		0.1409	0.1409		0.1409	0.1409	0.0000	45.7580	45.7580	0.0438	0.0000	46.8536
Energy	0.1217	1.0409	0.4475	6.6400e-003		0.0841	0.0841		0.0841	0.0841		1,327.9118	1,327.9118	0.0255	0.0244	1,335.8029
Mobile	8.1677	8.4334	59.7469	0.1148	12.4867	0.0935	12.5802	3.3380	0.0874	3.4254		11,978.3514	11,978.3514	0.8961	0.6401	12,191.5148
Total	22.9024	9.7667	85.5825	0.1228	12.4867	0.3185	12.8051	3.3380	0.3124	3.6504	0.0000	13,352.0211	13,352.0211	0.9654	0.6645	13,574.1713

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading Phase	Grading	5/2/2022	7/19/2022	5	57	
2	Building Construction Phase	Building Construction	7/20/2022	5/8/2024	5	471	
3	Architectural Coating Phase	Architectural Coating	2/20/2024	4/23/2024	5	46	
4	Paving Phase	Paving	3/20/2024	4/22/2024	5	24	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 468

Acres of Paving: 0

Residential Indoor: 1,176,063; Residential Outdoor: 392,021; Non-Residential Indoor: 26,499; Non-Residential Outdoor: 8,833; Striped Parking Area: 20,422 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading Phase	Crawler Tractors	4	8.00	212	0.43
Grading Phase	Graders	4	8.00	187	0.41
Grading Phase	Scrapers	2	8.00	367	0.48
Building Construction Phase	Cranes	1	7.00	231	0.29
Building Construction Phase	Rough Terrain Forklifts	2	8.00	100	0.40
Building Construction Phase	Rubber Tired Dozers	2	8.00	247	0.40
Paving Phase	Pavers	2	8.00	130	0.42

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Paving Phase	Paving Equipment	2	8.00	132	0.36
Architectural Coating Phase	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading Phase	10	25.00	0.00	7,500.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction Phase	5	478.00	142.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving Phase	6	15.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating Phase	1	96.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Grading Phase - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8777	0.0000	8.8777	0.9660	0.0000	0.9660			0.0000			0.0000
Off-Road	5.2661	62.9488	28.8979	0.0882		2.2739	2.2739		2.0920	2.0920		8,541.8330	8,541.8330	2.7626		8,610.8980
Total	5.2661	62.9488	28.8979	0.0882	8.8777	2.2739	11.1517	0.9660	2.0920	3.0580		8,541.8330	8,541.8330	2.7626		8,610.8980

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5944	25.0062	5.8988	0.0829	2.2915	0.2167	2.5082	0.6272	0.2073	0.8346		9,358.6291	9,358.6291	0.6046	1.4977	9,820.0461
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0682	0.0467	0.5247	1.3500e-003	0.1579	8.2000e-004	0.1587	0.0419	7.5000e-004	0.0426		137.1935	137.1935	5.2600e-003	4.5300e-003	138.6745
Total	0.6626	25.0529	6.4234	0.0843	2.4493	0.2175	2.6669	0.6691	0.2081	0.8772		9,495.8225	9,495.8225	0.6099	1.5022	9,958.7207

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Grading Phase - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3957	0.0000	3.3957	0.4347	0.0000	0.4347			0.0000			0.0000
Off-Road	5.2661	62.9488	28.8979	0.0882		2.2739	2.2739		2.0920	2.0920	0.0000	8,541.8330	8,541.8330	2.7626		8,610.8980
Total	5.2661	62.9488	28.8979	0.0882	3.3957	2.2739	5.6697	0.4347	2.0920	2.5267	0.0000	8,541.8330	8,541.8330	2.7626		8,610.8980

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5944	25.0062	5.8988	0.0829	1.8566	0.2167	2.0733	0.5205	0.2073	0.7278		9,358.6291	9,358.6291	0.6046	1.4977	9,820.0461
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0682	0.0467	0.5247	1.3500e-003	0.1236	8.2000e-004	0.1244	0.0335	7.5000e-004	0.0342		137.1935	137.1935	5.2600e-003	4.5300e-003	138.6745
Total	0.6626	25.0529	6.4234	0.0843	1.9801	0.2175	2.1977	0.5539	0.2081	0.7620		9,495.8225	9,495.8225	0.6099	1.5022	9,958.7207

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Building Construction Phase - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2243	24.2092	13.3966	0.0290		1.0900	1.0900		1.0028	1.0028		2,810.5562	2,810.5562	0.9090		2,833.2810
Total	2.2243	24.2092	13.3966	0.0290		1.0900	1.0900		1.0028	1.0028		2,810.5562	2,810.5562	0.9090		2,833.2810

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3042	7.9701	2.6001	0.0269	0.8419	0.0774	0.9193	0.2423	0.0741	0.3164		2,941.0819	2,941.0819	0.1189	0.4323	3,072.8899
Worker	1.3047	0.8925	10.0317	0.0258	3.0188	0.0157	3.0345	0.8009	0.0144	0.8153		2,623.1389	2,623.1389	0.1005	0.0866	2,651.4571
Total	1.6089	8.8626	12.6318	0.0527	3.8607	0.0931	3.9538	1.0432	0.0885	1.1317		5,564.2208	5,564.2208	0.2194	0.5189	5,724.3470

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Building Construction Phase - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2243	24.2092	13.3966	0.0290		1.0900	1.0900		1.0028	1.0028	0.0000	2,810.5562	2,810.5562	0.9090		2,833.2810
Total	2.2243	24.2092	13.3966	0.0290		1.0900	1.0900		1.0028	1.0028	0.0000	2,810.5562	2,810.5562	0.9090		2,833.2810

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3042	7.9701	2.6001	0.0269	0.6917	0.0774	0.7691	0.2054	0.0741	0.2795		2,941.0819	2,941.0819	0.1189	0.4323	3,072.8899
Worker	1.3047	0.8925	10.0317	0.0258	2.3631	0.0157	2.3788	0.6399	0.0144	0.6544		2,623.1389	2,623.1389	0.1005	0.0866	2,651.4571
Total	1.6089	8.8626	12.6318	0.0527	3.0548	0.0931	3.1479	0.8454	0.0885	0.9339		5,564.2208	5,564.2208	0.2194	0.5189	5,724.3470

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Building Construction Phase - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8884	20.3917	12.3924	0.0290		0.8712	0.8712		0.8015	0.8015		2,810.575 2	2,810.575 2	0.9090		2,833.300 1
Total	1.8884	20.3917	12.3924	0.0290		0.8712	0.8712		0.8015	0.8015		2,810.575 2	2,810.575 2	0.9090		2,833.300 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1813	6.6499	2.2947	0.0259	0.8419	0.0396	0.8815	0.2423	0.0379	0.2802		2,837.512 6	2,837.512 6	0.1181	0.4173	2,964.821 0
Worker	1.2148	0.7903	9.2377	0.0250	3.0188	0.0148	3.0336	0.8009	0.0136	0.8145		2,558.352 4	2,558.352 4	0.0910	0.0800	2,584.475 5
Total	1.3961	7.4401	11.5323	0.0509	3.8607	0.0544	3.9150	1.0432	0.0515	1.0947		5,395.865 0	5,395.865 0	0.2090	0.4973	5,549.296 5

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Building Construction Phase - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8884	20.3917	12.3924	0.0290		0.8712	0.8712		0.8015	0.8015	0.0000	2,810.575 2	2,810.575 2	0.9090		2,833.300 1
Total	1.8884	20.3917	12.3924	0.0290		0.8712	0.8712		0.8015	0.8015	0.0000	2,810.575 2	2,810.575 2	0.9090		2,833.300 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1813	6.6499	2.2947	0.0259	0.6917	0.0396	0.7313	0.2054	0.0379	0.2433		2,837.512 6	2,837.512 6	0.1181	0.4173	2,964.821 0
Worker	1.2148	0.7903	9.2377	0.0250	2.3631	0.0148	2.3779	0.6399	0.0136	0.6536		2,558.352 4	2,558.352 4	0.0910	0.0800	2,584.475 5
Total	1.3961	7.4401	11.5323	0.0509	3.0548	0.0544	3.1092	0.8453	0.0515	0.8968		5,395.865 0	5,395.865 0	0.2090	0.4973	5,549.296 5

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Building Construction Phase - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8852	20.0221	12.3931	0.0290		0.8522	0.8522		0.7840	0.7840		2,810.3909	2,810.3909	0.9089		2,833.1143
Total	1.8852	20.0221	12.3931	0.0290		0.8522	0.8522		0.7840	0.7840		2,810.3909	2,810.3909	0.9089		2,833.1143

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1732	6.5208	2.2249	0.0254	0.8419	0.0389	0.8807	0.2423	0.0372	0.2795		2,791.2188	2,791.2188	0.1222	0.4113	2,916.8497
Worker	1.1360	0.7042	8.5762	0.0242	3.0188	0.0140	3.0328	0.8009	0.0129	0.8138		2,497.5324	2,497.5324	0.0825	0.0743	2,521.7455
Total	1.3092	7.2251	10.8011	0.0496	3.8607	0.0529	3.9135	1.0431	0.0501	1.0932		5,288.7511	5,288.7511	0.2048	0.4857	5,438.5952

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Building Construction Phase - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8852	20.0221	12.3931	0.0290		0.8522	0.8522		0.7840	0.7840	0.0000	2,810.3908	2,810.3908	0.9089		2,833.1143
Total	1.8852	20.0221	12.3931	0.0290		0.8522	0.8522		0.7840	0.7840	0.0000	2,810.3908	2,810.3908	0.9089		2,833.1143

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1732	6.5208	2.2249	0.0254	0.6917	0.0389	0.7305	0.2054	0.0372	0.2426		2,791.2188	2,791.2188	0.1222	0.4113	2,916.8497
Worker	1.1360	0.7042	8.5762	0.0242	2.3631	0.0140	2.3772	0.6399	0.0129	0.6529		2,497.5324	2,497.5324	0.0825	0.0743	2,521.7455
Total	1.3092	7.2251	10.8011	0.0496	3.0548	0.0529	3.1077	0.8453	0.0501	0.8954		5,288.7511	5,288.7511	0.2048	0.4857	5,438.5952

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Architectural Coating Phase - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	82.8385					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	83.0193	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2281	0.1414	1.7224	4.8600e-003	0.6063	2.8200e-003	0.6091	0.1608	2.6000e-003	0.1634		501.5965	501.5965	0.0166	0.0149	506.4593
Total	0.2281	0.1414	1.7224	4.8600e-003	0.6063	2.8200e-003	0.6091	0.1608	2.6000e-003	0.1634		501.5965	501.5965	0.0166	0.0149	506.4593

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Architectural Coating Phase - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	82.8385					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	83.0193	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2281	0.1414	1.7224	4.8600e-003	0.4746	2.8200e-003	0.4774	0.1285	2.6000e-003	0.1311		501.5965	501.5965	0.0166	0.0149	506.4593
Total	0.2281	0.1414	1.7224	4.8600e-003	0.4746	2.8200e-003	0.4774	0.1285	2.6000e-003	0.1311		501.5965	501.5965	0.0166	0.0149	506.4593

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving Phase - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6967	6.4760	10.9256	0.0176		0.3072	0.3072		0.2826	0.2826		1,699.2558	1,699.2558	0.5496		1,712.9951
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6967	6.4760	10.9256	0.0176		0.3072	0.3072		0.2826	0.2826		1,699.2558	1,699.2558	0.5496		1,712.9951

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0357	0.0221	0.2691	7.6000e-004	0.0947	4.4000e-004	0.0952	0.0251	4.1000e-004	0.0255		78.3745	78.3745	2.5900e-003	2.3300e-003	79.1343
Total	0.0357	0.0221	0.2691	7.6000e-004	0.0947	4.4000e-004	0.0952	0.0251	4.1000e-004	0.0255		78.3745	78.3745	2.5900e-003	2.3300e-003	79.1343

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving Phase - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6967	6.4760	10.9256	0.0176		0.3072	0.3072		0.2826	0.2826	0.0000	1,699.2558	1,699.2558	0.5496		1,712.9951
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6967	6.4760	10.9256	0.0176		0.3072	0.3072		0.2826	0.2826	0.0000	1,699.2558	1,699.2558	0.5496		1,712.9951

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0357	0.0221	0.2691	7.6000e-004	0.0742	4.4000e-004	0.0746	0.0201	4.1000e-004	0.0205		78.3745	78.3745	2.5900e-003	2.3300e-003	79.1343
Total	0.0357	0.0221	0.2691	7.6000e-004	0.0742	4.4000e-004	0.0746	0.0201	4.1000e-004	0.0205		78.3745	78.3745	2.5900e-003	2.3300e-003	79.1343

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.1677	8.4334	59.7469	0.1148	12.4867	0.0935	12.5802	3.3380	0.0874	3.4254		11,978.35 14	11,978.35 14	0.8961	0.6401	12,191.51 48
Unmitigated	8.1677	8.4334	59.7469	0.1148	12.4867	0.0935	12.5802	3.3380	0.0874	3.4254		11,978.35 14	11,978.35 14	0.8961	0.6401	12,191.51 48

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	1,800.72	2,002.44	1544.88	3,321,380	3,321,380
City Park	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	0.00	0.00	0.00		
Regional Shopping Center	666.89	814.76	372.75	865,809	865,809
Single Family Housing	585.28	591.48	530.10	1,071,227	1,071,227
Total	3,052.89	3,408.68	2,447.73	5,258,416	5,258,416

4.3 Trip Type Information

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	8.30	4.50	4.90	25.60	9.90	64.50	86	11	3
City Park	6.60	5.50	6.40	33.00	48.00	19.00	66	28	6
Fast Food Restaurant w/o Drive	6.60	5.50	6.40	1.50	79.50	19.00	51	37	12
Other Asphalt Surfaces	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Quality Restaurant	6.60	5.50	6.40	12.00	69.00	19.00	38	18	44
Regional Shopping Center	6.60	5.50	6.40	16.30	64.70	19.00	54	35	11
Single Family Housing	8.30	4.50	4.90	25.60	9.90	64.50	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
City Park	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Fast Food Restaurant w/o Drive Thru	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Other Asphalt Surfaces	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Parking Lot	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Quality Restaurant	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Regional Shopping Center	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Single Family Housing	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1217	1.0409	0.4475	6.6400e-003		0.0841	0.0841		0.0841	0.0841		1,327.9118	1,327.9118	0.0255	0.0244	1,335.8029
NaturalGas Unmitigated	0.1217	1.0409	0.4475	6.6400e-003		0.0841	0.0841		0.0841	0.0841		1,327.9118	1,327.9118	0.0255	0.0244	1,335.8029

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	6650.62	0.0717	0.6129	0.2608	3.9100e-003		0.0496	0.0496		0.0496	0.0496		782.4259	782.4259	0.0150	0.0143	787.0755
Regional Shopping Center	113.256	1.2200e-003	0.0111	9.3300e-003	7.0000e-005		8.4000e-004	8.4000e-004		8.4000e-004	8.4000e-004		13.3242	13.3242	2.6000e-004	2.4000e-004	13.4034
Single Family Housing	4523.37	0.0488	0.4169	0.1774	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.1616	532.1616	0.0102	9.7600e-003	535.3240
Total		0.1217	1.0409	0.4475	6.6400e-003		0.0841	0.0841		0.0841	0.0841		1,327.9118	1,327.9118	0.0255	0.0243	1,335.8029

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	6.65062	0.0717	0.6129	0.2608	3.9100e-003		0.0496	0.0496		0.0496	0.0496		782.4259	782.4259	0.0150	0.0143	787.0755
Regional Shopping Center	0.113256	1.2200e-003	0.0111	9.3300e-003	7.0000e-005		8.4000e-004	8.4000e-004		8.4000e-004	8.4000e-004		13.3242	13.3242	2.6000e-004	2.4000e-004	13.4034
Single Family Housing	4.52337	0.0488	0.4169	0.1774	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.1616	532.1616	0.0102	9.7600e-003	535.3240
Total		0.1217	1.0409	0.4475	6.6400e-003		0.0841	0.0841		0.0841	0.0841		1,327.9118	1,327.9118	0.0255	0.0243	1,335.8029

6.0 Area Detail

6.1 Mitigation Measures Area

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	14.6129	0.2924	25.3881	1.3400e-003		0.1409	0.1409		0.1409	0.1409	0.0000	45.7580	45.7580	0.0438	0.0000	46.8536
Unmitigated	14.6129	0.2924	25.3881	1.3400e-003		0.1409	0.1409		0.1409	0.1409	0.0000	45.7580	45.7580	0.0438	0.0000	46.8536

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.0440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	12.8066					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.7624	0.2924	25.3881	1.3400e-003		0.1409	0.1409		0.1409	0.1409		45.7580	45.7580	0.0438		46.8536
Total	14.6129	0.2924	25.3881	1.3400e-003		0.1409	0.1409		0.1409	0.1409	0.0000	45.7580	45.7580	0.0438	0.0000	46.8536

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.0440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	12.8066					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.7624	0.2924	25.3881	1.3400e-003		0.1409	0.1409		0.1409	0.1409		45.7580	45.7580	0.0438		46.8536
Total	14.6129	0.2924	25.3881	1.3400e-003		0.1409	0.1409		0.1409	0.1409	0.0000	45.7580	45.7580	0.0438	0.0000	46.8536

7.0 Water Detail

7.1 Mitigation Measures Water

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

**River Terrace Approved Project - Mitigated
Santa Barbara County APCD Air District, Winter**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	246.00	Dwelling Unit	10.00	447,720.00	669
Single Family Housing	62.00	Dwelling Unit	16.25	133,052.00	169
Regional Shopping Center	17.67	1000sqft	0.41	17,666.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.9	Precipitation Freq (Days)	37
Climate Zone	4			Operational Year	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - sf and lot acreage provided by client
land uses based on 2005 EIR

Construction Phase - construction phases based on 2005 EIR

Off-road Equipment - equipment obtained from 2005 EIR

Off-road Equipment - equipment obtained from 2005 EIR

Off-road Equipment -

Off-road Equipment - equipment obtained from 2005 EIR

Grading - material import obtained from 2005 EIR

Trips and VMT -

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Architectural Coating - MM 4.1-2 ROG emission reduction

Woodstoves - zero fireplaces

Area Coating - MM 4.1-6 ROG emission reduction

Construction Off-road Equipment Mitigation - MM 4.1-1 - water twice daily

soil binders spread on unpaved road - 30 percent reduction per 1993 SCAQMD Handbook

clean paved road - 25 percent reduction per 1993 SCAQMD Handbook

replace ground cover - 15 percent reduction per 1993 SCAQMD Handbook

vehicle speed reduced to 10 mph

Area Mitigation - MM 4.1-1

Energy Mitigation - low-rise residential solar pv calculated - number of dwelling units based on 308 total residential units

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	50
tblAreaCoating	Area_EF_Nonresidential_Interior	250	50
tblAreaCoating	Area_EF_Parking	250	100
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	25
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	10
tblConstructionPhase	NumDays	20.00	46.00
tblConstructionPhase	NumDays	370.00	471.00
tblConstructionPhase	NumDays	35.00	57.00
tblConstructionPhase	NumDays	20.00	24.00
tblFireplaces	NumberNoFireplace	0.00	246.00
tblFireplaces	NumberNoFireplace	0.00	62.00
tblGrading	MaterialImported	0.00	60,000.00
tblLandUse	LandUseSquareFeet	246,000.00	447,720.00
tblLandUse	LandUseSquareFeet	111,600.00	133,052.00

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	15.38	10.00
tblLandUse	LotAcreage	20.13	16.25
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	PhaseName		Grading Phase
tblOffRoadEquipment	PhaseName		Building Construction Phase
tblOffRoadEquipment	PhaseName		Building Construction Phase

2.0 Emissions Summary

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	5.9215	88.6677	35.4079	0.1725	11.3271	2.4918	13.8189	1.6351	2.3004	3.9355	0.0000	18,037.8001	18,037.8001	3.3720	1.5032	18,570.0450
2023	3.3884	28.1514	24.3651	0.0794	3.8607	0.9257	4.7864	1.0432	0.8532	1.8963	0.0000	8,157.7630	8,157.7630	1.1272	0.5059	8,336.6966
2024	87.2976	35.4334	38.4454	0.1042	4.5617	1.2766	5.8382	1.2291	1.1808	2.4099	0.0000	10,600.8428	10,600.8428	1.7088	0.5125	10,796.2900
Maximum	87.2976	88.6677	38.4454	0.1725	11.3271	2.4918	13.8189	1.6351	2.3004	3.9355	0.0000	18,037.8001	18,037.8001	3.3720	1.5032	18,570.0450

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	5.9215	88.6677	35.4079	0.1725	5.3759	2.4918	7.8677	0.9886	2.3004	3.2891	0.0000	18,037.8001	18,037.8001	3.3720	1.5032	18,570.0450
2023	3.3884	28.1514	24.3651	0.0794	3.0548	0.9257	3.9805	0.8453	0.8532	1.6985	0.0000	8,157.7630	8,157.7630	1.1272	0.5059	8,336.6966
2024	87.2976	35.4334	38.4454	0.1042	3.6035	1.2766	4.8801	0.9939	1.1808	2.1747	0.0000	10,600.8428	10,600.8428	1.7088	0.5125	10,796.2900
Maximum	87.2976	88.6677	38.4454	0.1725	5.3759	2.4918	7.8677	0.9939	2.3004	3.2891	0.0000	18,037.8001	18,037.8001	3.3720	1.5032	18,570.0450

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	14.6129	0.2924	25.3881	1.3400e-003		0.1409	0.1409		0.1409	0.1409	0.0000	45.7580	45.7580	0.0438	0.0000	46.8536
Energy	0.1217	1.0409	0.4475	6.6400e-003		0.0841	0.0841		0.0841	0.0841		1,327.9118	1,327.9118	0.0255	0.0244	1,335.8029
Mobile	8.0021	9.1347	66.0633	0.1132	12.4867	0.0936	12.5802	3.3380	0.0875	3.4255		11,806.3093	11,806.3093	0.9874	0.6797	12,033.5498
Total	22.7367	10.4680	91.8989	0.1211	12.4867	0.3186	12.8052	3.3380	0.3125	3.6504	0.0000	13,179.9791	13,179.9791	1.0567	0.7041	13,416.2063

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	14.6129	0.2924	25.3881	1.3400e-003		0.1409	0.1409		0.1409	0.1409	0.0000	45.7580	45.7580	0.0438	0.0000	46.8536
Energy	0.1217	1.0409	0.4475	6.6400e-003		0.0841	0.0841		0.0841	0.0841		1,327.9118	1,327.9118	0.0255	0.0244	1,335.8029
Mobile	8.0021	9.1347	66.0633	0.1132	12.4867	0.0936	12.5802	3.3380	0.0875	3.4255		11,806.3093	11,806.3093	0.9874	0.6797	12,033.5498
Total	22.7367	10.4680	91.8989	0.1211	12.4867	0.3186	12.8052	3.3380	0.3125	3.6504	0.0000	13,179.9791	13,179.9791	1.0567	0.7041	13,416.2063

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading Phase	Grading	5/2/2022	7/19/2022	5	57	
2	Building Construction Phase	Building Construction	7/20/2022	5/8/2024	5	471	
3	Architectural Coating Phase	Architectural Coating	2/20/2024	4/23/2024	5	46	
4	Paving Phase	Paving	3/20/2024	4/22/2024	5	24	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 468

Acres of Paving: 0

Residential Indoor: 1,176,063; Residential Outdoor: 392,021; Non-Residential Indoor: 26,499; Non-Residential Outdoor: 8,833; Striped Parking Area: 20,422 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading Phase	Crawler Tractors	4	8.00	212	0.43
Grading Phase	Graders	4	8.00	187	0.41
Grading Phase	Scrapers	2	8.00	367	0.48
Building Construction Phase	Cranes	1	7.00	231	0.29
Building Construction Phase	Rough Terrain Forklifts	2	8.00	100	0.40
Building Construction Phase	Rubber Tired Dozers	2	8.00	247	0.40
Paving Phase	Pavers	2	8.00	130	0.42

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Paving Phase	Paving Equipment	2	8.00	132	0.36
Architectural Coating Phase	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading Phase	10	25.00	0.00	7,500.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction Phase	5	478.00	142.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving Phase	6	15.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating Phase	1	96.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Grading Phase - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8777	0.0000	8.8777	0.9660	0.0000	0.9660			0.0000			0.0000
Off-Road	5.2661	62.9488	28.8979	0.0882		2.2739	2.2739		2.0920	2.0920		8,541.833 0	8,541.833 0	2.7626		8,610.898 0
Total	5.2661	62.9488	28.8979	0.0882	8.8777	2.2739	11.1517	0.9660	2.0920	3.0580		8,541.833 0	8,541.833 0	2.7626		8,610.898 0

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5814	25.6656	5.9655	0.0829	2.2915	0.2171	2.5085	0.6272	0.2077	0.8349		9,361.577 4	9,361.577 4	0.6036	1.4982	9,823.134 0
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0741	0.0534	0.5445	1.3200e-003	0.1579	8.2000e-004	0.1587	0.0419	7.5000e-004	0.0426		134.3898	134.3898	5.8100e-003	4.9600e-003	136.0130
Total	0.6554	25.7190	6.5100	0.0843	2.4493	0.2179	2.6672	0.6691	0.2084	0.8775		9,495.967 2	9,495.967 2	0.6094	1.5032	9,959.147 0

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Grading Phase - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3957	0.0000	3.3957	0.4347	0.0000	0.4347			0.0000			0.0000
Off-Road	5.2661	62.9488	28.8979	0.0882		2.2739	2.2739		2.0920	2.0920	0.0000	8,541.8330	8,541.8330	2.7626		8,610.8980
Total	5.2661	62.9488	28.8979	0.0882	3.3957	2.2739	5.6697	0.4347	2.0920	2.5267	0.0000	8,541.8330	8,541.8330	2.7626		8,610.8980

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5814	25.6656	5.9655	0.0829	1.8566	0.2171	2.0736	0.5205	0.2077	0.7281		9,361.5774	9,361.5774	0.6036	1.4982	9,823.1340
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0741	0.0534	0.5445	1.3200e-003	0.1236	8.2000e-004	0.1244	0.0335	7.5000e-004	0.0342		134.3898	134.3898	5.8100e-003	4.9600e-003	136.0130
Total	0.6554	25.7190	6.5100	0.0843	1.9801	0.2179	2.1980	0.5539	0.2084	0.7624		9,495.9672	9,495.9672	0.6094	1.5032	9,959.1470

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Building Construction Phase - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2243	24.2092	13.3966	0.0290		1.0900	1.0900		1.0028	1.0028		2,810.5562	2,810.5562	0.9090		2,833.2810
Total	2.2243	24.2092	13.3966	0.0290		1.0900	1.0900		1.0028	1.0028		2,810.5562	2,810.5562	0.9090		2,833.2810

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3033	8.1904	2.6723	0.0269	0.8419	0.0777	0.9196	0.2423	0.0743	0.3166		2,942.2463	2,942.2463	0.1184	0.4330	3,074.2381
Worker	1.4159	1.0203	10.4116	0.0253	3.0188	0.0157	3.0345	0.8009	0.0144	0.8153		2,569.5323	2,569.5323	0.1110	0.0948	2,600.5677
Total	1.7192	9.2107	13.0839	0.0522	3.8607	0.0934	3.9540	1.0432	0.0888	1.1319		5,511.7786	5,511.7786	0.2294	0.5278	5,674.8058

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Building Construction Phase - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2243	24.2092	13.3966	0.0290		1.0900	1.0900		1.0028	1.0028	0.0000	2,810.556 2	2,810.556 2	0.9090		2,833.281 0
Total	2.2243	24.2092	13.3966	0.0290		1.0900	1.0900		1.0028	1.0028	0.0000	2,810.556 2	2,810.556 2	0.9090		2,833.281 0

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3033	8.1904	2.6723	0.0269	0.6917	0.0777	0.7694	0.2054	0.0743	0.2798		2,942.246 3	2,942.246 3	0.1184	0.4330	3,074.238 1
Worker	1.4159	1.0203	10.4116	0.0253	2.3631	0.0157	2.3788	0.6399	0.0144	0.6544		2,569.532 3	2,569.532 3	0.1110	0.0948	2,600.567 7
Total	1.7192	9.2107	13.0839	0.0522	3.0548	0.0934	3.1482	0.8454	0.0888	0.9341		5,511.778 6	5,511.778 6	0.2294	0.5278	5,674.805 8

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Building Construction Phase - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8884	20.3917	12.3924	0.0290		0.8712	0.8712		0.8015	0.8015		2,810.575 2	2,810.575 2	0.9090		2,833.300 1
Total	1.8884	20.3917	12.3924	0.0290		0.8712	0.8712		0.8015	0.8015		2,810.575 2	2,810.575 2	0.9090		2,833.300 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1788	6.8563	2.3578	0.0259	0.8419	0.0398	0.8817	0.2423	0.0381	0.2803		2,840.967 6	2,840.967 6	0.1176	0.4183	2,968.548 5
Worker	1.3212	0.9034	9.6150	0.0245	3.0188	0.0148	3.0336	0.8009	0.0136	0.8145		2,506.220 3	2,506.220 3	0.1006	0.0876	2,534.848 1
Total	1.5001	7.7597	11.9727	0.0504	3.8607	0.0546	3.9152	1.0432	0.0517	1.0948		5,347.187 9	5,347.187 9	0.2182	0.5059	5,503.396 6

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Building Construction Phase - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8884	20.3917	12.3924	0.0290		0.8712	0.8712		0.8015	0.8015	0.0000	2,810.575 2	2,810.575 2	0.9090		2,833.300 1
Total	1.8884	20.3917	12.3924	0.0290		0.8712	0.8712		0.8015	0.8015	0.0000	2,810.575 2	2,810.575 2	0.9090		2,833.300 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1788	6.8563	2.3578	0.0259	0.6917	0.0398	0.7315	0.2054	0.0381	0.2435		2,840.967 6	2,840.967 6	0.1176	0.4183	2,968.548 5
Worker	1.3212	0.9034	9.6150	0.0245	2.3631	0.0148	2.3779	0.6399	0.0136	0.6536		2,506.220 3	2,506.220 3	0.1006	0.0876	2,534.848 1
Total	1.5001	7.7597	11.9727	0.0504	3.0548	0.0546	3.1094	0.8453	0.0517	0.8970		5,347.187 9	5,347.187 9	0.2182	0.5059	5,503.396 6

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Building Construction Phase - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8852	20.0221	12.3931	0.0290		0.8522	0.8522		0.7840	0.7840		2,810.3909	2,810.3909	0.9089		2,833.1143
Total	1.8852	20.0221	12.3931	0.0290		0.8522	0.8522		0.7840	0.7840		2,810.3909	2,810.3909	0.9089		2,833.1143

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1704	6.7246	2.2878	0.0254	0.8419	0.0390	0.8809	0.2423	0.0374	0.2796		2,794.7872	2,794.7872	0.1217	0.4123	2,920.6810
Worker	1.2384	0.8050	8.9503	0.0237	3.0188	0.0140	3.0328	0.8009	0.0129	0.8138		2,446.7764	2,446.7764	0.0914	0.0814	2,473.3094
Total	1.4088	7.5296	11.2381	0.0492	3.8607	0.0531	3.9137	1.0431	0.0503	1.0934		5,241.5637	5,241.5637	0.2132	0.4936	5,393.9904

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Building Construction Phase - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8852	20.0221	12.3931	0.0290		0.8522	0.8522		0.7840	0.7840	0.0000	2,810.3908	2,810.3908	0.9089		2,833.1143
Total	1.8852	20.0221	12.3931	0.0290		0.8522	0.8522		0.7840	0.7840	0.0000	2,810.3908	2,810.3908	0.9089		2,833.1143

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1704	6.7246	2.2878	0.0254	0.6917	0.0390	0.7307	0.2054	0.0374	0.2428		2,794.7872	2,794.7872	0.1217	0.4123	2,920.6810
Worker	1.2384	0.8050	8.9503	0.0237	2.3631	0.0140	2.3772	0.6399	0.0129	0.6529		2,446.7764	2,446.7764	0.0914	0.0814	2,473.3094
Total	1.4088	7.5296	11.2381	0.0492	3.0548	0.0531	3.1079	0.8453	0.0503	0.8956		5,241.5637	5,241.5637	0.2132	0.4936	5,393.9904

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Architectural Coating Phase - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	82.8385					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	83.0193	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2487	0.1617	1.7975	4.7600e-003	0.6063	2.8200e-003	0.6091	0.1608	2.6000e-003	0.1634		491.4028	491.4028	0.0184	0.0163	496.7316
Total	0.2487	0.1617	1.7975	4.7600e-003	0.6063	2.8200e-003	0.6091	0.1608	2.6000e-003	0.1634		491.4028	491.4028	0.0184	0.0163	496.7316

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Architectural Coating Phase - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	82.8385					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	83.0193	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2487	0.1617	1.7975	4.7600e-003	0.4746	2.8200e-003	0.4774	0.1285	2.6000e-003	0.1311		491.4028	491.4028	0.0184	0.0163	496.7316
Total	0.2487	0.1617	1.7975	4.7600e-003	0.4746	2.8200e-003	0.4774	0.1285	2.6000e-003	0.1311		491.4028	491.4028	0.0184	0.0163	496.7316

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving Phase - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6967	6.4760	10.9256	0.0176		0.3072	0.3072		0.2826	0.2826		1,699.2558	1,699.2558	0.5496		1,712.9951
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6967	6.4760	10.9256	0.0176		0.3072	0.3072		0.2826	0.2826		1,699.2558	1,699.2558	0.5496		1,712.9951

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0389	0.0253	0.2809	7.4000e-004	0.0947	4.4000e-004	0.0952	0.0251	4.1000e-004	0.0255		76.7817	76.7817	2.8700e-003	2.5500e-003	77.6143
Total	0.0389	0.0253	0.2809	7.4000e-004	0.0947	4.4000e-004	0.0952	0.0251	4.1000e-004	0.0255		76.7817	76.7817	2.8700e-003	2.5500e-003	77.6143

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving Phase - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6967	6.4760	10.9256	0.0176		0.3072	0.3072		0.2826	0.2826	0.0000	1,699.2558	1,699.2558	0.5496		1,712.9951
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6967	6.4760	10.9256	0.0176		0.3072	0.3072		0.2826	0.2826	0.0000	1,699.2558	1,699.2558	0.5496		1,712.9951

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0389	0.0253	0.2809	7.4000e-004	0.0742	4.4000e-004	0.0746	0.0201	4.1000e-004	0.0205		76.7817	76.7817	2.8700e-003	2.5500e-003	77.6143
Total	0.0389	0.0253	0.2809	7.4000e-004	0.0742	4.4000e-004	0.0746	0.0201	4.1000e-004	0.0205		76.7817	76.7817	2.8700e-003	2.5500e-003	77.6143

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.0021	9.1347	66.0633	0.1132	12.4867	0.0936	12.5802	3.3380	0.0875	3.4255		11,806.30 93	11,806.30 93	0.9874	0.6797	12,033.54 98
Unmitigated	8.0021	9.1347	66.0633	0.1132	12.4867	0.0936	12.5802	3.3380	0.0875	3.4255		11,806.30 93	11,806.30 93	0.9874	0.6797	12,033.54 98

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	1,800.72	2,002.44	1544.88	3,321,380	3,321,380
City Park	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	0.00	0.00	0.00		
Regional Shopping Center	666.89	814.76	372.75	865,809	865,809
Single Family Housing	585.28	591.48	530.10	1,071,227	1,071,227
Total	3,052.89	3,408.68	2,447.73	5,258,416	5,258,416

4.3 Trip Type Information

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	8.30	4.50	4.90	25.60	9.90	64.50	86	11	3
City Park	6.60	5.50	6.40	33.00	48.00	19.00	66	28	6
Fast Food Restaurant w/o Drive	6.60	5.50	6.40	1.50	79.50	19.00	51	37	12
Other Asphalt Surfaces	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Quality Restaurant	6.60	5.50	6.40	12.00	69.00	19.00	38	18	44
Regional Shopping Center	6.60	5.50	6.40	16.30	64.70	19.00	54	35	11
Single Family Housing	8.30	4.50	4.90	25.60	9.90	64.50	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
City Park	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Fast Food Restaurant w/o Drive Thru	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Other Asphalt Surfaces	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Parking Lot	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Quality Restaurant	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Regional Shopping Center	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Single Family Housing	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1217	1.0409	0.4475	6.6400e-003		0.0841	0.0841		0.0841	0.0841		1,327.9118	1,327.9118	0.0255	0.0244	1,335.8029
NaturalGas Unmitigated	0.1217	1.0409	0.4475	6.6400e-003		0.0841	0.0841		0.0841	0.0841		1,327.9118	1,327.9118	0.0255	0.0244	1,335.8029

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	6650.62	0.0717	0.6129	0.2608	3.9100e-003		0.0496	0.0496		0.0496	0.0496		782.4259	782.4259	0.0150	0.0143	787.0755
Regional Shopping Center	113.256	1.2200e-003	0.0111	9.3300e-003	7.0000e-005		8.4000e-004	8.4000e-004		8.4000e-004	8.4000e-004		13.3242	13.3242	2.6000e-004	2.4000e-004	13.4034
Single Family Housing	4523.37	0.0488	0.4169	0.1774	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.1616	532.1616	0.0102	9.7600e-003	535.3240
Total		0.1217	1.0409	0.4475	6.6400e-003		0.0841	0.0841		0.0841	0.0841		1,327.9118	1,327.9118	0.0255	0.0243	1,335.8029

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	6.65062	0.0717	0.6129	0.2608	3.9100e-003		0.0496	0.0496		0.0496	0.0496		782.4259	782.4259	0.0150	0.0143	787.0755
Regional Shopping Center	0.113256	1.2200e-003	0.0111	9.3300e-003	7.0000e-005		8.4000e-004	8.4000e-004		8.4000e-004	8.4000e-004		13.3242	13.3242	2.6000e-004	2.4000e-004	13.4034
Single Family Housing	4.52337	0.0488	0.4169	0.1774	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.1616	532.1616	0.0102	9.7600e-003	535.3240
Total		0.1217	1.0409	0.4475	6.6400e-003		0.0841	0.0841		0.0841	0.0841		1,327.9118	1,327.9118	0.0255	0.0243	1,335.8029

6.0 Area Detail

6.1 Mitigation Measures Area

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	14.6129	0.2924	25.3881	1.3400e-003		0.1409	0.1409		0.1409	0.1409	0.0000	45.7580	45.7580	0.0438	0.0000	46.8536
Unmitigated	14.6129	0.2924	25.3881	1.3400e-003		0.1409	0.1409		0.1409	0.1409	0.0000	45.7580	45.7580	0.0438	0.0000	46.8536

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.0440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	12.8066					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.7624	0.2924	25.3881	1.3400e-003		0.1409	0.1409		0.1409	0.1409		45.7580	45.7580	0.0438		46.8536
Total	14.6129	0.2924	25.3881	1.3400e-003		0.1409	0.1409		0.1409	0.1409	0.0000	45.7580	45.7580	0.0438	0.0000	46.8536

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.0440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	12.8066					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.7624	0.2924	25.3881	1.3400e-003		0.1409	0.1409		0.1409	0.1409		45.7580	45.7580	0.0438		46.8536
Total	14.6129	0.2924	25.3881	1.3400e-003		0.1409	0.1409		0.1409	0.1409	0.0000	45.7580	45.7580	0.0438	0.0000	46.8536

7.0 Water Detail

7.1 Mitigation Measures Water

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

River Terrace Approved Project - Mitigated

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	246.00	Dwelling Unit	10.00	447,720.00	669
Single Family Housing	62.00	Dwelling Unit	16.25	133,052.00	169
Regional Shopping Center	17.67	1000sqft	0.41	17,666.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.9	Precipitation Freq (Days)	37
Climate Zone	4			Operational Year	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - sf and lot acreage provided by client
land uses based on 2005 EIR

Construction Phase - construction phases based on 2005 EIR

Off-road Equipment - equipment obtained from 2005 EIR

Off-road Equipment - equipment obtained from 2005 EIR

Off-road Equipment -

Off-road Equipment - equipment obtained from 2005 EIR

Grading - material import obtained from 2005 EIR

Trips and VMT -

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Architectural Coating - MM 4.1-2 ROG emission reduction

Woodstoves - zero fireplaces

Area Coating - MM 4.1-6 ROG emission reduction

Construction Off-road Equipment Mitigation - MM 4.1-1 - water twice daily

soil binders spread on unpaved road - 30 percent reduction per 1993 SCAQMD Handbook

clean paved road - 25 percent reduction per 1993 SCAQMD Handbook

replace ground cover - 15 percent reduction per 1993 SCAQMD Handbook

vehicle speed reduced to 10 mph

Area Mitigation - MM 4.1-1

Energy Mitigation - low-rise residential solar pv calculated - number of dwelling units based on 308 total residential units

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	50
tblAreaCoating	Area_EF_Nonresidential_Interior	250	50
tblAreaCoating	Area_EF_Parking	250	100
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	25
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	10
tblConstructionPhase	NumDays	20.00	46.00
tblConstructionPhase	NumDays	370.00	471.00
tblConstructionPhase	NumDays	35.00	57.00
tblConstructionPhase	NumDays	20.00	24.00
tblFireplaces	NumberNoFireplace	0.00	246.00
tblFireplaces	NumberNoFireplace	0.00	62.00
tblGrading	MaterialImported	0.00	60,000.00
tblLandUse	LandUseSquareFeet	246,000.00	447,720.00
tblLandUse	LandUseSquareFeet	111,600.00	133,052.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	15.38	10.00
tblLandUse	LotAcreage	20.13	16.25
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	PhaseName		Grading Phase
tblOffRoadEquipment	PhaseName		Building Construction Phase
tblOffRoadEquipment	PhaseName		Building Construction Phase

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.3960	4.5078	2.5523	9.7100e-003	0.5444	0.1408	0.6853	0.1066	0.1300	0.2366	0.0000	911.8723	911.8723	0.1479	0.0670	935.5373
2023	0.4290	3.6602	3.1309	0.0103	0.4913	0.1203	0.6116	0.1330	0.1109	0.2439	0.0000	962.1476	962.1476	0.1325	0.0594	983.1691
2024	2.0728	1.3910	1.3025	4.0300e-003	0.1905	0.0473	0.2377	0.0515	0.0436	0.0951	0.0000	375.1557	375.1557	0.0539	0.0211	382.7924
Maximum	2.0728	4.5078	3.1309	0.0103	0.5444	0.1408	0.6853	0.1330	0.1300	0.2439	0.0000	962.1476	962.1476	0.1479	0.0670	983.1691

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.3960	4.5078	2.5523	9.7100e-003	0.3288	0.1408	0.4696	0.0769	0.1300	0.2069	0.0000	911.8719	911.8719	0.1479	0.0670	935.5368
2023	0.4290	3.6602	3.1309	0.0103	0.3892	0.1203	0.5095	0.1079	0.1109	0.2188	0.0000	962.1472	962.1472	0.1325	0.0594	983.1687
2024	2.0728	1.3910	1.3025	4.0300e-003	0.1508	0.0473	0.1980	0.0417	0.0436	0.0854	0.0000	375.1555	375.1555	0.0539	0.0211	382.7922
Maximum	2.0728	4.5078	3.1309	0.0103	0.3892	0.1408	0.5095	0.1079	0.1300	0.2188	0.0000	962.1472	962.1472	0.1479	0.0670	983.1687

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	29.15	0.00	23.29	22.17	0.00	11.21	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	5-2-2022	8-1-2022	2.8215	2.8215
2	8-2-2022	11-1-2022	1.2178	1.2178
3	11-2-2022	2-1-2023	1.1611	1.1611
4	2-2-2023	5-1-2023	0.9978	0.9978
5	5-2-2023	8-1-2023	1.0224	1.0224
6	8-2-2023	11-1-2023	1.0272	1.0272
7	11-2-2023	2-1-2024	1.0284	1.0284
8	2-2-2024	5-1-2024	3.0093	3.0093
9	5-2-2024	8-1-2024	0.0761	0.0761
		Highest	3.0093	3.0093

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.5963	0.0263	2.2849	1.2000e-004		0.0127	0.0127		0.0127	0.0127	0.0000	3.7360	3.7360	3.5800e-003	0.0000	3.8254
Energy	0.0222	0.1900	0.0817	1.2100e-003		0.0154	0.0154		0.0154	0.0154	0.0000	374.2005	374.2005	0.0292	7.0600e-003	377.0332
Mobile	1.2839	1.4646	10.2454	0.0183	1.9824	0.0151	1.9976	0.5309	0.0142	0.5451	0.0000	1,736.3970	1,736.3970	0.1396	0.0984	1,769.2034
Waste						0.0000	0.0000		0.0000	0.0000	67.8519	0.0000	67.8519	3.3646	0.0000	151.9659
Water						0.0000	0.0000		0.0000	0.0000	9.9605	20.0658	30.0263	0.0375	0.0221	37.5367
Total	3.9024	1.6809	12.6120	0.0197	1.9824	0.0432	2.0256	0.5309	0.0422	0.5731	77.8124	2,134.3992	2,212.2117	3.5745	0.1275	2,339.5646

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.5963	0.0263	2.2849	1.2000e-004		0.0127	0.0127		0.0127	0.0127	0.0000	3.7360	3.7360	3.5800e-003	0.0000	3.8254
Energy	0.0222	0.1900	0.0817	1.2100e-003		0.0154	0.0154		0.0154	0.0154	0.0000	315.5956	315.5956	0.0197	5.9100e-003	317.8488
Mobile	1.2839	1.4646	10.2454	0.0183	1.9824	0.0151	1.9976	0.5309	0.0142	0.5451	0.0000	1,736.3970	1,736.3970	0.1396	0.0984	1,769.2034
Waste						0.0000	0.0000		0.0000	0.0000	67.8519	0.0000	67.8519	3.3646	0.0000	151.9659
Water						0.0000	0.0000		0.0000	0.0000	9.9605	20.0658	30.0263	0.0375	0.0221	37.5367
Total	3.9024	1.6809	12.6120	0.0197	1.9824	0.0432	2.0256	0.5309	0.0422	0.5731	77.8124	2,075.7943	2,153.6067	3.5650	0.1263	2,280.3802

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.75	2.65	0.27	0.90	2.53

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading Phase	Grading	5/2/2022	7/19/2022	5	57	
2	Building Construction Phase	Building Construction	7/20/2022	5/8/2024	5	471	
3	Architectural Coating Phase	Architectural Coating	2/20/2024	4/23/2024	5	46	

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Paving Phase	Paving	3/20/2024	4/22/2024	5	24
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Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 468

Acres of Paving: 0

Residential Indoor: 1,176,063; Residential Outdoor: 392,021; Non-Residential Indoor: 26,499; Non-Residential Outdoor: 8,833; Striped Parking Area: 20,422 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading Phase	Crawler Tractors	4	8.00	212	0.43
Grading Phase	Graders	4	8.00	187	0.41
Grading Phase	Scrapers	2	8.00	367	0.48
Building Construction Phase	Cranes	1	7.00	231	0.29
Building Construction Phase	Rough Terrain Forklifts	2	8.00	100	0.40
Building Construction Phase	Rubber Tired Dozers	2	8.00	247	0.40
Paving Phase	Pavers	2	8.00	130	0.42
Paving Phase	Paving Equipment	2	8.00	132	0.36
Architectural Coating Phase	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading Phase	10	25.00	0.00	7,500.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction Phase	5	478.00	142.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving Phase	6	15.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating Phase	1	96.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

- Use Soil Stabilizer
- Replace Ground Cover
- Water Exposed Area
- Reduce Vehicle Speed on Unpaved Roads
- Clean Paved Roads

3.2 Grading Phase - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2530	0.0000	0.2530	0.0275	0.0000	0.0275	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1501	1.7940	0.8236	2.5100e-003		0.0648	0.0648		0.0596	0.0596	0.0000	220.8471	220.8471	0.0714	0.0000	222.6328
Total	0.1501	1.7940	0.8236	2.5100e-003	0.2530	0.0648	0.3178	0.0275	0.0596	0.0872	0.0000	220.8471	220.8471	0.0714	0.0000	222.6328

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Grading Phase - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0168	0.7387	0.1688	2.3600e-003	0.0641	6.1800e-003	0.0702	0.0176	5.9100e-003	0.0235	0.0000	241.9971	241.9971	0.0156	0.0387	253.9288
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9700e-003	1.4800e-003	0.0151	4.0000e-005	4.4000e-003	2.0000e-005	4.4200e-003	1.1700e-003	2.0000e-005	1.1900e-003	0.0000	3.4782	3.4782	1.4000e-004	1.3000e-004	3.5194
Total	0.0188	0.7401	0.1840	2.4000e-003	0.0685	6.2000e-003	0.0747	0.0187	5.9300e-003	0.0247	0.0000	245.4753	245.4753	0.0158	0.0389	257.4481

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0968	0.0000	0.0968	0.0124	0.0000	0.0124	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1501	1.7940	0.8236	2.5100e-003		0.0648	0.0648		0.0596	0.0596	0.0000	220.8468	220.8468	0.0714	0.0000	222.6325
Total	0.1501	1.7940	0.8236	2.5100e-003	0.0968	0.0648	0.1616	0.0124	0.0596	0.0720	0.0000	220.8468	220.8468	0.0714	0.0000	222.6325

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Grading Phase - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0168	0.7387	0.1688	2.3600e-003	0.0520	6.1800e-003	0.0582	0.0146	5.9100e-003	0.0205	0.0000	241.9971	241.9971	0.0156	0.0387	253.9288
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9700e-003	1.4800e-003	0.0151	4.0000e-005	3.4500e-003	2.0000e-005	3.4700e-003	9.4000e-004	2.0000e-005	9.6000e-004	0.0000	3.4782	3.4782	1.4000e-004	1.3000e-004	3.5194
Total	0.0188	0.7401	0.1840	2.4000e-003	0.0554	6.2000e-003	0.0616	0.0155	5.9300e-003	0.0215	0.0000	245.4753	245.4753	0.0158	0.0389	257.4481

3.3 Building Construction Phase - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1312	1.4283	0.7904	1.7100e-003		0.0643	0.0643		0.0592	0.0592	0.0000	150.4319	150.4319	0.0487	0.0000	151.6483
Total	0.1312	1.4283	0.7904	1.7100e-003		0.0643	0.0643		0.0592	0.0592	0.0000	150.4319	150.4319	0.0487	0.0000	151.6483

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Building Construction Phase - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0179	0.4866	0.1554	1.5900e-003	0.0488	4.5800e-003	0.0534	0.0141	4.3800e-003	0.0185	0.0000	157.4434	157.4434	6.3500e-003	0.0232	164.5062
Worker	0.0780	0.0587	0.5989	1.4900e-003	0.1742	9.2000e-004	0.1751	0.0463	8.5000e-004	0.0471	0.0000	137.6746	137.6746	5.7200e-003	4.9800e-003	139.3019
Total	0.0959	0.5453	0.7543	3.0800e-003	0.2230	5.5000e-003	0.2285	0.0604	5.2300e-003	0.0656	0.0000	295.1180	295.1180	0.0121	0.0282	303.8082

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1312	1.4283	0.7904	1.7100e-003		0.0643	0.0643		0.0592	0.0592	0.0000	150.4318	150.4318	0.0487	0.0000	151.6481
Total	0.1312	1.4283	0.7904	1.7100e-003		0.0643	0.0643		0.0592	0.0592	0.0000	150.4318	150.4318	0.0487	0.0000	151.6481

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3.3 Building Construction Phase - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0179	0.4866	0.1554	1.5900e-003	0.0401	4.5800e-003	0.0447	0.0120	4.3800e-003	0.0163	0.0000	157.4434	157.4434	6.3500e-003	0.0232	164.5062
Worker	0.0780	0.0587	0.5989	1.4900e-003	0.1365	9.2000e-004	0.1374	0.0370	8.5000e-004	0.0379	0.0000	137.6746	137.6746	5.7200e-003	4.9800e-003	139.3019
Total	0.0959	0.5453	0.7543	3.0800e-003	0.1766	5.5000e-003	0.1821	0.0490	5.2300e-003	0.0542	0.0000	295.1180	295.1180	0.0121	0.0282	303.8082

3.3 Building Construction Phase - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2455	2.6509	1.6110	3.7700e-003		0.1133	0.1133		0.1042	0.1042	0.0000	331.4624	331.4624	0.1072	0.0000	334.1425
Total	0.2455	2.6509	1.6110	3.7700e-003		0.1133	0.1133		0.1042	0.1042	0.0000	331.4624	331.4624	0.1072	0.0000	334.1425

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3.3 Building Construction Phase - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0234	0.8949	0.3023	3.3700e-003	0.1075	5.1600e-003	0.1126	0.0310	4.9300e-003	0.0359	0.0000	334.8084	334.8084	0.0139	0.0493	349.8432
Worker	0.1602	0.1144	1.2176	3.1900e-003	0.3838	1.9200e-003	0.3857	0.1020	1.7700e-003	0.1038	0.0000	295.8768	295.8768	0.0114	0.0101	299.1835
Total	0.1835	1.0093	1.5199	6.5600e-003	0.4913	7.0800e-003	0.4984	0.1330	6.7000e-003	0.1397	0.0000	630.6852	630.6852	0.0253	0.0594	649.0267

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2455	2.6509	1.6110	3.7700e-003		0.1133	0.1133		0.1042	0.1042	0.0000	331.4620	331.4620	0.1072	0.0000	334.1421
Total	0.2455	2.6509	1.6110	3.7700e-003		0.1133	0.1133		0.1042	0.1042	0.0000	331.4620	331.4620	0.1072	0.0000	334.1421

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3.3 Building Construction Phase - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0234	0.8949	0.3023	3.3700e-003	0.0884	5.1600e-003	0.0936	0.0263	4.9300e-003	0.0313	0.0000	334.8084	334.8084	0.0139	0.0493	349.8432
Worker	0.1602	0.1144	1.2176	3.1900e-003	0.3007	1.9200e-003	0.3027	0.0816	1.7700e-003	0.0834	0.0000	295.8768	295.8768	0.0114	0.0101	299.1835
Total	0.1835	1.0093	1.5199	6.5600e-003	0.3892	7.0800e-003	0.3962	0.1079	6.7000e-003	0.1146	0.0000	630.6852	630.6852	0.0253	0.0594	649.0267

3.3 Building Construction Phase - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0877	0.9310	0.5763	1.3500e-003		0.0396	0.0396		0.0365	0.0365	0.0000	118.5538	118.5538	0.0383	0.0000	119.5124
Total	0.0877	0.9310	0.5763	1.3500e-003		0.0396	0.0396		0.0365	0.0365	0.0000	118.5538	118.5538	0.0383	0.0000	119.5124

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3.3 Building Construction Phase - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.9800e-003	0.3139	0.1049	1.1800e-003	0.0384	1.8100e-003	0.0403	0.0111	1.7300e-003	0.0128	0.0000	117.8076	117.8076	5.1500e-003	0.0174	123.1142
Worker	0.0536	0.0365	0.4051	1.1000e-003	0.1373	6.5000e-004	0.1379	0.0365	6.0000e-004	0.0371	0.0000	103.3227	103.3227	3.7100e-003	3.3700e-003	104.4187
Total	0.0616	0.3503	0.5100	2.2800e-003	0.1757	2.4600e-003	0.1782	0.0476	2.3300e-003	0.0499	0.0000	221.1303	221.1303	8.8600e-003	0.0208	227.5329

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0877	0.9310	0.5763	1.3500e-003		0.0396	0.0396		0.0365	0.0365	0.0000	118.5536	118.5536	0.0383	0.0000	119.5122
Total	0.0877	0.9310	0.5763	1.3500e-003		0.0396	0.0396		0.0365	0.0365	0.0000	118.5536	118.5536	0.0383	0.0000	119.5122

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3.3 Building Construction Phase - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.9800e-003	0.3139	0.1049	1.1800e-003	0.0316	1.8100e-003	0.0334	9.4200e-003	1.7300e-003	0.0112	0.0000	117.8076	117.8076	5.1500e-003	0.0174	123.1142
Worker	0.0536	0.0365	0.4051	1.1000e-003	0.1076	6.5000e-004	0.1082	0.0292	6.0000e-004	0.0298	0.0000	103.3227	103.3227	3.7100e-003	3.3700e-003	104.4187
Total	0.0616	0.3503	0.5100	2.2800e-003	0.1392	2.4600e-003	0.1417	0.0386	2.3300e-003	0.0409	0.0000	221.1303	221.1303	8.8600e-003	0.0208	227.5329

3.4 Architectural Coating Phase - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.9053					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.1600e-003	0.0280	0.0416	7.0000e-005		1.4000e-003	1.4000e-003		1.4000e-003	1.4000e-003	0.0000	5.8725	5.8725	3.3000e-004	0.0000	5.8808
Total	1.9095	0.0280	0.0416	7.0000e-005		1.4000e-003	1.4000e-003		1.4000e-003	1.4000e-003	0.0000	5.8725	5.8725	3.3000e-004	0.0000	5.8808

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3.4 Architectural Coating Phase - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3300e-003	3.6200e-003	0.0402	1.1000e-004	0.0136	6.0000e-005	0.0137	3.6200e-003	6.0000e-005	3.6800e-003	0.0000	10.2639	10.2639	3.7000e-004	3.3000e-004	10.3728
Total	5.3300e-003	3.6200e-003	0.0402	1.1000e-004	0.0136	6.0000e-005	0.0137	3.6200e-003	6.0000e-005	3.6800e-003	0.0000	10.2639	10.2639	3.7000e-004	3.3000e-004	10.3728

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.9053					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.1600e-003	0.0280	0.0416	7.0000e-005		1.4000e-003	1.4000e-003		1.4000e-003	1.4000e-003	0.0000	5.8725	5.8725	3.3000e-004	0.0000	5.8807
Total	1.9095	0.0280	0.0416	7.0000e-005		1.4000e-003	1.4000e-003		1.4000e-003	1.4000e-003	0.0000	5.8725	5.8725	3.3000e-004	0.0000	5.8807

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3.4 Architectural Coating Phase - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3300e-003	3.6200e-003	0.0402	1.1000e-004	0.0107	6.0000e-005	0.0108	2.9000e-003	6.0000e-005	2.9600e-003	0.0000	10.2639	10.2639	3.7000e-004	3.3000e-004	10.3728
Total	5.3300e-003	3.6200e-003	0.0402	1.1000e-004	0.0107	6.0000e-005	0.0108	2.9000e-003	6.0000e-005	2.9600e-003	0.0000	10.2639	10.2639	3.7000e-004	3.3000e-004	10.3728

3.5 Paving Phase - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.3600e-003	0.0777	0.1311	2.1000e-004		3.6900e-003	3.6900e-003		3.3900e-003	3.3900e-003	0.0000	18.4985	18.4985	5.9800e-003	0.0000	18.6480
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	8.3600e-003	0.0777	0.1311	2.1000e-004		3.6900e-003	3.6900e-003		3.3900e-003	3.3900e-003	0.0000	18.4985	18.4985	5.9800e-003	0.0000	18.6480

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3.5 Paving Phase - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	3.0000e-004	3.2800e-003	1.0000e-005	1.1100e-003	1.0000e-005	1.1200e-003	3.0000e-004	0.0000	3.0000e-004	0.0000	0.8367	0.8367	3.0000e-005	3.0000e-005	0.8456
Total	4.3000e-004	3.0000e-004	3.2800e-003	1.0000e-005	1.1100e-003	1.0000e-005	1.1200e-003	3.0000e-004	0.0000	3.0000e-004	0.0000	0.8367	0.8367	3.0000e-005	3.0000e-005	0.8456

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.3600e-003	0.0777	0.1311	2.1000e-004		3.6900e-003	3.6900e-003		3.3900e-003	3.3900e-003	0.0000	18.4984	18.4984	5.9800e-003	0.0000	18.6480
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	8.3600e-003	0.0777	0.1311	2.1000e-004		3.6900e-003	3.6900e-003		3.3900e-003	3.3900e-003	0.0000	18.4984	18.4984	5.9800e-003	0.0000	18.6480

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3.5 Paving Phase - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	3.0000e-004	3.2800e-003	1.0000e-005	8.7000e-004	1.0000e-005	8.8000e-004	2.4000e-004	0.0000	2.4000e-004	0.0000	0.8367	0.8367	3.0000e-005	3.0000e-005	0.8456
Total	4.3000e-004	3.0000e-004	3.2800e-003	1.0000e-005	8.7000e-004	1.0000e-005	8.8000e-004	2.4000e-004	0.0000	2.4000e-004	0.0000	0.8367	0.8367	3.0000e-005	3.0000e-005	0.8456

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.2839	1.4646	10.2454	0.0183	1.9824	0.0151	1.9976	0.5309	0.0142	0.5451	0.0000	1,736.3970	1,736.3970	0.1396	0.0984	1,769.2034
Unmitigated	1.2839	1.4646	10.2454	0.0183	1.9824	0.0151	1.9976	0.5309	0.0142	0.5451	0.0000	1,736.3970	1,736.3970	0.1396	0.0984	1,769.2034

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	1,800.72	2,002.44	1544.88	3,321,380	3,321,380
City Park	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	0.00	0.00	0.00		
Regional Shopping Center	666.89	814.76	372.75	865,809	865,809
Single Family Housing	585.28	591.48	530.10	1,071,227	1,071,227
Total	3,052.89	3,408.68	2,447.73	5,258,416	5,258,416

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	8.30	4.50	4.90	25.60	9.90	64.50	86	11	3
City Park	6.60	5.50	6.40	33.00	48.00	19.00	66	28	6
Fast Food Restaurant w/o Drive	6.60	5.50	6.40	1.50	79.50	19.00	51	37	12

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Quality Restaurant	6.60	5.50	6.40	12.00	69.00	19.00	38	18	44
Regional Shopping Center	6.60	5.50	6.40	16.30	64.70	19.00	54	35	11
Single Family Housing	8.30	4.50	4.90	25.60	9.90	64.50	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
City Park	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Fast Food Restaurant w/o Drive Thru	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Other Asphalt Surfaces	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Parking Lot	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Quality Restaurant	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Regional Shopping Center	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Single Family Housing	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	95.7449	95.7449	0.0155	1.8800e-003	96.6916
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	154.3498	154.3498	0.0250	3.0300e-003	155.8761
NaturalGas Mitigated	0.0222	0.1900	0.0817	1.2100e-003		0.0154	0.0154		0.0154	0.0154	0.0000	219.8507	219.8507	4.2100e-003	4.0300e-003	221.1572
NaturalGas Unmitigated	0.0222	0.1900	0.0817	1.2100e-003		0.0154	0.0154		0.0154	0.0154	0.0000	219.8507	219.8507	4.2100e-003	4.0300e-003	221.1572

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	2.42748e+006	0.0131	0.1119	0.0476	7.1000e-004		9.0400e-003	9.0400e-003		9.0400e-003	9.0400e-003	0.0000	129.5394	129.5394	2.4800e-003	2.3700e-003	130.3092
Regional Shopping Center	41338.4	2.2000e-004	2.0300e-003	1.7000e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.2060	2.2060	4.0000e-005	4.0000e-005	2.2191
Single Family Housing	1.65103e+006	8.9000e-003	0.0761	0.0324	4.9000e-004		6.1500e-003	6.1500e-003		6.1500e-003	6.1500e-003	0.0000	88.1053	88.1053	1.6900e-003	1.6200e-003	88.6289
Total		0.0222	0.1900	0.0817	1.2100e-003		0.0153	0.0153		0.0153	0.0153	0.0000	219.8507	219.8507	4.2100e-003	4.0300e-003	221.1572

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	2.42748e+006	0.0131	0.1119	0.0476	7.1000e-004		9.0400e-003	9.0400e-003		9.0400e-003	9.0400e-003	0.0000	129.5394	129.5394	2.4800e-003	2.3700e-003	130.3092
Regional Shopping Center	41338.4	2.2000e-004	2.0300e-003	1.7000e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.2060	2.2060	4.0000e-005	4.0000e-005	2.2191
Single Family Housing	1.65103e+006	8.9000e-003	0.0761	0.0324	4.9000e-004		6.1500e-003	6.1500e-003		6.1500e-003	6.1500e-003	0.0000	88.1053	88.1053	1.6900e-003	1.6200e-003	88.6289
Total		0.0222	0.1900	0.0817	1.2100e-003		0.0153	0.0153		0.0153	0.0153	0.0000	219.8507	219.8507	4.2100e-003	4.0300e-003	221.1572

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	999008	92.4320	0.0150	1.8100e-003	93.3460
Regional Shopping Center	183550	16.9827	2.7500e-003	3.3000e-004	17.1506
Single Family Housing	485660	44.9351	7.2700e-003	8.8000e-004	45.3794
Total		154.3498	0.0250	3.0200e-003	155.8761

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	787874	72.8971	0.0118	1.4300e-003	73.6179
Regional Shopping Center	-27584.9	-2.5523	-0.0004	-0.0001	-2.5775
Single Family Housing	274525	25.4001	4.1100e-003	5.0000e-004	25.6513
Total		95.7449	0.0155	1.8800e-003	96.6916

6.0 Area Detail

6.1 Mitigation Measures Area

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.5963	0.0263	2.2849	1.2000e-004		0.0127	0.0127		0.0127	0.0127	0.0000	3.7360	3.7360	3.5800e-003	0.0000	3.8254
Unmitigated	2.5963	0.0263	2.2849	1.2000e-004		0.0127	0.0127		0.0127	0.0127	0.0000	3.7360	3.7360	3.5800e-003	0.0000	3.8254

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1905					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.3372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0686	0.0263	2.2849	1.2000e-004		0.0127	0.0127		0.0127	0.0127	0.0000	3.7360	3.7360	3.5800e-003	0.0000	3.8254
Total	2.5963	0.0263	2.2849	1.2000e-004		0.0127	0.0127		0.0127	0.0127	0.0000	3.7360	3.7360	3.5800e-003	0.0000	3.8254

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1905					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.3372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0686	0.0263	2.2849	1.2000e-004		0.0127	0.0127		0.0127	0.0127	0.0000	3.7360	3.7360	3.5800e-003	0.0000	3.8254
Total	2.5963	0.0263	2.2849	1.2000e-004		0.0127	0.0127		0.0127	0.0127	0.0000	3.7360	3.7360	3.5800e-003	0.0000	3.8254

7.0 Water Detail

7.1 Mitigation Measures Water

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	30.0263	0.0375	0.0221	37.5367
Unmitigated	30.0263	0.0375	0.0221	37.5367

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	16.0279 / 10.1045	16.9672	0.0214	0.0126	21.2417
City Park	0 / 3.39572	1.0997	1.8000e-004	2.0000e-005	1.1105
Fast Food Restaurant w/o Drive Thru	2.33417 / 0.14899	2.0427	3.0400e-003	1.8200e-003	2.6610
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2.33417 / 0.14899	2.0427	3.0400e-003	1.8200e-003	2.6610
Regional Shopping Center	3.41697 / 2.09427	3.5978	4.5500e-003	2.6800e-003	4.5089
Single Family Housing	4.03955 / 2.54667	4.2763	5.3800e-003	3.1600e-003	5.3536
Total		30.0263	0.0375	0.0221	37.5367

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	16.0279 / 10.1045	16.9672	0.0214	0.0126	21.2417
City Park	0 / 3.39572	1.0997	1.8000e-004	2.0000e-005	1.1105
Fast Food Restaurant w/o Drive Thru	2.33417 / 0.14899	2.0427	3.0400e-003	1.8200e-003	2.6610
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2.33417 / 0.14899	2.0427	3.0400e-003	1.8200e-003	2.6610
Regional Shopping Center	3.41697 / 2.09427	3.5978	4.5500e-003	2.6800e-003	4.5089
Single Family Housing	4.03955 / 2.54667	4.2763	5.3800e-003	3.1600e-003	5.3536
Total		30.0263	0.0375	0.0221	37.5367

8.0 Waste Detail

8.1 Mitigation Measures Waste

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	67.8519	3.3646	0.0000	151.9659
Unmitigated	67.8519	3.3646	0.0000	151.9659

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	113.16	23.4992	1.1653	0.0000	52.6304
City Park	0.25	0.0519	2.5700e-003	0.0000	0.1163
Fast Food Restaurant w/o Drive Thru	88.58	18.3948	0.9121	0.0000	41.1983
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	7.02	1.4578	0.0723	0.0000	3.2650
Regional Shopping Center	48.44	10.0592	0.4988	0.0000	22.5293
Single Family Housing	69.29	14.3890	0.7135	0.0000	32.2266
Total		67.8519	3.3646	0.0000	151.9659

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	113.16	23.4992	1.1653	0.0000	52.6304
City Park	0.25	0.0519	2.5700e-003	0.0000	0.1163
Fast Food Restaurant w/o Drive Thru	88.58	18.3948	0.9121	0.0000	41.1983
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	7.02	1.4578	0.0723	0.0000	3.2650
Regional Shopping Center	48.44	10.0592	0.4988	0.0000	22.5293
Single Family Housing	69.29	14.3890	0.7135	0.0000	32.2266
Total		67.8519	3.3646	0.0000	151.9659

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

River Terrace Approved Project - Mitigated - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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

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

Equipment Type	Number
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11.0 Vegetation

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

**River Terrace Proposed Project
Santa Barbara County APCD Air District, Summer**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	279.72	1000sqft	3.42	279,723.00	0
Parking Lot	42.00	Space	0.38	16,800.00	0
Parking Lot	43.84	1000sqft	1.01	43,845.00	0
City Park	2.85	Acre	2.85	307,928.00	0
Fast Food Restaurant w/o Drive Thru	7.69	1000sqft	0.18	2,208.00	0
Quality Restaurant	7.69	1000sqft	0.18	2,208.00	0
Apartments Low Rise	151.00	Dwelling Unit	4.44	274,838.00	411
Single Family Housing	106.00	Dwelling Unit	11.48	227,501.00	288
Regional Shopping Center	46.13	1000sqft	1.06	13,250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.9	Precipitation Freq (Days)	37
Climate Zone	4			Operational Year	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MW hr)	203.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use - sf and lot acreage provided by client
 land uses based on Rincon Project Volume Assessment (2021).
 "Fast Food Resaurant w/o Drive Thru" used as proxy for land use code ITE 930 "Fast Casual Restaurant"
 "Quality Restaurant" used as proxy for land use code ITE 970 "Quality Restaurant"
 "Regional Shopping Center" used as proxy for land use code ITE 820 "Shopping Center"
 "Parking Lot" used a conservative proxy for remaining 61,511 sq ft of commercial use not affiliated as building sf

Construction Phase - construction phases provided by client

Off-road Equipment - construction equipment provided by client

Off-road Equipment - construction equipment provided by client

Off-road Equipment - construction equipment provided by client

Off-road Equipment -

Off-road Equipment - construction equipment provided by client

Off-road Equipment -

Off-road Equipment - construction equipment provided by client

Off-road Equipment -

Off-road Equipment - construction equipment provided by client

Off-road Equipment -

Grading - net import provided by client

Trips and VMT -

Architectural Coating - MM 4.1-2 ROG emission reduction

Vehicle Trips - trip rate from Project Volume Assessment (2021)

Woodstoves - zero fireplaces

Area Coating - MM 4.1-6 ROG emission reduction

Construction Off-road Equipment Mitigation - MM 4.1-1 - water twice daily
 soil binders spread on unpaved road - 30 percent reduction per 1993 SCAQMD Handbook
 clean paved road - 25 percent reduction per 1993 SCAQMD Handbook
 replace ground cover - 15 percent reduction per 1993 SCAQMD Handbook
 vehicle speed reduced to 10 mph

Area Mitigation - MM 4.1-1

Energy Mitigation - low-rise residential solar pv calculated - number of dwelling units based on 308 total residential units

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	20,422.00	17,791.00

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblArchitecturalCoating	ConstArea_Parking	20,422.00	17,791.00
tblArchitecturalCoating	ConstArea_Parking	20,422.00	17,791.00
tblArchitecturalCoating	ConstArea_Parking	20,422.00	17,791.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	50
tblAreaCoating	Area_EF_Nonresidential_Interior	250	50
tblAreaCoating	Area_EF_Parking	250	100
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	25
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	10
tblConstructionPhase	NumDays	20.00	334.00
tblConstructionPhase	NumDays	20.00	274.00
tblConstructionPhase	NumDays	20.00	305.00
tblConstructionPhase	NumDays	20.00	335.00

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstructionPhase	NumDays	370.00	274.00
tblConstructionPhase	NumDays	370.00	305.00
tblConstructionPhase	NumDays	370.00	335.00
tblConstructionPhase	NumDays	370.00	334.00
tblConstructionPhase	NumDays	35.00	123.00
tblConstructionPhase	NumDays	20.00	92.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblFireplaces	NumberNoFireplace	0.00	151.00
tblFireplaces	NumberNoFireplace	0.00	106.00
tblGrading	MaterialImported	0.00	200.00
tblLandUse	LandUseSquareFeet	279,720.00	279,723.00
tblLandUse	LandUseSquareFeet	43,840.00	43,845.00
tblLandUse	LandUseSquareFeet	124,146.00	307,928.00
tblLandUse	LandUseSquareFeet	7,690.00	2,208.00
tblLandUse	LandUseSquareFeet	7,690.00	2,208.00
tblLandUse	LandUseSquareFeet	151,000.00	274,838.00
tblLandUse	LandUseSquareFeet	190,800.00	227,501.00
tblLandUse	LandUseSquareFeet	46,130.00	13,250.00
tblLandUse	LotAcreage	6.42	3.42
tblLandUse	LotAcreage	9.44	4.44

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase II
tblOffRoadEquipment	PhaseName		Building Construction Phase III
tblOffRoadEquipment	PhaseName		Building Construction Phase IV
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase II
tblOffRoadEquipment	PhaseName		Building Construction Phase III
tblOffRoadEquipment	PhaseName		Building Construction Phase IV
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Grading Phase I

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase II
tblOffRoadEquipment	PhaseName		Building Construction Phase III
tblOffRoadEquipment	PhaseName		Building Construction Phase IV
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase II
tblOffRoadEquipment	PhaseName		Building Construction Phase III
tblOffRoadEquipment	PhaseName		Building Construction Phase IV
tblOffRoadEquipment	PhaseName		Paving Phase I
tblOffRoadEquipment	PhaseName		Paving Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase II
tblOffRoadEquipment	PhaseName		Building Construction Phase III
tblOffRoadEquipment	PhaseName		Building Construction Phase IV
tblOffRoadEquipment	PhaseName		Building Construction Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase II
tblOffRoadEquipment	PhaseName		Building Construction Phase III
tblOffRoadEquipment	PhaseName		Building Construction Phase IV
tblVehicleTrips	ST_TR	8.14	7.32
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	696.00	315.17
tblVehicleTrips	ST_TR	90.04	45.96
tblVehicleTrips	ST_TR	46.12	37.75
tblVehicleTrips	ST_TR	9.54	9.44
tblVehicleTrips	SU_TR	6.28	7.32

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	500.00	315.17
tblVehicleTrips	SU_TR	71.97	45.96
tblVehicleTrips	SU_TR	21.10	37.75
tblVehicleTrips	SU_TR	8.55	9.44
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	346.23	315.17
tblVehicleTrips	WD_TR	83.84	45.96

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	16.5740	47.5775	40.8612	0.1004	8.9477	1.9922	10.9399	3.6693	1.8604	5.5297	0.0000	10,093.33 90	10,093.33 90	2.2593	0.5119	10,279.28 18
2023	29.0778	45.3820	61.6854	0.1612	8.0662	1.7054	9.7716	2.1765	1.6191	3.7956	0.0000	16,326.43 96	16,326.43 96	1.5182	0.9760	16,655.24 20
2024	26.9126	46.8884	64.6383	0.1656	8.0662	1.7049	9.7711	2.1764	1.6152	3.7916	0.0000	16,737.20 13	16,737.20 13	1.6805	0.9523	17,062.99 74
2025	12.9843	22.2704	31.5793	0.0815	4.0331	0.7466	4.7797	1.0882	0.7077	1.7959	0.0000	8,260.156 5	8,260.156 5	0.8324	0.4644	8,419.351 6
Maximum	29.0778	47.5775	64.6383	0.1656	8.9477	1.9922	10.9399	3.6693	1.8604	5.5297	0.0000	16,737.20 13	16,737.20 13	2.2593	0.9760	17,062.99 74

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.8141	0.2444	21.2265	1.1200e-003		0.1177	0.1177		0.1177	0.1177	0.0000	38.2720	38.2720	0.0368	0.0000	39.1921
Energy	0.1554	1.3431	0.6769	8.4800e-003		0.1074	0.1074		0.1074	0.1074		1,695.1094	1,695.1094	0.0325	0.0311	1,705.1826
Mobile	15.0231	14.4403	102.5549	0.1882	20.3099	0.1564	20.4663	5.4293	0.1462	5.5755		19,639.8793	19,639.8793	1.5916	1.1043	20,008.7500
Total	27.9926	16.0278	124.4583	0.1978	20.3099	0.3815	20.6914	5.4293	0.3712	5.8005	0.0000	21,373.2607	21,373.2607	1.6609	1.1354	21,753.1247

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.8141	0.2444	21.2265	1.1200e-003		0.1177	0.1177		0.1177	0.1177	0.0000	38.2720	38.2720	0.0368	0.0000	39.1921
Energy	0.1554	1.3431	0.6769	8.4800e-003		0.1074	0.1074		0.1074	0.1074		1,695.1094	1,695.1094	0.0325	0.0311	1,705.1826
Mobile	15.0231	14.4403	102.5549	0.1882	20.3099	0.1564	20.4663	5.4293	0.1462	5.5755		19,639.8793	19,639.8793	1.5916	1.1043	20,008.7500
Total	27.9926	16.0278	124.4583	0.1978	20.3099	0.3815	20.6914	5.4293	0.3712	5.8005	0.0000	21,373.2607	21,373.2607	1.6609	1.1354	21,753.1247

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading Phase I	Grading	5/1/2022	8/31/2022	7	123	
2	Paving Phase I	Paving	10/1/2022	12/31/2022	7	92	
3	Building Construction Phase I	Building Construction	12/1/2022	8/31/2023	7	274	
4	Architectural Coating Phase I	Architectural Coating	12/1/2022	8/31/2023	7	274	
5	Building Construction Phase II	Building Construction	6/1/2023	3/31/2024	7	305	
6	Architectural Coating Phase II	Architectural Coating	6/1/2023	3/31/2024	7	305	
7	Building Construction Phase III	Building Construction	11/1/2023	9/30/2024	7	335	
8	Architectural Coating Phase III	Architectural Coating	11/1/2023	9/30/2024	7	335	
9	Building Construction Phase IV	Building Construction	8/1/2024	6/30/2025	7	334	
10	Architectural Coating Phase IV	Architectural Coating	8/1/2024	6/30/2025	7	334	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 307.5

Acres of Paving: 4.81

Residential Indoor: 1,017,236; Residential Outdoor: 339,079; Non-Residential Indoor: 26,499; Non-Residential Outdoor: 8,833; Striped Parking Area: 17,791 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading Phase I	Aerial Lifts	1	8.00	63	0.31

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading Phase I	Air Compressors	1	8.00	78	0.48
Grading Phase I	Bore/Drill Rigs	1	8.00	221	0.50
Grading Phase I	Cement and Mortar Mixers	2	8.00	9	0.56
Grading Phase I	Crawler Tractors	1	8.00	212	0.43
Grading Phase I	Crushing/Proc. Equipment	1	8.00	85	0.78
Grading Phase I	Dumpers/Tenders	1	8.00	16	0.38
Grading Phase I	Excavators	1	8.00	158	0.38
Grading Phase I	Graders	1	8.00	187	0.41
Grading Phase I	Plate Compactors	1	8.00	8	0.43
Grading Phase I	Rubber Tired Dozers	1	8.00	247	0.40
Grading Phase I	Rubber Tired Loaders	1	8.00	203	0.36
Grading Phase I	Scrapers	1	8.00	367	0.48
Grading Phase I	Skid Steer Loaders	1	8.00	65	0.37
Grading Phase I	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving Phase I	Pavers	1	8.00	130	0.42
Paving Phase I	Paving Equipment	1	8.00	132	0.36
Paving Phase I	Rollers	1	8.00	80	0.38
Paving Phase I	Surfacing Equipment	1	8.00	263	0.30
Paving Phase I	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction Phase I	Aerial Lifts	1	7.00	63	0.31
Building Construction Phase I	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction Phase I	Generator Sets	1	8.00	84	0.74
Building Construction Phase I	Pressure Washers	1	8.00	13	0.30
Building Construction Phase I	Skid Steer Loaders	1	8.00	65	0.37
Building Construction Phase I	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction Phase I	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction Phase I	Trenchers	1	8.00	78	0.50
Building Construction Phase I	Welders	1	8.00	46	0.45
Architectural Coating Phase I	Air Compressors	1	6.00	78	0.48

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction Phase II	Aerial Lifts	1	7.00	63	0.31
Building Construction Phase II	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction Phase II	Generator Sets	1	8.00	84	0.74
Building Construction Phase II	Pressure Washers	1	8.00	13	0.30
Building Construction Phase II	Skid Steer Loaders	1	8.00	65	0.37
Building Construction Phase II	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction Phase II	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction Phase II	Trenchers	1	8.00	78	0.50
Building Construction Phase II	Welders	1	8.00	46	0.45
Architectural Coating Phase II	Air Compressors	1	6.00	78	0.48
Building Construction Phase III	Aerial Lifts	1	7.00	63	0.31
Building Construction Phase III	Cement and Mortar Mixers	3	8.00	9	0.56
Building Construction Phase III	Generator Sets	1	8.00	84	0.74
Building Construction Phase III	Pressure Washers	1	8.00	13	0.30
Building Construction Phase III	Skid Steer Loaders	1	8.00	65	0.37
Building Construction Phase III	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction Phase III	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction Phase III	Trenchers	1	8.00	78	0.50
Building Construction Phase III	Welders	1	8.00	46	0.45
Architectural Coating Phase III	Air Compressors	1	6.00	78	0.48
Building Construction Phase IV	Aerial Lifts	1	7.00	63	0.31
Building Construction Phase IV	Cement and Mortar Mixers	3	8.00	9	0.56
Building Construction Phase IV	Generator Sets	1	8.00	84	0.74
Building Construction Phase IV	Pressure Washers	1	8.00	13	0.30
Building Construction Phase IV	Skid Steer Loaders	1	8.00	65	0.37
Building Construction Phase IV	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction Phase IV	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction Phase IV	Trenchers	1	8.00	78	0.50
Building Construction Phase IV	Welders	1	8.00	46	0.45

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Architectural Coating Phase IV	Air Compressors	1	6.00	78	0.48
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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading Phase I	17	43.00	0.00	20.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving Phase I	5	13.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction Phase I	9	425.00	137.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating Phase I	1	85.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction Phase II	9	425.00	137.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating Phase II	1	85.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction Phase III	13	425.00	137.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating Phase III	1	85.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction Phase IV	13	425.00	137.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating Phase IV	1	85.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

- Use Soil Stabilizer
- Replace Ground Cover
- Water Exposed Area
- Reduce Vehicle Speed on Unpaved Roads
- Clean Paved Roads

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Grading Phase I - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.6995	47.4663	35.6064	0.0827		1.9905	1.9905		1.8588	1.8588		7,918.6165	7,918.6165	2.2495		7,974.8545
Total	4.6995	47.4663	35.6064	0.0827	8.6733	1.9905	10.6638	3.5965	1.8588	5.4553		7,918.6165	7,918.6165	2.2495		7,974.8545

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.3000e-004	0.0309	7.2900e-003	1.0000e-004	2.8300e-003	2.7000e-004	3.1000e-003	7.8000e-004	2.6000e-004	1.0300e-003		11.5651	11.5651	7.5000e-004	1.8500e-003	12.1353
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1174	0.0803	0.9024	2.3200e-003	0.2716	1.4100e-003	0.2730	0.0720	1.3000e-003	0.0733		235.9728	235.9728	9.0400e-003	7.7900e-003	238.5202
Total	0.1181	0.1112	0.9097	2.4200e-003	0.2744	1.6800e-003	0.2761	0.0728	1.5600e-003	0.0744		247.5379	247.5379	9.7900e-003	9.6400e-003	250.6555

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Grading Phase I - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3176	0.0000	3.3176	1.6184	0.0000	1.6184			0.0000			0.0000
Off-Road	4.6995	47.4663	35.6064	0.0827		1.9905	1.9905		1.8588	1.8588	0.0000	7,918.6165	7,918.6165	2.2495		7,974.8545
Total	4.6995	47.4663	35.6064	0.0827	3.3176	1.9905	5.3080	1.6184	1.8588	3.4773	0.0000	7,918.6165	7,918.6165	2.2495		7,974.8545

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.3000e-004	0.0309	7.2900e-003	1.0000e-004	2.2900e-003	2.7000e-004	2.5600e-003	6.4000e-004	2.6000e-004	9.0000e-004		11.5651	11.5651	7.5000e-004	1.8500e-003	12.1353
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1174	0.0803	0.9024	2.3200e-003	0.2126	1.4100e-003	0.2140	0.0576	1.3000e-003	0.0589		235.9728	235.9728	9.0400e-003	7.7900e-003	238.5202
Total	0.1181	0.1112	0.9097	2.4200e-003	0.2149	1.6800e-003	0.2166	0.0582	1.5600e-003	0.0598		247.5379	247.5379	9.7900e-003	9.6400e-003	250.6555

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Paving Phase I - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9289	9.5324	10.8221	0.0207		0.4844	0.4844		0.4456	0.4456		2,004.7691	2,004.7691	0.6484		2,020.9786
Paving	0.1370					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0658	9.5324	10.8221	0.0207		0.4844	0.4844		0.4456	0.4456		2,004.7691	2,004.7691	0.6484		2,020.9786

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0355	0.0243	0.2728	7.0000e-004	0.0821	4.3000e-004	0.0825	0.0218	3.9000e-004	0.0222		71.3406	71.3406	2.7300e-003	2.3600e-003	72.1108
Total	0.0355	0.0243	0.2728	7.0000e-004	0.0821	4.3000e-004	0.0825	0.0218	3.9000e-004	0.0222		71.3406	71.3406	2.7300e-003	2.3600e-003	72.1108

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Paving Phase I - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9289	9.5324	10.8221	0.0207		0.4844	0.4844		0.4456	0.4456	0.0000	2,004.7690	2,004.7690	0.6484		2,020.9786
Paving	0.1370					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0658	9.5324	10.8221	0.0207		0.4844	0.4844		0.4456	0.4456	0.0000	2,004.7690	2,004.7690	0.6484		2,020.9786

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0355	0.0243	0.2728	7.0000e-004	0.0643	4.3000e-004	0.0647	0.0174	3.9000e-004	0.0178		71.3406	71.3406	2.7300e-003	2.3600e-003	72.1108
Total	0.0355	0.0243	0.2728	7.0000e-004	0.0643	4.3000e-004	0.0647	0.0174	3.9000e-004	0.0178		71.3406	71.3406	2.7300e-003	2.3600e-003	72.1108

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction Phase I - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5111	13.1289	14.7408	0.0226		0.7208	0.7208		0.6822	0.6822		2,099.512 2	2,099.512 2	0.4450		2,110.636 2
Total	1.5111	13.1289	14.7408	0.0226		0.7208	0.7208		0.6822	0.6822		2,099.512 2	2,099.512 2	0.4450		2,110.636 2

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2935	7.6895	2.5085	0.0260	0.8122	0.0747	0.8869	0.2338	0.0715	0.3052		2,837.522 6	2,837.522 6	0.1147	0.4171	2,964.689 6
Worker	1.1601	0.7935	8.9194	0.0229	2.6841	0.0139	2.6980	0.7121	0.0128	0.7249		2,332.288 8	2,332.288 8	0.0894	0.0770	2,357.467 1
Total	1.4536	8.4830	11.4279	0.0489	3.4963	0.0886	3.5849	0.9458	0.0843	1.0301		5,169.811 4	5,169.811 4	0.2041	0.4941	5,322.156 7

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction Phase I - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5111	13.1289	14.7408	0.0226		0.7208	0.7208		0.6822	0.6822	0.0000	2,099.512 2	2,099.512 2	0.4450		2,110.636 2
Total	1.5111	13.1289	14.7408	0.0226		0.7208	0.7208		0.6822	0.6822	0.0000	2,099.512 2	2,099.512 2	0.4450		2,110.636 2

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2935	7.6895	2.5085	0.0260	0.6673	0.0747	0.7420	0.1982	0.0715	0.2697		2,837.522 6	2,837.522 6	0.1147	0.4171	2,964.689 6
Worker	1.1601	0.7935	8.9194	0.0229	2.1011	0.0139	2.1150	0.5690	0.0128	0.5818		2,332.288 8	2,332.288 8	0.0894	0.0770	2,357.467 1
Total	1.4536	8.4830	11.4279	0.0489	2.7685	0.0886	2.8571	0.7672	0.0843	0.8515		5,169.811 4	5,169.811 4	0.2041	0.4941	5,322.156 7

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction Phase I - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4181	12.4172	14.7009	0.0226		0.6473	0.6473		0.6123	0.6123		2,100.1529	2,100.1529	0.4407		2,111.1709
Total	1.4181	12.4172	14.7009	0.0226		0.6473	0.6473		0.6123	0.6123		2,100.1529	2,100.1529	0.4407		2,111.1709

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1749	6.4157	2.2139	0.0250	0.8122	0.0382	0.8504	0.2338	0.0365	0.2703		2,737.6002	2,737.6002	0.1139	0.4026	2,860.4259
Worker	1.0801	0.7027	8.2134	0.0222	2.6841	0.0131	2.6972	0.7121	0.0121	0.7242		2,274.6858	2,274.6858	0.0809	0.0712	2,297.9123
Total	1.2550	7.1184	10.4273	0.0472	3.4963	0.0513	3.5477	0.9458	0.0487	0.9945		5,012.2859	5,012.2859	0.1948	0.4738	5,158.3382

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction Phase I - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4181	12.4172	14.7009	0.0226		0.6473	0.6473		0.6123	0.6123	0.0000	2,100.1529	2,100.1529	0.4407		2,111.1709
Total	1.4181	12.4172	14.7009	0.0226		0.6473	0.6473		0.6123	0.6123	0.0000	2,100.1529	2,100.1529	0.4407		2,111.1709

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1749	6.4157	2.2139	0.0250	0.6673	0.0382	0.7055	0.1982	0.0365	0.2347		2,737.6002	2,737.6002	0.1139	0.4026	2,860.4259
Worker	1.0801	0.7027	8.2134	0.0222	2.1011	0.0131	2.1143	0.5690	0.0121	0.5811		2,274.6858	2,274.6858	0.0809	0.0712	2,297.9123
Total	1.2550	7.1184	10.4273	0.0472	2.7684	0.0513	2.8198	0.7672	0.0487	0.8158		5,012.2859	5,012.2859	0.1948	0.4738	5,158.3382

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating Phase I - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.0715					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	12.2761	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2320	0.1587	1.7839	4.5900e-003	0.5368	2.7800e-003	0.5396	0.1424	2.5600e-003	0.1450		466.4578	466.4578	0.0179	0.0154	471.4934
Total	0.2320	0.1587	1.7839	4.5900e-003	0.5368	2.7800e-003	0.5396	0.1424	2.5600e-003	0.1450		466.4578	466.4578	0.0179	0.0154	471.4934

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating Phase I - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.0715					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	12.2761	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2320	0.1587	1.7839	4.5900e-003	0.4202	2.7800e-003	0.4230	0.1138	2.5600e-003	0.1164		466.4578	466.4578	0.0179	0.0154	471.4934
Total	0.2320	0.1587	1.7839	4.5900e-003	0.4202	2.7800e-003	0.4230	0.1138	2.5600e-003	0.1164		466.4578	466.4578	0.0179	0.0154	471.4934

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating Phase I - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.0715					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	12.2632	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2160	0.1405	1.6427	4.4400e-003	0.5368	2.6300e-003	0.5394	0.1424	2.4200e-003	0.1448		454.9372	454.9372	0.0162	0.0142	459.5825
Total	0.2160	0.1405	1.6427	4.4400e-003	0.5368	2.6300e-003	0.5394	0.1424	2.4200e-003	0.1448		454.9372	454.9372	0.0162	0.0142	459.5825

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating Phase I - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.0715					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	12.2632	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2160	0.1405	1.6427	4.4400e-003	0.4202	2.6300e-003	0.4229	0.1138	2.4200e-003	0.1162		454.9372	454.9372	0.0162	0.0142	459.5825
Total	0.2160	0.1405	1.6427	4.4400e-003	0.4202	2.6300e-003	0.4229	0.1138	2.4200e-003	0.1162		454.9372	454.9372	0.0162	0.0142	459.5825

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction Phase II - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4181	12.4172	14.7009	0.0226		0.6473	0.6473		0.6123	0.6123		2,100.1529	2,100.1529	0.4407		2,111.1709
Total	1.4181	12.4172	14.7009	0.0226		0.6473	0.6473		0.6123	0.6123		2,100.1529	2,100.1529	0.4407		2,111.1709

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1749	6.4157	2.2139	0.0250	0.8122	0.0382	0.8504	0.2338	0.0365	0.2703		2,737.6002	2,737.6002	0.1139	0.4026	2,860.4259
Worker	1.0801	0.7027	8.2134	0.0222	2.6841	0.0131	2.6972	0.7121	0.0121	0.7242		2,274.6858	2,274.6858	0.0809	0.0712	2,297.9123
Total	1.2550	7.1184	10.4273	0.0472	3.4963	0.0513	3.5477	0.9458	0.0487	0.9945		5,012.2859	5,012.2859	0.1948	0.4738	5,158.3382

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction Phase II - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4181	12.4172	14.7009	0.0226		0.6473	0.6473		0.6123	0.6123	0.0000	2,100.1529	2,100.1529	0.4407		2,111.1709
Total	1.4181	12.4172	14.7009	0.0226		0.6473	0.6473		0.6123	0.6123	0.0000	2,100.1529	2,100.1529	0.4407		2,111.1709

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1749	6.4157	2.2139	0.0250	0.6673	0.0382	0.7055	0.1982	0.0365	0.2347		2,737.6002	2,737.6002	0.1139	0.4026	2,860.4259
Worker	1.0801	0.7027	8.2134	0.0222	2.1011	0.0131	2.1143	0.5690	0.0121	0.5811		2,274.6858	2,274.6858	0.0809	0.0712	2,297.9123
Total	1.2550	7.1184	10.4273	0.0472	2.7684	0.0513	2.8198	0.7672	0.0487	0.8158		5,012.2859	5,012.2859	0.1948	0.4738	5,158.3382

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction Phase II - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3527	11.9120	14.6831	0.0226		0.5941	0.5941		0.5614	0.5614		2,100.3606	2,100.3606	0.4371		2,111.2889
Total	1.3527	11.9120	14.6831	0.0226		0.5941	0.5941		0.5614	0.5614		2,100.3606	2,100.3606	0.4371		2,111.2889

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1671	6.2912	2.1466	0.0245	0.8122	0.0375	0.8497	0.2337	0.0359	0.2696		2,692.9364	2,692.9364	0.1179	0.3968	2,814.1438
Worker	1.0100	0.6262	7.6253	0.0215	2.6841	0.0125	2.6966	0.7121	0.0115	0.7236		2,220.6093	2,220.6093	0.0734	0.0661	2,242.1377
Total	1.1771	6.9174	9.7719	0.0460	3.4963	0.0500	3.5463	0.9458	0.0474	0.9932		4,913.5457	4,913.5457	0.1913	0.4629	5,056.2815

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction Phase II - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3527	11.9120	14.6831	0.0226		0.5941	0.5941		0.5614	0.5614	0.0000	2,100.3606	2,100.3606	0.4371		2,111.2889
Total	1.3527	11.9120	14.6831	0.0226		0.5941	0.5941		0.5614	0.5614	0.0000	2,100.3606	2,100.3606	0.4371		2,111.2889

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1671	6.2912	2.1466	0.0245	0.6673	0.0375	0.7048	0.1982	0.0359	0.2340		2,692.9364	2,692.9364	0.1179	0.3968	2,814.1438
Worker	1.0100	0.6262	7.6253	0.0215	2.1011	0.0125	2.1136	0.5690	0.0115	0.5805		2,220.6093	2,220.6093	0.0734	0.0661	2,242.1377
Total	1.1771	6.9174	9.7719	0.0460	2.7684	0.0500	2.8184	0.7672	0.0474	0.8145		4,913.5457	4,913.5457	0.1913	0.4629	5,056.2815

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating Phase II - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.8446					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	11.0363	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2160	0.1405	1.6427	4.4400e-003	0.5368	2.6300e-003	0.5394	0.1424	2.4200e-003	0.1448		454.9372	454.9372	0.0162	0.0142	459.5825
Total	0.2160	0.1405	1.6427	4.4400e-003	0.5368	2.6300e-003	0.5394	0.1424	2.4200e-003	0.1448		454.9372	454.9372	0.0162	0.0142	459.5825

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating Phase II - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.8446					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	11.0363	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2160	0.1405	1.6427	4.4400e-003	0.4202	2.6300e-003	0.4229	0.1138	2.4200e-003	0.1162		454.9372	454.9372	0.0162	0.0142	459.5825
Total	0.2160	0.1405	1.6427	4.4400e-003	0.4202	2.6300e-003	0.4229	0.1138	2.4200e-003	0.1162		454.9372	454.9372	0.0162	0.0142	459.5825

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating Phase II - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.8446					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	11.0254	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2020	0.1252	1.5251	4.3100e-003	0.5368	2.4900e-003	0.5393	0.1424	2.3000e-003	0.1447		444.1219	444.1219	0.0147	0.0132	448.4275
Total	0.2020	0.1252	1.5251	4.3100e-003	0.5368	2.4900e-003	0.5393	0.1424	2.3000e-003	0.1447		444.1219	444.1219	0.0147	0.0132	448.4275

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating Phase II - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.8446					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	11.0254	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2020	0.1252	1.5251	4.3100e-003	0.4202	2.4900e-003	0.4227	0.1138	2.3000e-003	0.1161		444.1219	444.1219	0.0147	0.0132	448.4275
Total	0.2020	0.1252	1.5251	4.3100e-003	0.4202	2.4900e-003	0.4227	0.1138	2.3000e-003	0.1161		444.1219	444.1219	0.0147	0.0132	448.4275

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.8 Building Construction Phase III - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8005	15.8410	19.2224	0.0295		0.8085	0.8085		0.7630	0.7630		2,728.944 4	2,728.944 4	0.6219		2,744.491 8
Total	1.8005	15.8410	19.2224	0.0295		0.8085	0.8085		0.7630	0.7630		2,728.944 4	2,728.944 4	0.6219		2,744.491 8

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1749	6.4157	2.2139	0.0250	0.8122	0.0382	0.8504	0.2338	0.0365	0.2703		2,737.600 2	2,737.600 2	0.1139	0.4026	2,860.425 9
Worker	1.0801	0.7027	8.2134	0.0222	2.6841	0.0131	2.6972	0.7121	0.0121	0.7242		2,274.685 8	2,274.685 8	0.0809	0.0712	2,297.912 3
Total	1.2550	7.1184	10.4273	0.0472	3.4963	0.0513	3.5477	0.9458	0.0487	0.9945		5,012.285 9	5,012.285 9	0.1948	0.4738	5,158.338 2

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.8 Building Construction Phase III - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8005	15.8410	19.2224	0.0295		0.8085	0.8085		0.7630	0.7630	0.0000	2,728.944 4	2,728.944 4	0.6219		2,744.491 8
Total	1.8005	15.8410	19.2224	0.0295		0.8085	0.8085		0.7630	0.7630	0.0000	2,728.944 4	2,728.944 4	0.6219		2,744.491 8

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1749	6.4157	2.2139	0.0250	0.6673	0.0382	0.7055	0.1982	0.0365	0.2347		2,737.600 2	2,737.600 2	0.1139	0.4026	2,860.425 9
Worker	1.0801	0.7027	8.2134	0.0222	2.1011	0.0131	2.1143	0.5690	0.0121	0.5811		2,274.685 8	2,274.685 8	0.0809	0.0712	2,297.912 3
Total	1.2550	7.1184	10.4273	0.0472	2.7684	0.0513	2.8198	0.7672	0.0487	0.8158		5,012.285 9	5,012.285 9	0.1948	0.4738	5,158.338 2

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.8 Building Construction Phase III - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7221	15.1828	19.2121	0.0295		0.7391	0.7391		0.6970	0.6970		2,729.4850	2,729.4850	0.6184		2,744.9454
Total	1.7221	15.1828	19.2121	0.0295		0.7391	0.7391		0.6970	0.6970		2,729.4850	2,729.4850	0.6184		2,744.9454

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1671	6.2912	2.1466	0.0245	0.8122	0.0375	0.8497	0.2337	0.0359	0.2696		2,692.9364	2,692.9364	0.1179	0.3968	2,814.1438
Worker	1.0100	0.6262	7.6253	0.0215	2.6841	0.0125	2.6966	0.7121	0.0115	0.7236		2,220.6093	2,220.6093	0.0734	0.0661	2,242.1377
Total	1.1771	6.9174	9.7719	0.0460	3.4963	0.0500	3.5463	0.9458	0.0474	0.9932		4,913.5457	4,913.5457	0.1913	0.4629	5,056.2815

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.8 Building Construction Phase III - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7221	15.1828	19.2121	0.0295		0.7391	0.7391		0.6970	0.6970	0.0000	2,729.4850	2,729.4850	0.6184		2,744.9454
Total	1.7221	15.1828	19.2121	0.0295		0.7391	0.7391		0.6970	0.6970	0.0000	2,729.4850	2,729.4850	0.6184		2,744.9454

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1671	6.2912	2.1466	0.0245	0.6673	0.0375	0.7048	0.1982	0.0359	0.2340		2,692.9364	2,692.9364	0.1179	0.3968	2,814.1438
Worker	1.0100	0.6262	7.6253	0.0215	2.1011	0.0125	2.1136	0.5690	0.0115	0.5805		2,220.6093	2,220.6093	0.0734	0.0661	2,242.1377
Total	1.1771	6.9174	9.7719	0.0460	2.7684	0.0500	2.8184	0.7672	0.0474	0.8145		4,913.5457	4,913.5457	0.1913	0.4629	5,056.2815

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.9 Architectural Coating Phase III - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.8734					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	10.0651	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2160	0.1405	1.6427	4.4400e-003	0.5368	2.6300e-003	0.5394	0.1424	2.4200e-003	0.1448		454.9372	454.9372	0.0162	0.0142	459.5825
Total	0.2160	0.1405	1.6427	4.4400e-003	0.5368	2.6300e-003	0.5394	0.1424	2.4200e-003	0.1448		454.9372	454.9372	0.0162	0.0142	459.5825

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.9 Architectural Coating Phase III - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.8734					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	10.0651	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2160	0.1405	1.6427	4.4400e-003	0.4202	2.6300e-003	0.4229	0.1138	2.4200e-003	0.1162		454.9372	454.9372	0.0162	0.0142	459.5825
Total	0.2160	0.1405	1.6427	4.4400e-003	0.4202	2.6300e-003	0.4229	0.1138	2.4200e-003	0.1162		454.9372	454.9372	0.0162	0.0142	459.5825

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.9 Architectural Coating Phase III - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.8734					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	10.0542	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2020	0.1252	1.5251	4.3100e-003	0.5368	2.4900e-003	0.5393	0.1424	2.3000e-003	0.1447		444.1219	444.1219	0.0147	0.0132	448.4275
Total	0.2020	0.1252	1.5251	4.3100e-003	0.5368	2.4900e-003	0.5393	0.1424	2.3000e-003	0.1447		444.1219	444.1219	0.0147	0.0132	448.4275

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.9 Architectural Coating Phase III - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.8734					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	10.0542	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2020	0.1252	1.5251	4.3100e-003	0.4202	2.4900e-003	0.4227	0.1138	2.3000e-003	0.1161		444.1219	444.1219	0.0147	0.0132	448.4275
Total	0.2020	0.1252	1.5251	4.3100e-003	0.4202	2.4900e-003	0.4227	0.1138	2.3000e-003	0.1161		444.1219	444.1219	0.0147	0.0132	448.4275

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Building Construction Phase IV - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7221	15.1828	19.2121	0.0295		0.7391	0.7391		0.6970	0.6970		2,729.4850	2,729.4850	0.6184		2,744.9454
Total	1.7221	15.1828	19.2121	0.0295		0.7391	0.7391		0.6970	0.6970		2,729.4850	2,729.4850	0.6184		2,744.9454

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1671	6.2912	2.1466	0.0245	0.8122	0.0375	0.8497	0.2337	0.0359	0.2696		2,692.9364	2,692.9364	0.1179	0.3968	2,814.1438
Worker	1.0100	0.6262	7.6253	0.0215	2.6841	0.0125	2.6966	0.7121	0.0115	0.7236		2,220.6093	2,220.6093	0.0734	0.0661	2,242.1377
Total	1.1771	6.9174	9.7719	0.0460	3.4963	0.0500	3.5463	0.9458	0.0474	0.9932		4,913.5457	4,913.5457	0.1913	0.4629	5,056.2815

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Building Construction Phase IV - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7221	15.1828	19.2121	0.0295		0.7391	0.7391		0.6970	0.6970	0.0000	2,729.4850	2,729.4850	0.6184		2,744.9454
Total	1.7221	15.1828	19.2121	0.0295		0.7391	0.7391		0.6970	0.6970	0.0000	2,729.4850	2,729.4850	0.6184		2,744.9454

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1671	6.2912	2.1466	0.0245	0.6673	0.0375	0.7048	0.1982	0.0359	0.2340		2,692.9364	2,692.9364	0.1179	0.3968	2,814.1438
Worker	1.0100	0.6262	7.6253	0.0215	2.1011	0.0125	2.1136	0.5690	0.0115	0.5805		2,220.6093	2,220.6093	0.0734	0.0661	2,242.1377
Total	1.1771	6.9174	9.7719	0.0460	2.7684	0.0500	2.8184	0.7672	0.0474	0.8145		4,913.5457	4,913.5457	0.1913	0.4629	5,056.2815

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Building Construction Phase IV - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6115	14.2939	19.1342	0.0295		0.6442	0.6442		0.6080	0.6080		2,730.3367	2,730.3367	0.6150		2,745.7110
Total	1.6115	14.2939	19.1342	0.0295		0.6442	0.6442		0.6080	0.6080		2,730.3367	2,730.3367	0.6150		2,745.7110

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1601	6.1566	2.0961	0.0240	0.8122	0.0366	0.8488	0.2337	0.0350	0.2687		2,644.6476	2,644.6476	0.1220	0.3904	2,764.0233
Worker	0.9490	0.5620	7.1165	0.0208	2.6841	0.0119	2.6960	0.7121	0.0110	0.7230		2,169.7701	2,169.7701	0.0667	0.0617	2,189.8213
Total	1.1091	6.7186	9.2126	0.0449	3.4963	0.0485	3.5448	0.9458	0.0460	0.9918		4,814.4177	4,814.4177	0.1888	0.4520	4,953.8445

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Building Construction Phase IV - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6115	14.2939	19.1342	0.0295		0.6442	0.6442		0.6080	0.6080	0.0000	2,730.3367	2,730.3367	0.6150		2,745.7110
Total	1.6115	14.2939	19.1342	0.0295		0.6442	0.6442		0.6080	0.6080	0.0000	2,730.3367	2,730.3367	0.6150		2,745.7110

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1601	6.1566	2.0961	0.0240	0.6673	0.0366	0.7039	0.1982	0.0350	0.2332		2,644.6476	2,644.6476	0.1220	0.3904	2,764.0233
Worker	0.9490	0.5620	7.1165	0.0208	2.1011	0.0119	2.1130	0.5690	0.0110	0.5799		2,169.7701	2,169.7701	0.0667	0.0617	2,189.8213
Total	1.1091	6.7186	9.2126	0.0449	2.7684	0.0485	2.8169	0.7671	0.0460	0.8131		4,814.4177	4,814.4177	0.1888	0.4520	4,953.8445

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Architectural Coating Phase IV - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.9030					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	10.0838	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2020	0.1252	1.5251	4.3100e-003	0.5368	2.4900e-003	0.5393	0.1424	2.3000e-003	0.1447		444.1219	444.1219	0.0147	0.0132	448.4275
Total	0.2020	0.1252	1.5251	4.3100e-003	0.5368	2.4900e-003	0.5393	0.1424	2.3000e-003	0.1447		444.1219	444.1219	0.0147	0.0132	448.4275

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Architectural Coating Phase IV - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.9030					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	10.0838	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2020	0.1252	1.5251	4.3100e-003	0.4202	2.4900e-003	0.4227	0.1138	2.3000e-003	0.1161		444.1219	444.1219	0.0147	0.0132	448.4275
Total	0.2020	0.1252	1.5251	4.3100e-003	0.4202	2.4900e-003	0.4227	0.1138	2.3000e-003	0.1161		444.1219	444.1219	0.0147	0.0132	448.4275

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Architectural Coating Phase IV - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.9030					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	10.0739	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1898	0.1124	1.4233	4.1700e-003	0.5368	2.3800e-003	0.5392	0.1424	2.1900e-003	0.1446		433.9540	433.9540	0.0134	0.0123	437.9643
Total	0.1898	0.1124	1.4233	4.1700e-003	0.5368	2.3800e-003	0.5392	0.1424	2.1900e-003	0.1446		433.9540	433.9540	0.0134	0.0123	437.9643

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Architectural Coating Phase IV - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.9030					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	10.0739	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1898	0.1124	1.4233	4.1700e-003	0.4202	2.3800e-003	0.4226	0.1138	2.1900e-003	0.1160		433.9540	433.9540	0.0134	0.0123	437.9643
Total	0.1898	0.1124	1.4233	4.1700e-003	0.4202	2.3800e-003	0.4226	0.1138	2.1900e-003	0.1160		433.9540	433.9540	0.0134	0.0123	437.9643

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	15.0231	14.4403	102.5549	0.1882	20.3099	0.1564	20.4663	5.4293	0.1462	5.5755		19,639.8793	19,639.8793	1.5916	1.1043	20,008.7500
Unmitigated	15.0231	14.4403	102.5549	0.1882	20.3099	0.1564	20.4663	5.4293	0.1462	5.5755		19,639.8793	19,639.8793	1.5916	1.1043	20,008.7500

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	1,105.32	1,105.32	1105.32	2,047,525	2,047,525
City Park	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	2,423.66	2,423.66	2423.66	3,033,676	3,033,676
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	353.43	353.43	353.43	322,945	322,945
Regional Shopping Center	1,741.41	1,741.41	1741.41	2,333,958	2,333,958
Single Family Housing	1,000.64	1,000.64	1000.64	1,853,612	1,853,612
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	6,624.46	6,624.46	6,624.46	9,591,717	9,591,717

4.3 Trip Type Information

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	8.30	4.50	4.90	25.60	9.90	64.50	86	11	3
City Park	6.60	5.50	6.40	33.00	48.00	19.00	66	28	6
Fast Food Restaurant w/o Drive	6.60	5.50	6.40	1.50	79.50	19.00	51	37	12
Other Asphalt Surfaces	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Quality Restaurant	6.60	5.50	6.40	12.00	69.00	19.00	38	18	44
Regional Shopping Center	6.60	5.50	6.40	16.30	64.70	19.00	54	35	11
Single Family Housing	8.30	4.50	4.90	25.60	9.90	64.50	86	11	3
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
City Park	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Fast Food Restaurant w/o Drive Thru	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Other Asphalt Surfaces	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Parking Lot	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Quality Restaurant	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Regional Shopping Center	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Single Family Housing	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1554	1.3431	0.6769	8.4800e-003		0.1074	0.1074		0.1074	0.1074		1,695.1094	1,695.1094	0.0325	0.0311	1,705.1826
NaturalGas Unmitigated	0.1554	1.3431	0.6769	8.4800e-003		0.1074	0.1074		0.1074	0.1074		1,695.1094	1,695.1094	0.0325	0.0311	1,705.1826

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	4082.29	0.0440	0.3762	0.1601	2.4000e-003		0.0304	0.0304		0.0304	0.0304		480.2696	480.2696	9.2100e-003	8.8000e-003	483.1236
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o Drive Thru	1253.84	0.0135	0.1229	0.1033	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003		147.5108	147.5108	2.8300e-003	2.7000e-003	148.3874
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	1253.84	0.0135	0.1229	0.1033	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003		147.5108	147.5108	2.8300e-003	2.7000e-003	148.3874
Regional Shopping Center	84.9452	9.2000e-004	8.3300e-003	7.0000e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004		9.9936	9.9936	1.9000e-004	1.8000e-004	10.0529
Single Family Housing	7733.51	0.0834	0.7127	0.3033	4.5500e-003		0.0576	0.0576		0.0576	0.0576		909.8247	909.8247	0.0174	0.0167	915.2314
Total		0.1554	1.3431	0.6769	8.4800e-003		0.1074	0.1074		0.1074	0.1074		1,695.1094	1,695.1094	0.0325	0.0311	1,705.1826

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	4.08229	0.0440	0.3762	0.1601	2.4000e-003		0.0304	0.0304		0.0304	0.0304		480.2696	480.2696	9.2100e-003	8.8000e-003	483.1236
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o Drive Thru	1.25384	0.0135	0.1229	0.1033	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003		147.5108	147.5108	2.8300e-003	2.7000e-003	148.3874
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	1.25384	0.0135	0.1229	0.1033	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003		147.5108	147.5108	2.8300e-003	2.7000e-003	148.3874
Regional Shopping Center	0.0849452	9.2000e-004	8.3300e-003	7.0000e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004		9.9936	9.9936	1.9000e-004	1.8000e-004	10.0529
Single Family Housing	7.73351	0.0834	0.7127	0.3033	4.5500e-003		0.0576	0.0576		0.0576	0.0576		909.8247	909.8247	0.0174	0.0167	915.2314
Total		0.1554	1.3431	0.6769	8.4800e-003		0.1074	0.1074		0.1074	0.1074		1,695.1094	1,695.1094	0.0325	0.0311	1,705.1826

6.0 Area Detail

6.1 Mitigation Measures Area

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	12.8141	0.2444	21.2265	1.1200e-003		0.1177	0.1177		0.1177	0.1177	0.0000	38.2720	38.2720	0.0368	0.0000	39.1921
Unmitigated	12.8141	0.2444	21.2265	1.1200e-003		0.1177	0.1177		0.1177	0.1177	0.0000	38.2720	38.2720	0.0368	0.0000	39.1921

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.9095					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	11.2645					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.6400	0.2444	21.2265	1.1200e-003		0.1177	0.1177		0.1177	0.1177		38.2720	38.2720	0.0368		39.1921
Total	12.8141	0.2444	21.2265	1.1200e-003		0.1177	0.1177		0.1177	0.1177	0.0000	38.2720	38.2720	0.0368	0.0000	39.1921

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.9095					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	11.2645					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.6400	0.2444	21.2265	1.1200e-003		0.1177	0.1177		0.1177	0.1177		38.2720	38.2720	0.0368		39.1921
Total	12.8141	0.2444	21.2265	1.1200e-003		0.1177	0.1177		0.1177	0.1177	0.0000	38.2720	38.2720	0.0368	0.0000	39.1921

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

River Terrace Proposed Project - Santa Barbara County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

**River Terrace Proposed Project
Santa Barbara County APCD Air District, Winter**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	279.72	1000sqft	3.42	279,723.00	0
Parking Lot	42.00	Space	0.38	16,800.00	0
Parking Lot	43.84	1000sqft	1.01	43,845.00	0
City Park	2.85	Acre	2.85	307,928.00	0
Fast Food Restaurant w/o Drive Thru	7.69	1000sqft	0.18	2,208.00	0
Quality Restaurant	7.69	1000sqft	0.18	2,208.00	0
Apartments Low Rise	151.00	Dwelling Unit	4.44	274,838.00	411
Single Family Housing	106.00	Dwelling Unit	11.48	227,501.00	288
Regional Shopping Center	46.13	1000sqft	1.06	13,250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.9	Precipitation Freq (Days)	37
Climate Zone	4			Operational Year	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MW hr)	203.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use - sf and lot acreage provided by client

land uses based on Rincon Project Volume Assessment (2021).

"Fast Food Resaurant w/o Drive Thru" used as proxy for land use code ITE 930 "Fast Casual Restaurant"

"Quality Restaurant" used as proxy for land use code ITE 970 "Quality Restaurant"

"Regional Shopping Center" used as proxy for land use code ITE 820 "Shopping Center"

"Parking Lot" used a conservative proxy for remaining 61,511 sq ft of commercial use not affiliated as building sf

Construction Phase - construction phases provided by client

Off-road Equipment - construction equipment provided by client

Off-road Equipment - construction equipment provided by client

Off-road Equipment - construction equipment provided by client

Off-road Equipment -

Off-road Equipment - construction equipment provided by client

Off-road Equipment -

Off-road Equipment - construction equipment provided by client

Off-road Equipment -

Off-road Equipment - construction equipment provided by client

Off-road Equipment -

Grading - net import provided by client

Trips and VMT -

Architectural Coating - MM 4.1-2 ROG emission reduction

Vehicle Trips - trip rate from Project Volume Assessment (2021)

Woodstoves - zero fireplaces

Area Coating - MM 4.1-6 ROG emission reduction

Construction Off-road Equipment Mitigation - MM 4.1-1 - water twice daily
 soil binders spread on unpaved road - 30 percent reduction per 1993 SCAQMD Handbook
 clean paved road - 25 percent reduction per 1993 SCAQMD Handbook
 replace ground cover - 15 percent reduction per 1993 SCAQMD Handbook
 vehicle speed reduced to 10 mph

Area Mitigation - MM 4.1-1

Energy Mitigation - low-rise residential solar pv calculated - number of dwelling units based on 308 total residential units

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	20,422.00	17,791.00

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblArchitecturalCoating	ConstArea_Parking	20,422.00	17,791.00
tblArchitecturalCoating	ConstArea_Parking	20,422.00	17,791.00
tblArchitecturalCoating	ConstArea_Parking	20,422.00	17,791.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	50
tblAreaCoating	Area_EF_Nonresidential_Interior	250	50
tblAreaCoating	Area_EF_Parking	250	100
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	25
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	10
tblConstructionPhase	NumDays	20.00	334.00
tblConstructionPhase	NumDays	20.00	274.00
tblConstructionPhase	NumDays	20.00	305.00
tblConstructionPhase	NumDays	20.00	335.00

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstructionPhase	NumDays	370.00	274.00
tblConstructionPhase	NumDays	370.00	305.00
tblConstructionPhase	NumDays	370.00	335.00
tblConstructionPhase	NumDays	370.00	334.00
tblConstructionPhase	NumDays	35.00	123.00
tblConstructionPhase	NumDays	20.00	92.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblFireplaces	NumberNoFireplace	0.00	151.00
tblFireplaces	NumberNoFireplace	0.00	106.00
tblGrading	MaterialImported	0.00	200.00
tblLandUse	LandUseSquareFeet	279,720.00	279,723.00
tblLandUse	LandUseSquareFeet	43,840.00	43,845.00
tblLandUse	LandUseSquareFeet	124,146.00	307,928.00
tblLandUse	LandUseSquareFeet	7,690.00	2,208.00
tblLandUse	LandUseSquareFeet	7,690.00	2,208.00
tblLandUse	LandUseSquareFeet	151,000.00	274,838.00
tblLandUse	LandUseSquareFeet	190,800.00	227,501.00
tblLandUse	LandUseSquareFeet	46,130.00	13,250.00
tblLandUse	LotAcreage	6.42	3.42
tblLandUse	LotAcreage	9.44	4.44

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase II
tblOffRoadEquipment	PhaseName		Building Construction Phase III
tblOffRoadEquipment	PhaseName		Building Construction Phase IV
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase II
tblOffRoadEquipment	PhaseName		Building Construction Phase III
tblOffRoadEquipment	PhaseName		Building Construction Phase IV
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Grading Phase I

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase II
tblOffRoadEquipment	PhaseName		Building Construction Phase III
tblOffRoadEquipment	PhaseName		Building Construction Phase IV
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase II
tblOffRoadEquipment	PhaseName		Building Construction Phase III
tblOffRoadEquipment	PhaseName		Building Construction Phase IV
tblOffRoadEquipment	PhaseName		Paving Phase I
tblOffRoadEquipment	PhaseName		Paving Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase II
tblOffRoadEquipment	PhaseName		Building Construction Phase III
tblOffRoadEquipment	PhaseName		Building Construction Phase IV
tblOffRoadEquipment	PhaseName		Building Construction Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase II
tblOffRoadEquipment	PhaseName		Building Construction Phase III
tblOffRoadEquipment	PhaseName		Building Construction Phase IV
tblVehicleTrips	ST_TR	8.14	7.32
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	696.00	315.17
tblVehicleTrips	ST_TR	90.04	45.96
tblVehicleTrips	ST_TR	46.12	37.75
tblVehicleTrips	ST_TR	9.54	9.44
tblVehicleTrips	SU_TR	6.28	7.32

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	500.00	315.17
tblVehicleTrips	SU_TR	71.97	45.96
tblVehicleTrips	SU_TR	21.10	37.75
tblVehicleTrips	SU_TR	8.55	9.44
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	346.23	315.17
tblVehicleTrips	WD_TR	83.84	45.96

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	16.6948	47.5898	41.3464	0.0999	8.9477	1.9922	10.9399	3.6693	1.8604	5.5297	0.0000	10,035.8093	10,035.8093	2.2603	0.5215	10,224.9023
2023	29.3002	46.0218	62.6123	0.1602	8.0662	1.7058	9.7720	2.1765	1.6194	3.7959	0.0000	16,221.8619	16,221.8619	1.5378	0.9940	16,556.5349
2024	27.1257	47.4967	65.5578	0.1646	8.0662	1.7052	9.7714	2.1764	1.6155	3.7919	0.0000	16,635.7793	16,635.7793	1.6985	0.9691	16,967.0328
2025	13.0866	22.5607	32.0321	0.0810	4.0331	0.7468	4.7798	1.0882	0.7078	1.7960	0.0000	8,210.8935	8,210.8935	0.8407	0.4722	8,372.6380
Maximum	29.3002	47.5898	65.5578	0.1646	8.9477	1.9922	10.9399	3.6693	1.8604	5.5297	0.0000	16,635.7793	16,635.7793	2.2603	0.9940	16,967.0328

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.8141	0.2444	21.2265	1.1200e-003		0.1177	0.1177		0.1177	0.1177	0.0000	38.2720	38.2720	0.0368	0.0000	39.1921
Energy	0.1554	1.3431	0.6769	8.4800e-003		0.1074	0.1074		0.1074	0.1074		1,695.1094	1,695.1094	0.0325	0.0311	1,705.1826
Mobile	14.6577	15.6595	114.3093	0.1856	20.3099	0.1566	20.4665	5.4293	0.1463	5.5757		19,363.0520	19,363.0520	1.7651	1.1746	19,757.2076
Total	27.6272	17.2470	136.2127	0.1952	20.3099	0.3816	20.6916	5.4293	0.3714	5.8007	0.0000	21,096.4334	21,096.4334	1.8344	1.2057	21,501.5824

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.8141	0.2444	21.2265	1.1200e-003		0.1177	0.1177		0.1177	0.1177	0.0000	38.2720	38.2720	0.0368	0.0000	39.1921
Energy	0.1554	1.3431	0.6769	8.4800e-003		0.1074	0.1074		0.1074	0.1074		1,695.1094	1,695.1094	0.0325	0.0311	1,705.1826
Mobile	14.6577	15.6595	114.3093	0.1856	20.3099	0.1566	20.4665	5.4293	0.1463	5.5757		19,363.0520	19,363.0520	1.7651	1.1746	19,757.2076
Total	27.6272	17.2470	136.2127	0.1952	20.3099	0.3816	20.6916	5.4293	0.3714	5.8007	0.0000	21,096.4334	21,096.4334	1.8344	1.2057	21,501.5824

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading Phase I	Grading	5/1/2022	8/31/2022	7	123	
2	Paving Phase I	Paving	10/1/2022	12/31/2022	7	92	
3	Building Construction Phase I	Building Construction	12/1/2022	8/31/2023	7	274	
4	Architectural Coating Phase I	Architectural Coating	12/1/2022	8/31/2023	7	274	
5	Building Construction Phase II	Building Construction	6/1/2023	3/31/2024	7	305	
6	Architectural Coating Phase II	Architectural Coating	6/1/2023	3/31/2024	7	305	
7	Building Construction Phase III	Building Construction	11/1/2023	9/30/2024	7	335	
8	Architectural Coating Phase III	Architectural Coating	11/1/2023	9/30/2024	7	335	
9	Building Construction Phase IV	Building Construction	8/1/2024	6/30/2025	7	334	
10	Architectural Coating Phase IV	Architectural Coating	8/1/2024	6/30/2025	7	334	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 307.5

Acres of Paving: 4.81

Residential Indoor: 1,017,236; Residential Outdoor: 339,079; Non-Residential Indoor: 26,499; Non-Residential Outdoor: 8,833; Striped Parking Area: 17,791 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading Phase I	Aerial Lifts	1	8.00	63	0.31

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading Phase I	Air Compressors	1	8.00	78	0.48
Grading Phase I	Bore/Drill Rigs	1	8.00	221	0.50
Grading Phase I	Cement and Mortar Mixers	2	8.00	9	0.56
Grading Phase I	Crawler Tractors	1	8.00	212	0.43
Grading Phase I	Crushing/Proc. Equipment	1	8.00	85	0.78
Grading Phase I	Dumpers/Tenders	1	8.00	16	0.38
Grading Phase I	Excavators	1	8.00	158	0.38
Grading Phase I	Graders	1	8.00	187	0.41
Grading Phase I	Plate Compactors	1	8.00	8	0.43
Grading Phase I	Rubber Tired Dozers	1	8.00	247	0.40
Grading Phase I	Rubber Tired Loaders	1	8.00	203	0.36
Grading Phase I	Scrapers	1	8.00	367	0.48
Grading Phase I	Skid Steer Loaders	1	8.00	65	0.37
Grading Phase I	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving Phase I	Pavers	1	8.00	130	0.42
Paving Phase I	Paving Equipment	1	8.00	132	0.36
Paving Phase I	Rollers	1	8.00	80	0.38
Paving Phase I	Surfacing Equipment	1	8.00	263	0.30
Paving Phase I	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction Phase I	Aerial Lifts	1	7.00	63	0.31
Building Construction Phase I	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction Phase I	Generator Sets	1	8.00	84	0.74
Building Construction Phase I	Pressure Washers	1	8.00	13	0.30
Building Construction Phase I	Skid Steer Loaders	1	8.00	65	0.37
Building Construction Phase I	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction Phase I	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction Phase I	Trenchers	1	8.00	78	0.50
Building Construction Phase I	Welders	1	8.00	46	0.45
Architectural Coating Phase I	Air Compressors	1	6.00	78	0.48

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction Phase II	Aerial Lifts	1	7.00	63	0.31
Building Construction Phase II	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction Phase II	Generator Sets	1	8.00	84	0.74
Building Construction Phase II	Pressure Washers	1	8.00	13	0.30
Building Construction Phase II	Skid Steer Loaders	1	8.00	65	0.37
Building Construction Phase II	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction Phase II	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction Phase II	Trenchers	1	8.00	78	0.50
Building Construction Phase II	Welders	1	8.00	46	0.45
Architectural Coating Phase II	Air Compressors	1	6.00	78	0.48
Building Construction Phase III	Aerial Lifts	1	7.00	63	0.31
Building Construction Phase III	Cement and Mortar Mixers	3	8.00	9	0.56
Building Construction Phase III	Generator Sets	1	8.00	84	0.74
Building Construction Phase III	Pressure Washers	1	8.00	13	0.30
Building Construction Phase III	Skid Steer Loaders	1	8.00	65	0.37
Building Construction Phase III	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction Phase III	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction Phase III	Trenchers	1	8.00	78	0.50
Building Construction Phase III	Welders	1	8.00	46	0.45
Architectural Coating Phase III	Air Compressors	1	6.00	78	0.48
Building Construction Phase IV	Aerial Lifts	1	7.00	63	0.31
Building Construction Phase IV	Cement and Mortar Mixers	3	8.00	9	0.56
Building Construction Phase IV	Generator Sets	1	8.00	84	0.74
Building Construction Phase IV	Pressure Washers	1	8.00	13	0.30
Building Construction Phase IV	Skid Steer Loaders	1	8.00	65	0.37
Building Construction Phase IV	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction Phase IV	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction Phase IV	Trenchers	1	8.00	78	0.50
Building Construction Phase IV	Welders	1	8.00	46	0.45

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Architectural Coating Phase IV	Air Compressors	1	6.00	78	0.48
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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading Phase I	17	43.00	0.00	20.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving Phase I	5	13.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction Phase I	9	425.00	137.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating Phase I	1	85.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction Phase II	9	425.00	137.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating Phase II	1	85.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction Phase III	13	425.00	137.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating Phase III	1	85.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction Phase IV	13	425.00	137.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating Phase IV	1	85.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Grading Phase I - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.6995	47.4663	35.6064	0.0827		1.9905	1.9905		1.8588	1.8588		7,918.6165	7,918.6165	2.2495		7,974.8545
Total	4.6995	47.4663	35.6064	0.0827	8.6733	1.9905	10.6638	3.5965	1.8588	5.4553		7,918.6165	7,918.6165	2.2495		7,974.8545

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.2000e-004	0.0317	7.3700e-003	1.0000e-004	2.8300e-003	2.7000e-004	3.1000e-003	7.8000e-004	2.6000e-004	1.0300e-003		11.5688	11.5688	7.5000e-004	1.8500e-003	12.1392
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1274	0.0918	0.9366	2.2700e-003	0.2716	1.4100e-003	0.2730	0.0720	1.3000e-003	0.0733		231.1504	231.1504	9.9900e-003	8.5300e-003	233.9423
Total	0.1281	0.1235	0.9440	2.3700e-003	0.2744	1.6800e-003	0.2761	0.0728	1.5600e-003	0.0744		242.7192	242.7192	0.0107	0.0104	246.0814

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Grading Phase I - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3176	0.0000	3.3176	1.6184	0.0000	1.6184			0.0000			0.0000
Off-Road	4.6995	47.4663	35.6064	0.0827		1.9905	1.9905		1.8588	1.8588	0.0000	7,918.6165	7,918.6165	2.2495		7,974.8545
Total	4.6995	47.4663	35.6064	0.0827	3.3176	1.9905	5.3080	1.6184	1.8588	3.4773	0.0000	7,918.6165	7,918.6165	2.2495		7,974.8545

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.2000e-004	0.0317	7.3700e-003	1.0000e-004	2.2900e-003	2.7000e-004	2.5600e-003	6.4000e-004	2.6000e-004	9.0000e-004		11.5688	11.5688	7.5000e-004	1.8500e-003	12.1392
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1274	0.0918	0.9366	2.2700e-003	0.2126	1.4100e-003	0.2140	0.0576	1.3000e-003	0.0589		231.1504	231.1504	9.9900e-003	8.5300e-003	233.9423
Total	0.1281	0.1235	0.9440	2.3700e-003	0.2149	1.6800e-003	0.2166	0.0582	1.5600e-003	0.0598		242.7192	242.7192	0.0107	0.0104	246.0814

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Paving Phase I - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9289	9.5324	10.8221	0.0207		0.4844	0.4844		0.4456	0.4456		2,004.7691	2,004.7691	0.6484		2,020.9786
Paving	0.1370					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0658	9.5324	10.8221	0.0207		0.4844	0.4844		0.4456	0.4456		2,004.7691	2,004.7691	0.6484		2,020.9786

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0385	0.0278	0.2832	6.9000e-004	0.0821	4.3000e-004	0.0825	0.0218	3.9000e-004	0.0222		69.8827	69.8827	3.0200e-003	2.5800e-003	70.7267
Total	0.0385	0.0278	0.2832	6.9000e-004	0.0821	4.3000e-004	0.0825	0.0218	3.9000e-004	0.0222		69.8827	69.8827	3.0200e-003	2.5800e-003	70.7267

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Paving Phase I - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9289	9.5324	10.8221	0.0207		0.4844	0.4844		0.4456	0.4456	0.0000	2,004.7690	2,004.7690	0.6484		2,020.9786
Paving	0.1370					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0658	9.5324	10.8221	0.0207		0.4844	0.4844		0.4456	0.4456	0.0000	2,004.7690	2,004.7690	0.6484		2,020.9786

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0385	0.0278	0.2832	6.9000e-004	0.0643	4.3000e-004	0.0647	0.0174	3.9000e-004	0.0178		69.8827	69.8827	3.0200e-003	2.5800e-003	70.7267
Total	0.0385	0.0278	0.2832	6.9000e-004	0.0643	4.3000e-004	0.0647	0.0174	3.9000e-004	0.0178		69.8827	69.8827	3.0200e-003	2.5800e-003	70.7267

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction Phase I - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5111	13.1289	14.7408	0.0226		0.7208	0.7208		0.6822	0.6822		2,099.512 2	2,099.512 2	0.4450		2,110.636 2
Total	1.5111	13.1289	14.7408	0.0226		0.7208	0.7208		0.6822	0.6822		2,099.512 2	2,099.512 2	0.4450		2,110.636 2

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2926	7.9020	2.5782	0.0260	0.8122	0.0750	0.8872	0.2338	0.0717	0.3055		2,838.646 1	2,838.646 1	0.1143	0.4178	2,965.990 3
Worker	1.2589	0.9072	9.2572	0.0225	2.6841	0.0139	2.6980	0.7121	0.0128	0.7249		2,284.626 0	2,284.626 0	0.0987	0.0843	2,312.220 2
Total	1.5515	8.8092	11.8353	0.0484	3.4963	0.0889	3.5852	0.9458	0.0845	1.0304		5,123.272 1	5,123.272 1	0.2130	0.5021	5,278.210 5

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction Phase I - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5111	13.1289	14.7408	0.0226		0.7208	0.7208		0.6822	0.6822	0.0000	2,099.512 2	2,099.512 2	0.4450		2,110.636 2
Total	1.5111	13.1289	14.7408	0.0226		0.7208	0.7208		0.6822	0.6822	0.0000	2,099.512 2	2,099.512 2	0.4450		2,110.636 2

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2926	7.9020	2.5782	0.0260	0.6673	0.0750	0.7423	0.1982	0.0717	0.2699		2,838.646 1	2,838.646 1	0.1143	0.4178	2,965.990 3
Worker	1.2589	0.9072	9.2572	0.0225	2.1011	0.0139	2.1150	0.5690	0.0128	0.5818		2,284.626 0	2,284.626 0	0.0987	0.0843	2,312.220 2
Total	1.5515	8.8092	11.8353	0.0484	2.7685	0.0889	2.8573	0.7672	0.0845	0.8517		5,123.272 1	5,123.272 1	0.2130	0.5021	5,278.210 5

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction Phase I - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4181	12.4172	14.7009	0.0226		0.6473	0.6473		0.6123	0.6123		2,100.1529	2,100.1529	0.4407		2,111.1709
Total	1.4181	12.4172	14.7009	0.0226		0.6473	0.6473		0.6123	0.6123		2,100.1529	2,100.1529	0.4407		2,111.1709

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1725	6.6149	2.2747	0.0250	0.8122	0.0384	0.8506	0.2338	0.0367	0.2705		2,740.9335	2,740.9335	0.1134	0.4035	2,864.0221
Worker	1.1747	0.8032	8.5489	0.0218	2.6841	0.0131	2.6972	0.7121	0.0121	0.7242		2,228.3339	2,228.3339	0.0895	0.0779	2,253.7875
Total	1.3473	7.4182	10.8236	0.0468	3.4963	0.0515	3.5478	0.9458	0.0488	0.9947		4,969.2675	4,969.2675	0.2029	0.4814	5,117.8096

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction Phase I - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4181	12.4172	14.7009	0.0226		0.6473	0.6473		0.6123	0.6123	0.0000	2,100.1529	2,100.1529	0.4407		2,111.1709
Total	1.4181	12.4172	14.7009	0.0226		0.6473	0.6473		0.6123	0.6123	0.0000	2,100.1529	2,100.1529	0.4407		2,111.1709

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1725	6.6149	2.2747	0.0250	0.6673	0.0384	0.7057	0.1982	0.0367	0.2349		2,740.9335	2,740.9335	0.1134	0.4035	2,864.0221
Worker	1.1747	0.8032	8.5489	0.0218	2.1011	0.0131	2.1143	0.5690	0.0121	0.5811		2,228.3339	2,228.3339	0.0895	0.0779	2,253.7875
Total	1.3473	7.4182	10.8236	0.0468	2.7684	0.0515	2.8200	0.7672	0.0488	0.8160		4,969.2675	4,969.2675	0.2029	0.4814	5,117.8096

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating Phase I - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.0715					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	12.2761	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2518	0.1814	1.8514	4.4900e-003	0.5368	2.7800e-003	0.5396	0.1424	2.5600e-003	0.1450		456.9252	456.9252	0.0197	0.0169	462.4440
Total	0.2518	0.1814	1.8514	4.4900e-003	0.5368	2.7800e-003	0.5396	0.1424	2.5600e-003	0.1450		456.9252	456.9252	0.0197	0.0169	462.4440

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating Phase I - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.0715					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	12.2761	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2518	0.1814	1.8514	4.4900e-003	0.4202	2.7800e-003	0.4230	0.1138	2.5600e-003	0.1164		456.9252	456.9252	0.0197	0.0169	462.4440
Total	0.2518	0.1814	1.8514	4.4900e-003	0.4202	2.7800e-003	0.4230	0.1138	2.5600e-003	0.1164		456.9252	456.9252	0.0197	0.0169	462.4440

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating Phase I - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.0715					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	12.2632	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2350	0.1607	1.7098	4.3500e-003	0.5368	2.6300e-003	0.5394	0.1424	2.4200e-003	0.1448		445.6668	445.6668	0.0179	0.0156	450.7575
Total	0.2350	0.1607	1.7098	4.3500e-003	0.5368	2.6300e-003	0.5394	0.1424	2.4200e-003	0.1448		445.6668	445.6668	0.0179	0.0156	450.7575

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating Phase I - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.0715					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	12.2632	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2350	0.1607	1.7098	4.3500e-003	0.4202	2.6300e-003	0.4229	0.1138	2.4200e-003	0.1162		445.6668	445.6668	0.0179	0.0156	450.7575
Total	0.2350	0.1607	1.7098	4.3500e-003	0.4202	2.6300e-003	0.4229	0.1138	2.4200e-003	0.1162		445.6668	445.6668	0.0179	0.0156	450.7575

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction Phase II - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4181	12.4172	14.7009	0.0226		0.6473	0.6473		0.6123	0.6123		2,100.1529	2,100.1529	0.4407		2,111.1709
Total	1.4181	12.4172	14.7009	0.0226		0.6473	0.6473		0.6123	0.6123		2,100.1529	2,100.1529	0.4407		2,111.1709

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1725	6.6149	2.2747	0.0250	0.8122	0.0384	0.8506	0.2338	0.0367	0.2705		2,740.9335	2,740.9335	0.1134	0.4035	2,864.0221
Worker	1.1747	0.8032	8.5489	0.0218	2.6841	0.0131	2.6972	0.7121	0.0121	0.7242		2,228.3339	2,228.3339	0.0895	0.0779	2,253.7875
Total	1.3473	7.4182	10.8236	0.0468	3.4963	0.0515	3.5478	0.9458	0.0488	0.9947		4,969.2675	4,969.2675	0.2029	0.4814	5,117.8096

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction Phase II - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4181	12.4172	14.7009	0.0226		0.6473	0.6473		0.6123	0.6123	0.0000	2,100.1529	2,100.1529	0.4407		2,111.1709
Total	1.4181	12.4172	14.7009	0.0226		0.6473	0.6473		0.6123	0.6123	0.0000	2,100.1529	2,100.1529	0.4407		2,111.1709

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1725	6.6149	2.2747	0.0250	0.6673	0.0384	0.7057	0.1982	0.0367	0.2349		2,740.9335	2,740.9335	0.1134	0.4035	2,864.0221
Worker	1.1747	0.8032	8.5489	0.0218	2.1011	0.0131	2.1143	0.5690	0.0121	0.5811		2,228.3339	2,228.3339	0.0895	0.0779	2,253.7875
Total	1.3473	7.4182	10.8236	0.0468	2.7684	0.0515	2.8200	0.7672	0.0488	0.8160		4,969.2675	4,969.2675	0.2029	0.4814	5,117.8096

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction Phase II - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3527	11.9120	14.6831	0.0226		0.5941	0.5941		0.5614	0.5614		2,100.3606	2,100.3606	0.4371		2,111.2889
Total	1.3527	11.9120	14.6831	0.0226		0.5941	0.5941		0.5614	0.5614		2,100.3606	2,100.3606	0.4371		2,111.2889

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1644	6.4878	2.2072	0.0246	0.8122	0.0377	0.8499	0.2337	0.0360	0.2698		2,696.3792	2,696.3792	0.1175	0.3977	2,817.8401
Worker	1.1011	0.7158	7.9579	0.0211	2.6841	0.0125	2.6966	0.7121	0.0115	0.7236		2,175.4812	2,175.4812	0.0813	0.0723	2,199.0722
Total	1.2655	7.2036	10.1651	0.0456	3.4963	0.0501	3.5464	0.9458	0.0475	0.9933		4,871.8604	4,871.8604	0.1987	0.4701	5,016.9123

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction Phase II - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3527	11.9120	14.6831	0.0226		0.5941	0.5941		0.5614	0.5614	0.0000	2,100.3606	2,100.3606	0.4371		2,111.2889
Total	1.3527	11.9120	14.6831	0.0226		0.5941	0.5941		0.5614	0.5614	0.0000	2,100.3606	2,100.3606	0.4371		2,111.2889

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1644	6.4878	2.2072	0.0246	0.6673	0.0377	0.7050	0.1982	0.0360	0.2342		2,696.3792	2,696.3792	0.1175	0.3977	2,817.8401
Worker	1.1011	0.7158	7.9579	0.0211	2.1011	0.0125	2.1136	0.5690	0.0115	0.5805		2,175.4812	2,175.4812	0.0813	0.0723	2,199.0722
Total	1.2655	7.2036	10.1651	0.0456	2.7684	0.0501	2.8186	0.7672	0.0475	0.8147		4,871.8604	4,871.8604	0.1987	0.4701	5,016.9123

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating Phase II - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.8446					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	11.0363	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2350	0.1607	1.7098	4.3500e-003	0.5368	2.6300e-003	0.5394	0.1424	2.4200e-003	0.1448		445.6668	445.6668	0.0179	0.0156	450.7575
Total	0.2350	0.1607	1.7098	4.3500e-003	0.5368	2.6300e-003	0.5394	0.1424	2.4200e-003	0.1448		445.6668	445.6668	0.0179	0.0156	450.7575

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating Phase II - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.8446					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	11.0363	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2350	0.1607	1.7098	4.3500e-003	0.4202	2.6300e-003	0.4229	0.1138	2.4200e-003	0.1162		445.6668	445.6668	0.0179	0.0156	450.7575
Total	0.2350	0.1607	1.7098	4.3500e-003	0.4202	2.6300e-003	0.4229	0.1138	2.4200e-003	0.1162		445.6668	445.6668	0.0179	0.0156	450.7575

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating Phase II - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.8446					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	11.0254	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2202	0.1432	1.5916	4.2200e-003	0.5368	2.4900e-003	0.5393	0.1424	2.3000e-003	0.1447		435.0962	435.0962	0.0163	0.0145	439.8144
Total	0.2202	0.1432	1.5916	4.2200e-003	0.5368	2.4900e-003	0.5393	0.1424	2.3000e-003	0.1447		435.0962	435.0962	0.0163	0.0145	439.8144

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating Phase II - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.8446					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	11.0254	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2202	0.1432	1.5916	4.2200e-003	0.4202	2.4900e-003	0.4227	0.1138	2.3000e-003	0.1161		435.0962	435.0962	0.0163	0.0145	439.8144
Total	0.2202	0.1432	1.5916	4.2200e-003	0.4202	2.4900e-003	0.4227	0.1138	2.3000e-003	0.1161		435.0962	435.0962	0.0163	0.0145	439.8144

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.8 Building Construction Phase III - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8005	15.8410	19.2224	0.0295		0.8085	0.8085		0.7630	0.7630		2,728.944 4	2,728.944 4	0.6219		2,744.491 8
Total	1.8005	15.8410	19.2224	0.0295		0.8085	0.8085		0.7630	0.7630		2,728.944 4	2,728.944 4	0.6219		2,744.491 8

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1725	6.6149	2.2747	0.0250	0.8122	0.0384	0.8506	0.2338	0.0367	0.2705		2,740.933 5	2,740.933 5	0.1134	0.4035	2,864.022 1
Worker	1.1747	0.8032	8.5489	0.0218	2.6841	0.0131	2.6972	0.7121	0.0121	0.7242		2,228.333 9	2,228.333 9	0.0895	0.0779	2,253.787 5
Total	1.3473	7.4182	10.8236	0.0468	3.4963	0.0515	3.5478	0.9458	0.0488	0.9947		4,969.267 5	4,969.267 5	0.2029	0.4814	5,117.809 6

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.8 Building Construction Phase III - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8005	15.8410	19.2224	0.0295		0.8085	0.8085		0.7630	0.7630	0.0000	2,728.944 4	2,728.944 4	0.6219		2,744.491 8
Total	1.8005	15.8410	19.2224	0.0295		0.8085	0.8085		0.7630	0.7630	0.0000	2,728.944 4	2,728.944 4	0.6219		2,744.491 8

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1725	6.6149	2.2747	0.0250	0.6673	0.0384	0.7057	0.1982	0.0367	0.2349		2,740.933 5	2,740.933 5	0.1134	0.4035	2,864.022 1
Worker	1.1747	0.8032	8.5489	0.0218	2.1011	0.0131	2.1143	0.5690	0.0121	0.5811		2,228.333 9	2,228.333 9	0.0895	0.0779	2,253.787 5
Total	1.3473	7.4182	10.8236	0.0468	2.7684	0.0515	2.8200	0.7672	0.0488	0.8160		4,969.267 5	4,969.267 5	0.2029	0.4814	5,117.809 6

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.8 Building Construction Phase III - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7221	15.1828	19.2121	0.0295		0.7391	0.7391		0.6970	0.6970		2,729.4850	2,729.4850	0.6184		2,744.9454
Total	1.7221	15.1828	19.2121	0.0295		0.7391	0.7391		0.6970	0.6970		2,729.4850	2,729.4850	0.6184		2,744.9454

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1644	6.4878	2.2072	0.0246	0.8122	0.0377	0.8499	0.2337	0.0360	0.2698		2,696.3792	2,696.3792	0.1175	0.3977	2,817.8401
Worker	1.1011	0.7158	7.9579	0.0211	2.6841	0.0125	2.6966	0.7121	0.0115	0.7236		2,175.4812	2,175.4812	0.0813	0.0723	2,199.0722
Total	1.2655	7.2036	10.1651	0.0456	3.4963	0.0501	3.5464	0.9458	0.0475	0.9933		4,871.8604	4,871.8604	0.1987	0.4701	5,016.9123

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.8 Building Construction Phase III - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7221	15.1828	19.2121	0.0295		0.7391	0.7391		0.6970	0.6970	0.0000	2,729.4850	2,729.4850	0.6184		2,744.9454
Total	1.7221	15.1828	19.2121	0.0295		0.7391	0.7391		0.6970	0.6970	0.0000	2,729.4850	2,729.4850	0.6184		2,744.9454

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1644	6.4878	2.2072	0.0246	0.6673	0.0377	0.7050	0.1982	0.0360	0.2342		2,696.3792	2,696.3792	0.1175	0.3977	2,817.8401
Worker	1.1011	0.7158	7.9579	0.0211	2.1011	0.0125	2.1136	0.5690	0.0115	0.5805		2,175.4812	2,175.4812	0.0813	0.0723	2,199.0722
Total	1.2655	7.2036	10.1651	0.0456	2.7684	0.0501	2.8186	0.7672	0.0475	0.8147		4,871.8604	4,871.8604	0.1987	0.4701	5,016.9123

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.9 Architectural Coating Phase III - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.8734					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	10.0651	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2350	0.1607	1.7098	4.3500e-003	0.5368	2.6300e-003	0.5394	0.1424	2.4200e-003	0.1448		445.6668	445.6668	0.0179	0.0156	450.7575
Total	0.2350	0.1607	1.7098	4.3500e-003	0.5368	2.6300e-003	0.5394	0.1424	2.4200e-003	0.1448		445.6668	445.6668	0.0179	0.0156	450.7575

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.9 Architectural Coating Phase III - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.8734					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	10.0651	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2350	0.1607	1.7098	4.3500e-003	0.4202	2.6300e-003	0.4229	0.1138	2.4200e-003	0.1162		445.6668	445.6668	0.0179	0.0156	450.7575
Total	0.2350	0.1607	1.7098	4.3500e-003	0.4202	2.6300e-003	0.4229	0.1138	2.4200e-003	0.1162		445.6668	445.6668	0.0179	0.0156	450.7575

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.9 Architectural Coating Phase III - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.8734					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	10.0542	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2202	0.1432	1.5916	4.2200e-003	0.5368	2.4900e-003	0.5393	0.1424	2.3000e-003	0.1447		435.0962	435.0962	0.0163	0.0145	439.8144
Total	0.2202	0.1432	1.5916	4.2200e-003	0.5368	2.4900e-003	0.5393	0.1424	2.3000e-003	0.1447		435.0962	435.0962	0.0163	0.0145	439.8144

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.9 Architectural Coating Phase III - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.8734					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	10.0542	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2202	0.1432	1.5916	4.2200e-003	0.4202	2.4900e-003	0.4227	0.1138	2.3000e-003	0.1161		435.0962	435.0962	0.0163	0.0145	439.8144
Total	0.2202	0.1432	1.5916	4.2200e-003	0.4202	2.4900e-003	0.4227	0.1138	2.3000e-003	0.1161		435.0962	435.0962	0.0163	0.0145	439.8144

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Building Construction Phase IV - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7221	15.1828	19.2121	0.0295		0.7391	0.7391		0.6970	0.6970		2,729.4850	2,729.4850	0.6184		2,744.9454
Total	1.7221	15.1828	19.2121	0.0295		0.7391	0.7391		0.6970	0.6970		2,729.4850	2,729.4850	0.6184		2,744.9454

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1644	6.4878	2.2072	0.0246	0.8122	0.0377	0.8499	0.2337	0.0360	0.2698		2,696.3792	2,696.3792	0.1175	0.3977	2,817.8401
Worker	1.1011	0.7158	7.9579	0.0211	2.6841	0.0125	2.6966	0.7121	0.0115	0.7236		2,175.4812	2,175.4812	0.0813	0.0723	2,199.0722
Total	1.2655	7.2036	10.1651	0.0456	3.4963	0.0501	3.5464	0.9458	0.0475	0.9933		4,871.8604	4,871.8604	0.1987	0.4701	5,016.9123

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Building Construction Phase IV - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7221	15.1828	19.2121	0.0295		0.7391	0.7391		0.6970	0.6970	0.0000	2,729.4850	2,729.4850	0.6184		2,744.9454
Total	1.7221	15.1828	19.2121	0.0295		0.7391	0.7391		0.6970	0.6970	0.0000	2,729.4850	2,729.4850	0.6184		2,744.9454

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1644	6.4878	2.2072	0.0246	0.6673	0.0377	0.7050	0.1982	0.0360	0.2342		2,696.3792	2,696.3792	0.1175	0.3977	2,817.8401
Worker	1.1011	0.7158	7.9579	0.0211	2.1011	0.0125	2.1136	0.5690	0.0115	0.5805		2,175.4812	2,175.4812	0.0813	0.0723	2,199.0722
Total	1.2655	7.2036	10.1651	0.0456	2.7684	0.0501	2.8186	0.7672	0.0475	0.8147		4,871.8604	4,871.8604	0.1987	0.4701	5,016.9123

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Building Construction Phase IV - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6115	14.2939	19.1342	0.0295		0.6442	0.6442		0.6080	0.6080		2,730.3367	2,730.3367	0.6150		2,745.7110
Total	1.6115	14.2939	19.1342	0.0295		0.6442	0.6442		0.6080	0.6080		2,730.3367	2,730.3367	0.6150		2,745.7110

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1571	6.3504	2.1561	0.0241	0.8122	0.0368	0.8489	0.2337	0.0352	0.2689		2,648.1693	2,648.1693	0.1216	0.3912	2,767.7904
Worker	1.0367	0.6424	7.4439	0.0204	2.6841	0.0119	2.6960	0.7121	0.0110	0.7230		2,125.7828	2,125.7828	0.0740	0.0675	2,147.7540
Total	1.1938	6.9928	9.5999	0.0445	3.4963	0.0487	3.5449	0.9458	0.0461	0.9919		4,773.9521	4,773.9521	0.1956	0.4587	4,915.5444

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Building Construction Phase IV - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6115	14.2939	19.1342	0.0295		0.6442	0.6442		0.6080	0.6080	0.0000	2,730.3367	2,730.3367	0.6150		2,745.7110
Total	1.6115	14.2939	19.1342	0.0295		0.6442	0.6442		0.6080	0.6080	0.0000	2,730.3367	2,730.3367	0.6150		2,745.7110

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1571	6.3504	2.1561	0.0241	0.6673	0.0368	0.7040	0.1982	0.0352	0.2333		2,648.1693	2,648.1693	0.1216	0.3912	2,767.7904
Worker	1.0367	0.6424	7.4439	0.0204	2.1011	0.0119	2.1130	0.5690	0.0110	0.5799		2,125.7828	2,125.7828	0.0740	0.0675	2,147.7540
Total	1.1938	6.9928	9.5999	0.0445	2.7684	0.0487	2.8170	0.7671	0.0461	0.8133		4,773.9521	4,773.9521	0.1956	0.4587	4,915.5444

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Architectural Coating Phase IV - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.9030					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	10.0838	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2202	0.1432	1.5916	4.2200e-003	0.5368	2.4900e-003	0.5393	0.1424	2.3000e-003	0.1447		435.0962	435.0962	0.0163	0.0145	439.8144
Total	0.2202	0.1432	1.5916	4.2200e-003	0.5368	2.4900e-003	0.5393	0.1424	2.3000e-003	0.1447		435.0962	435.0962	0.0163	0.0145	439.8144

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Architectural Coating Phase IV - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.9030					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	10.0838	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2202	0.1432	1.5916	4.2200e-003	0.4202	2.4900e-003	0.4227	0.1138	2.3000e-003	0.1161		435.0962	435.0962	0.0163	0.0145	439.8144
Total	0.2202	0.1432	1.5916	4.2200e-003	0.4202	2.4900e-003	0.4227	0.1138	2.3000e-003	0.1161		435.0962	435.0962	0.0163	0.0145	439.8144

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Architectural Coating Phase IV - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.9030					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	10.0739	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2074	0.1285	1.4888	4.0800e-003	0.5368	2.3800e-003	0.5392	0.1424	2.1900e-003	0.1446		425.1566	425.1566	0.0148	0.0135	429.5508
Total	0.2074	0.1285	1.4888	4.0800e-003	0.5368	2.3800e-003	0.5392	0.1424	2.1900e-003	0.1446		425.1566	425.1566	0.0148	0.0135	429.5508

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Architectural Coating Phase IV - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.9030					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	10.0739	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2074	0.1285	1.4888	4.0800e-003	0.4202	2.3800e-003	0.4226	0.1138	2.1900e-003	0.1160		425.1566	425.1566	0.0148	0.0135	429.5508
Total	0.2074	0.1285	1.4888	4.0800e-003	0.4202	2.3800e-003	0.4226	0.1138	2.1900e-003	0.1160		425.1566	425.1566	0.0148	0.0135	429.5508

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	14.6577	15.6595	114.3093	0.1856	20.3099	0.1566	20.4665	5.4293	0.1463	5.5757		19,363.05 20	19,363.05 20	1.7651	1.1746	19,757.20 76
Unmitigated	14.6577	15.6595	114.3093	0.1856	20.3099	0.1566	20.4665	5.4293	0.1463	5.5757		19,363.05 20	19,363.05 20	1.7651	1.1746	19,757.20 76

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	1,105.32	1,105.32	1105.32	2,047,525	2,047,525
City Park	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	2,423.66	2,423.66	2423.66	3,033,676	3,033,676
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	353.43	353.43	353.43	322,945	322,945
Regional Shopping Center	1,741.41	1,741.41	1741.41	2,333,958	2,333,958
Single Family Housing	1,000.64	1,000.64	1000.64	1,853,612	1,853,612
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	6,624.46	6,624.46	6,624.46	9,591,717	9,591,717

4.3 Trip Type Information

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	8.30	4.50	4.90	25.60	9.90	64.50	86	11	3
City Park	6.60	5.50	6.40	33.00	48.00	19.00	66	28	6
Fast Food Restaurant w/o Drive	6.60	5.50	6.40	1.50	79.50	19.00	51	37	12
Other Asphalt Surfaces	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Quality Restaurant	6.60	5.50	6.40	12.00	69.00	19.00	38	18	44
Regional Shopping Center	6.60	5.50	6.40	16.30	64.70	19.00	54	35	11
Single Family Housing	8.30	4.50	4.90	25.60	9.90	64.50	86	11	3
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
City Park	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Fast Food Restaurant w/o Drive Thru	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Other Asphalt Surfaces	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Parking Lot	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Quality Restaurant	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Regional Shopping Center	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Single Family Housing	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1554	1.3431	0.6769	8.4800e-003		0.1074	0.1074		0.1074	0.1074		1,695.1094	1,695.1094	0.0325	0.0311	1,705.1826
NaturalGas Unmitigated	0.1554	1.3431	0.6769	8.4800e-003		0.1074	0.1074		0.1074	0.1074		1,695.1094	1,695.1094	0.0325	0.0311	1,705.1826

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	4082.29	0.0440	0.3762	0.1601	2.4000e-003		0.0304	0.0304		0.0304	0.0304		480.2696	480.2696	9.2100e-003	8.8000e-003	483.1236
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o Drive Thru	1253.84	0.0135	0.1229	0.1033	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003		147.5108	147.5108	2.8300e-003	2.7000e-003	148.3874
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	1253.84	0.0135	0.1229	0.1033	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003		147.5108	147.5108	2.8300e-003	2.7000e-003	148.3874
Regional Shopping Center	84.9452	9.2000e-004	8.3300e-003	7.0000e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004		9.9936	9.9936	1.9000e-004	1.8000e-004	10.0529
Single Family Housing	7733.51	0.0834	0.7127	0.3033	4.5500e-003		0.0576	0.0576		0.0576	0.0576		909.8247	909.8247	0.0174	0.0167	915.2314
Total		0.1554	1.3431	0.6769	8.4800e-003		0.1074	0.1074		0.1074	0.1074		1,695.1094	1,695.1094	0.0325	0.0311	1,705.1826

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	4.08229	0.0440	0.3762	0.1601	2.4000e-003		0.0304	0.0304		0.0304	0.0304		480.2696	480.2696	9.2100e-003	8.8000e-003	483.1236
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o Drive Thru	1.25384	0.0135	0.1229	0.1033	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003		147.5108	147.5108	2.8300e-003	2.7000e-003	148.3874
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	1.25384	0.0135	0.1229	0.1033	7.4000e-004		9.3400e-003	9.3400e-003		9.3400e-003	9.3400e-003		147.5108	147.5108	2.8300e-003	2.7000e-003	148.3874
Regional Shopping Center	0.0849452	9.2000e-004	8.3300e-003	7.0000e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004		9.9936	9.9936	1.9000e-004	1.8000e-004	10.0529
Single Family Housing	7.73351	0.0834	0.7127	0.3033	4.5500e-003		0.0576	0.0576		0.0576	0.0576		909.8247	909.8247	0.0174	0.0167	915.2314
Total		0.1554	1.3431	0.6769	8.4800e-003		0.1074	0.1074		0.1074	0.1074		1,695.1094	1,695.1094	0.0325	0.0311	1,705.1826

6.0 Area Detail

6.1 Mitigation Measures Area

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	12.8141	0.2444	21.2265	1.1200e-003		0.1177	0.1177		0.1177	0.1177	0.0000	38.2720	38.2720	0.0368	0.0000	39.1921
Unmitigated	12.8141	0.2444	21.2265	1.1200e-003		0.1177	0.1177		0.1177	0.1177	0.0000	38.2720	38.2720	0.0368	0.0000	39.1921

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.9095					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	11.2645					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.6400	0.2444	21.2265	1.1200e-003		0.1177	0.1177		0.1177	0.1177		38.2720	38.2720	0.0368		39.1921
Total	12.8141	0.2444	21.2265	1.1200e-003		0.1177	0.1177		0.1177	0.1177	0.0000	38.2720	38.2720	0.0368	0.0000	39.1921

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.9095					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	11.2645					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.6400	0.2444	21.2265	1.1200e-003		0.1177	0.1177		0.1177	0.1177		38.2720	38.2720	0.0368		39.1921
Total	12.8141	0.2444	21.2265	1.1200e-003		0.1177	0.1177		0.1177	0.1177	0.0000	38.2720	38.2720	0.0368	0.0000	39.1921

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

River Terrace Proposed Project - Santa Barbara County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

River Terrace Proposed Project - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

**River Terrace Proposed Project
Santa Barbara County APCD Air District, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	279.72	1000sqft	3.42	279,723.00	0
Parking Lot	42.00	Space	0.38	16,800.00	0
Parking Lot	43.84	1000sqft	1.01	43,845.00	0
City Park	2.85	Acre	2.85	307,928.00	0
Fast Food Restaurant w/o Drive Thru	7.69	1000sqft	0.18	2,208.00	0
Quality Restaurant	7.69	1000sqft	0.18	2,208.00	0
Apartments Low Rise	151.00	Dwelling Unit	4.44	274,838.00	411
Single Family Housing	106.00	Dwelling Unit	11.48	227,501.00	288
Regional Shopping Center	46.13	1000sqft	1.06	13,250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.9	Precipitation Freq (Days)	37
Climate Zone	4			Operational Year	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MW hr)	203.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

River Terrace Proposed Project - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use - sf and lot acreage provided by client

land uses based on Rincon Project Volume Assessment (2021).

"Fast Food Resaurant w/o Drive Thru" used as proxy for land use code ITE 930 "Fast Casual Restaurant"

"Quality Restaurant" used as proxy for land use code ITE 970 "Quality Restaurant"

"Regional Shopping Center" used as proxy for land use code ITE 820 "Shopping Center"

"Parking Lot" used a conservative proxy for remaining 61,511 sq ft of commercial use not affiliated as building sf

Construction Phase - construction phases provided by client

Off-road Equipment - construction equipment provided by client

Off-road Equipment - construction equipment provided by client

Off-road Equipment - construction equipment provided by client

Off-road Equipment -

Off-road Equipment - construction equipment provided by client

Off-road Equipment -

Off-road Equipment - construction equipment provided by client

Off-road Equipment -

Off-road Equipment - construction equipment provided by client

Off-road Equipment -

Grading - net import provided by client

Trips and VMT -

Architectural Coating - MM 4.1-2 ROG emission reduction

Vehicle Trips - trip rate from Project Volume Assessment (2021)

Woodstoves - zero fireplaces

Area Coating - MM 4.1-6 ROG emission reduction

Construction Off-road Equipment Mitigation - MM 4.1-1 - water twice daily

soil binders spread on unpaved road - 30 percent reduction per 1993 SCAQMD Handbook

clean paved road - 25 percent reduction per 1993 SCAQMD Handbook

replace ground cover - 15 percent reduction per 1993 SCAQMD Handbook

vehicle speed reduced to 10 mph

Area Mitigation - MM 4.1-1

Energy Mitigation - low-rise residential solar pv calculated - number of dwelling units based on 308 total residential units

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	20,422.00	17,791.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblArchitecturalCoating	ConstArea_Parking	20,422.00	17,791.00
tblArchitecturalCoating	ConstArea_Parking	20,422.00	17,791.00
tblArchitecturalCoating	ConstArea_Parking	20,422.00	17,791.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Parking	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	50
tblAreaCoating	Area_EF_Nonresidential_Interior	250	50
tblAreaCoating	Area_EF_Parking	250	100
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	25
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	10
tblConstructionPhase	NumDays	20.00	334.00
tblConstructionPhase	NumDays	20.00	274.00
tblConstructionPhase	NumDays	20.00	305.00
tblConstructionPhase	NumDays	20.00	335.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstructionPhase	NumDays	370.00	274.00
tblConstructionPhase	NumDays	370.00	305.00
tblConstructionPhase	NumDays	370.00	335.00
tblConstructionPhase	NumDays	370.00	334.00
tblConstructionPhase	NumDays	35.00	123.00
tblConstructionPhase	NumDays	20.00	92.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblFireplaces	NumberNoFireplace	0.00	151.00
tblFireplaces	NumberNoFireplace	0.00	106.00
tblGrading	MaterialImported	0.00	200.00
tblLandUse	LandUseSquareFeet	279,720.00	279,723.00
tblLandUse	LandUseSquareFeet	43,840.00	43,845.00
tblLandUse	LandUseSquareFeet	124,146.00	307,928.00
tblLandUse	LandUseSquareFeet	7,690.00	2,208.00
tblLandUse	LandUseSquareFeet	7,690.00	2,208.00
tblLandUse	LandUseSquareFeet	151,000.00	274,838.00
tblLandUse	LandUseSquareFeet	190,800.00	227,501.00
tblLandUse	LandUseSquareFeet	46,130.00	13,250.00
tblLandUse	LotAcreage	6.42	3.42
tblLandUse	LotAcreage	9.44	4.44

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase II
tblOffRoadEquipment	PhaseName		Building Construction Phase III
tblOffRoadEquipment	PhaseName		Building Construction Phase IV
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase II
tblOffRoadEquipment	PhaseName		Building Construction Phase III
tblOffRoadEquipment	PhaseName		Building Construction Phase IV
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Grading Phase I

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tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase II
tblOffRoadEquipment	PhaseName		Building Construction Phase III
tblOffRoadEquipment	PhaseName		Building Construction Phase IV
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Grading Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase II
tblOffRoadEquipment	PhaseName		Building Construction Phase III
tblOffRoadEquipment	PhaseName		Building Construction Phase IV
tblOffRoadEquipment	PhaseName		Paving Phase I
tblOffRoadEquipment	PhaseName		Paving Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase II
tblOffRoadEquipment	PhaseName		Building Construction Phase III
tblOffRoadEquipment	PhaseName		Building Construction Phase IV
tblOffRoadEquipment	PhaseName		Building Construction Phase I
tblOffRoadEquipment	PhaseName		Building Construction Phase II
tblOffRoadEquipment	PhaseName		Building Construction Phase III
tblOffRoadEquipment	PhaseName		Building Construction Phase IV
tblVehicleTrips	ST_TR	8.14	7.32
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	696.00	315.17
tblVehicleTrips	ST_TR	90.04	45.96
tblVehicleTrips	ST_TR	46.12	37.75
tblVehicleTrips	ST_TR	9.54	9.44
tblVehicleTrips	SU_TR	6.28	7.32

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tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	500.00	315.17
tblVehicleTrips	SU_TR	71.97	45.96
tblVehicleTrips	SU_TR	21.10	37.75
tblVehicleTrips	SU_TR	8.55	9.44
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	346.23	315.17
tblVehicleTrips	WD_TR	83.84	45.96

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.5872	3.7315	3.2208	7.4300e-003	0.6148	0.1587	0.7735	0.2431	0.1481	0.3912	0.0000	653.9042	653.9042	0.1630	7.9400e-003	660.3463
2023	3.7422	5.6213	7.5838	0.0201	1.0224	0.2049	1.2273	0.2764	0.1948	0.4712	0.0000	1,849.4755	1,849.4755	0.1635	0.1163	1,888.2168
2024	3.4412	6.0024	8.2096	0.0210	1.0224	0.2142	1.2366	0.2764	0.2030	0.4794	0.0000	1,928.5770	1,928.5770	0.1913	0.1134	1,967.1453
2025	1.1765	2.0418	2.8740	7.3300e-003	0.3573	0.0676	0.4248	0.0966	0.0641	0.1606	0.0000	674.1657	674.1657	0.0688	0.0386	687.3918
Maximum	3.7422	6.0024	8.2096	0.0210	1.0224	0.2142	1.2366	0.2764	0.2030	0.4794	0.0000	1,928.5770	1,928.5770	0.1913	0.1163	1,967.1453

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2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.5872	3.7315	3.2208	7.4300e-003	0.2683	0.1587	0.4270	0.1172	0.1481	0.2654	0.0000	653.9035	653.9035	0.1630	7.9400e-003	660.3456
2023	3.7422	5.6213	7.5838	0.0201	0.8092	0.2049	1.0141	0.2241	0.1948	0.4189	0.0000	1,849.4749	1,849.4749	0.1635	0.1163	1,888.2162
2024	3.4412	6.0024	8.2096	0.0210	0.8092	0.2142	1.0234	0.2241	0.2030	0.4271	0.0000	1,928.5762	1,928.5762	0.1913	0.1134	1,967.1445
2025	1.1765	2.0418	2.8740	7.3300e-003	0.2828	0.0676	0.3503	0.0783	0.0641	0.1424	0.0000	674.1654	674.1654	0.0688	0.0386	687.3915
Maximum	3.7422	6.0024	8.2096	0.0210	0.8092	0.2142	1.0234	0.2241	0.2030	0.4271	0.0000	1,928.5762	1,928.5762	0.1913	0.1163	1,967.1445

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	28.09	0.00	23.14	27.88	0.00	16.56	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	5-2-2022	8-1-2022	2.4102	2.4102
2	8-2-2022	11-1-2022	0.9566	0.9566
3	11-2-2022	2-1-2023	2.6874	2.6874
4	2-2-2023	5-1-2023	4.8780	4.8780
5	5-2-2023	8-1-2023	7.2556	7.2556
6	8-2-2023	11-1-2023	5.0061	5.0061
7	11-2-2023	2-1-2024	5.0841	5.0841
8	2-2-2024	5-1-2024	3.7640	3.7640

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9	5-2-2024	8-1-2024	1.7019	1.7019
10	8-2-2024	11-1-2024	2.7895	2.7895
11	11-2-2024	2-1-2025	1.6816	1.6816
12	2-2-2025	5-1-2025	1.5802	1.5802
13	5-2-2025	8-1-2025	1.0576	1.0576
		Highest	7.2556	7.2556

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.2794	0.0220	1.9104	1.0000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	3.1248	3.1248	3.0000e-003	0.0000	3.1999
Energy	0.0284	0.2451	0.1235	1.5500e-003		0.0196	0.0196		0.0196	0.0196	0.0000	442.0511	442.0511	0.0315	8.3100e-003	445.3149
Mobile	2.6518	2.8169	19.8758	0.0338	3.6161	0.0284	3.6445	0.9684	0.0266	0.9950	0.0000	3,194.4423	3,194.4423	0.2803	0.1908	3,258.3122
Waste						0.0000	0.0000		0.0000	0.0000	68.9089	0.0000	68.9089	3.4170	0.0000	154.3333
Water						0.0000	0.0000		0.0000	0.0000	8.7849	17.7238	26.5087	0.0331	0.0195	33.1329
Total	4.9596	3.0841	21.9097	0.0354	3.6161	0.0586	3.6747	0.9684	0.0568	1.0252	77.6938	3,657.3420	3,735.0358	3.7649	0.2186	3,894.2932

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.2794	0.0220	1.9104	1.0000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	3.1248	3.1248	3.0000e-003	0.0000	3.1999
Energy	0.0284	0.2451	0.1235	1.5500e-003		0.0196	0.0196		0.0196	0.0196	0.0000	392.9497	392.9497	0.0236	7.3500e-003	395.7279
Mobile	2.6518	2.8169	19.8758	0.0338	3.6161	0.0284	3.6445	0.9684	0.0266	0.9950	0.0000	3,194.4423	3,194.4423	0.2803	0.1908	3,258.3122
Waste						0.0000	0.0000		0.0000	0.0000	68.9089	0.0000	68.9089	3.4170	0.0000	154.3333
Water						0.0000	0.0000		0.0000	0.0000	7.0279	15.2376	22.2655	0.0267	0.0156	27.5754
Total	4.9596	3.0841	21.9097	0.0354	3.6161	0.0586	3.6747	0.9684	0.0568	1.0252	75.9368	3,605.7544	3,681.6912	3.7505	0.2137	3,839.1487

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.26	1.41	1.43	0.38	2.21	1.42

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading Phase I	Grading	5/1/2022	8/31/2022	7	123	
2	Paving Phase I	Paving	10/1/2022	12/31/2022	7	92	
3	Building Construction Phase I	Building Construction	12/1/2022	8/31/2023	7	274	

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4	Architectural Coating Phase I	Architectural Coating	12/1/2022	8/31/2023	7	274
5	Building Construction Phase II	Building Construction	6/1/2023	3/31/2024	7	305
6	Architectural Coating Phase II	Architectural Coating	6/1/2023	3/31/2024	7	305
7	Building Construction Phase III	Building Construction	11/1/2023	9/30/2024	7	335
8	Architectural Coating Phase III	Architectural Coating	11/1/2023	9/30/2024	7	335
9	Building Construction Phase IV	Building Construction	8/1/2024	6/30/2025	7	334
10	Architectural Coating Phase IV	Architectural Coating	8/1/2024	6/30/2025	7	334

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 307.5

Acres of Paving: 4.81

Residential Indoor: 1,017,236; Residential Outdoor: 339,079; Non-Residential Indoor: 26,499; Non-Residential Outdoor: 8,833; Striped Parking Area: 17,791 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading Phase I	Aerial Lifts	1	8.00	63	0.31
Grading Phase I	Air Compressors	1	8.00	78	0.48
Grading Phase I	Bore/Drill Rigs	1	8.00	221	0.50
Grading Phase I	Cement and Mortar Mixers	2	8.00	9	0.56
Grading Phase I	Crawler Tractors	1	8.00	212	0.43
Grading Phase I	Crushing/Proc. Equipment	1	8.00	85	0.78
Grading Phase I	Dumpers/Tenders	1	8.00	16	0.38
Grading Phase I	Excavators	1	8.00	158	0.38
Grading Phase I	Graders	1	8.00	187	0.41
Grading Phase I	Plate Compactors	1	8.00	8	0.43
Grading Phase I	Rubber Tired Dozers	1	8.00	247	0.40
Grading Phase I	Rubber Tired Loaders	1	8.00	203	0.36
Grading Phase I	Scrapers	1	8.00	367	0.48

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Grading Phase I	Skid Steer Loaders	1	8.00	65	0.37
Grading Phase I	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving Phase I	Pavers	1	8.00	130	0.42
Paving Phase I	Paving Equipment	1	8.00	132	0.36
Paving Phase I	Rollers	1	8.00	80	0.38
Paving Phase I	Surfacing Equipment	1	8.00	263	0.30
Paving Phase I	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction Phase I	Aerial Lifts	1	7.00	63	0.31
Building Construction Phase I	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction Phase I	Generator Sets	1	8.00	84	0.74
Building Construction Phase I	Pressure Washers	1	8.00	13	0.30
Building Construction Phase I	Skid Steer Loaders	1	8.00	65	0.37
Building Construction Phase I	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction Phase I	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction Phase I	Trenchers	1	8.00	78	0.50
Building Construction Phase I	Welders	1	8.00	46	0.45
Architectural Coating Phase I	Air Compressors	1	6.00	78	0.48
Building Construction Phase II	Aerial Lifts	1	7.00	63	0.31
Building Construction Phase II	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction Phase II	Generator Sets	1	8.00	84	0.74
Building Construction Phase II	Pressure Washers	1	8.00	13	0.30
Building Construction Phase II	Skid Steer Loaders	1	8.00	65	0.37
Building Construction Phase II	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction Phase II	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction Phase II	Trenchers	1	8.00	78	0.50
Building Construction Phase II	Welders	1	8.00	46	0.45
Architectural Coating Phase II	Air Compressors	1	6.00	78	0.48
Building Construction Phase III	Aerial Lifts	1	7.00	63	0.31
Building Construction Phase III	Cement and Mortar Mixers	3	8.00	9	0.56

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Building Construction Phase III	Generator Sets	1	8.00	84	0.74
Building Construction Phase III	Pressure Washers	1	8.00	13	0.30
Building Construction Phase III	Skid Steer Loaders	1	8.00	65	0.37
Building Construction Phase III	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction Phase III	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction Phase III	Trenchers	1	8.00	78	0.50
Building Construction Phase III	Welders	1	8.00	46	0.45
Architectural Coating Phase III	Air Compressors	1	6.00	78	0.48
Building Construction Phase IV	Aerial Lifts	1	7.00	63	0.31
Building Construction Phase IV	Cement and Mortar Mixers	3	8.00	9	0.56
Building Construction Phase IV	Generator Sets	1	8.00	84	0.74
Building Construction Phase IV	Pressure Washers	1	8.00	13	0.30
Building Construction Phase IV	Skid Steer Loaders	1	8.00	65	0.37
Building Construction Phase IV	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction Phase IV	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction Phase IV	Trenchers	1	8.00	78	0.50
Building Construction Phase IV	Welders	1	8.00	46	0.45
Architectural Coating Phase IV	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading Phase I	17	43.00	0.00	20.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving Phase I	5	13.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction Phase I	9	425.00	137.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating Phase I	1	85.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction Phase II	9	425.00	137.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating Phase II	1	85.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

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Building Construction Phase III	13	425.00	137.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating Phase III	1	85.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction Phase IV	13	425.00	137.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating Phase IV	1	85.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

- Use Soil Stabilizer
- Replace Ground Cover
- Water Exposed Area
- Reduce Vehicle Speed on Unpaved Roads
- Clean Paved Roads

3.2 Grading Phase I - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5334	0.0000	0.5334	0.2212	0.0000	0.2212	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2890	2.9192	2.1898	5.0800e-003		0.1224	0.1224		0.1143	0.1143	0.0000	441.7944	441.7944	0.1255	0.0000	444.9320
Total	0.2890	2.9192	2.1898	5.0800e-003	0.5334	0.1224	0.6558	0.2212	0.1143	0.3355	0.0000	441.7944	441.7944	0.1255	0.0000	444.9320

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3.2 Grading Phase I - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.9700e-003	4.5000e-004	1.0000e-005	1.7000e-004	2.0000e-005	1.9000e-004	5.0000e-005	2.0000e-005	6.0000e-005	0.0000	0.6453	0.6453	4.0000e-005	1.0000e-004	0.6771
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3200e-003	5.5000e-003	0.0562	1.4000e-004	0.0163	9.0000e-005	0.0164	4.3400e-003	8.0000e-005	4.4200e-003	0.0000	12.9097	12.9097	5.4000e-004	4.7000e-004	13.0623
Total	7.3600e-003	7.4700e-003	0.0566	1.5000e-004	0.0165	1.1000e-004	0.0166	4.3900e-003	1.0000e-004	4.4800e-003	0.0000	13.5551	13.5551	5.8000e-004	5.7000e-004	13.7395

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2040	0.0000	0.2040	0.0995	0.0000	0.0995	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2890	2.9192	2.1898	5.0800e-003		0.1224	0.1224		0.1143	0.1143	0.0000	441.7938	441.7938	0.1255	0.0000	444.9315
Total	0.2890	2.9192	2.1898	5.0800e-003	0.2040	0.1224	0.3264	0.0995	0.1143	0.2139	0.0000	441.7938	441.7938	0.1255	0.0000	444.9315

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Grading Phase I - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.9700e-003	4.5000e-004	1.0000e-005	1.4000e-004	2.0000e-005	1.6000e-004	4.0000e-005	2.0000e-005	5.0000e-005	0.0000	0.6453	0.6453	4.0000e-005	1.0000e-004	0.6771
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3200e-003	5.5000e-003	0.0562	1.4000e-004	0.0128	9.0000e-005	0.0129	3.4700e-003	8.0000e-005	3.5500e-003	0.0000	12.9097	12.9097	5.4000e-004	4.7000e-004	13.0623
Total	7.3600e-003	7.4700e-003	0.0566	1.5000e-004	0.0129	1.1000e-004	0.0130	3.5100e-003	1.0000e-004	3.6000e-003	0.0000	13.5551	13.5551	5.8000e-004	5.7000e-004	13.7395

3.3 Paving Phase I - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0427	0.4385	0.4978	9.5000e-004		0.0223	0.0223		0.0205	0.0205	0.0000	83.6600	83.6600	0.0271	0.0000	84.3364
Paving	6.3000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0490	0.4385	0.4978	9.5000e-004		0.0223	0.0223		0.0205	0.0205	0.0000	83.6600	83.6600	0.0271	0.0000	84.3364

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Paving Phase I - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6500e-003	1.2400e-003	0.0127	3.0000e-005	3.6900e-003	2.0000e-005	3.7100e-003	9.8000e-004	2.0000e-005	1.0000e-003	0.0000	2.9193	2.9193	1.2000e-004	1.1000e-004	2.9538
Total	1.6500e-003	1.2400e-003	0.0127	3.0000e-005	3.6900e-003	2.0000e-005	3.7100e-003	9.8000e-004	2.0000e-005	1.0000e-003	0.0000	2.9193	2.9193	1.2000e-004	1.1000e-004	2.9538

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0427	0.4385	0.4978	9.5000e-004		0.0223	0.0223		0.0205	0.0205	0.0000	83.6599	83.6599	0.0271	0.0000	84.3363
Paving	6.3000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0490	0.4385	0.4978	9.5000e-004		0.0223	0.0223		0.0205	0.0205	0.0000	83.6599	83.6599	0.0271	0.0000	84.3363

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Paving Phase I - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6500e-003	1.2400e-003	0.0127	3.0000e-005	2.8900e-003	2.0000e-005	2.9100e-003	7.9000e-004	2.0000e-005	8.0000e-004	0.0000	2.9193	2.9193	1.2000e-004	1.1000e-004	2.9538
Total	1.6500e-003	1.2400e-003	0.0127	3.0000e-005	2.8900e-003	2.0000e-005	2.9100e-003	7.9000e-004	2.0000e-005	8.0000e-004	0.0000	2.9193	2.9193	1.2000e-004	1.1000e-004	2.9538

3.4 Building Construction Phase I - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0234	0.2035	0.2285	3.5000e-004		0.0112	0.0112		0.0106	0.0106	0.0000	29.5220	29.5220	6.2600e-003	0.0000	29.6784
Total	0.0234	0.2035	0.2285	3.5000e-004		0.0112	0.0112		0.0106	0.0106	0.0000	29.5220	29.5220	6.2600e-003	0.0000	29.6784

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction Phase I - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.5400e-003	0.1233	0.0394	4.0000e-004	0.0124	1.1600e-003	0.0135	3.5700e-003	1.1100e-003	4.6800e-003	0.0000	39.9058	39.9058	1.6100e-003	5.8700e-003	41.6960
Worker	0.0182	0.0137	0.1399	3.5000e-004	0.0407	2.2000e-004	0.0409	0.0108	2.0000e-004	0.0110	0.0000	32.1584	32.1584	1.3400e-003	1.1600e-003	32.5385
Total	0.0228	0.1370	0.1793	7.5000e-004	0.0531	1.3800e-003	0.0544	0.0144	1.3100e-003	0.0157	0.0000	72.0642	72.0642	2.9500e-003	7.0300e-003	74.2345

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0234	0.2035	0.2285	3.5000e-004		0.0112	0.0112		0.0106	0.0106	0.0000	29.5220	29.5220	6.2600e-003	0.0000	29.6784
Total	0.0234	0.2035	0.2285	3.5000e-004		0.0112	0.0112		0.0106	0.0106	0.0000	29.5220	29.5220	6.2600e-003	0.0000	29.6784

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction Phase I - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.5400e-003	0.1233	0.0394	4.0000e-004	0.0102	1.1600e-003	0.0113	3.0300e-003	1.1100e-003	4.1400e-003	0.0000	39.9058	39.9058	1.6100e-003	5.8700e-003	41.6960
Worker	0.0182	0.0137	0.1399	3.5000e-004	0.0319	2.2000e-004	0.0321	8.6500e-003	2.0000e-004	8.8500e-003	0.0000	32.1584	32.1584	1.3400e-003	1.1600e-003	32.5385
Total	0.0228	0.1370	0.1793	7.5000e-004	0.0421	1.3800e-003	0.0434	0.0117	1.3100e-003	0.0130	0.0000	72.0642	72.0642	2.9500e-003	7.0300e-003	74.2345

3.4 Building Construction Phase I - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1723	1.5087	1.7862	2.7400e-003		0.0786	0.0786		0.0744	0.0744	0.0000	231.4850	231.4850	0.0486	0.0000	232.6995
Total	0.1723	1.5087	1.7862	2.7400e-003		0.0786	0.0786		0.0744	0.0744	0.0000	231.4850	231.4850	0.0486	0.0000	232.6995

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction Phase I - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0211	0.8069	0.2726	3.0400e-003	0.0969	4.6500e-003	0.1016	0.0280	4.4500e-003	0.0324	0.0000	301.8989	301.8989	0.0125	0.0444	315.4559
Worker	0.1331	0.0951	1.0118	2.6500e-003	0.3189	1.6000e-003	0.3205	0.0848	1.4700e-003	0.0862	0.0000	245.8696	245.8696	9.4900e-003	8.4200e-003	248.6174
Total	0.1542	0.9020	1.2844	5.6900e-003	0.4158	6.2500e-003	0.4221	0.1127	5.9200e-003	0.1186	0.0000	547.7685	547.7685	0.0220	0.0529	564.0733

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1723	1.5087	1.7862	2.7400e-003		0.0786	0.0786		0.0744	0.0744	0.0000	231.4848	231.4848	0.0486	0.0000	232.6992
Total	0.1723	1.5087	1.7862	2.7400e-003		0.0786	0.0786		0.0744	0.0744	0.0000	231.4848	231.4848	0.0486	0.0000	232.6992

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction Phase I - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0211	0.8069	0.2726	3.0400e-003	0.0797	4.6500e-003	0.0844	0.0238	4.4500e-003	0.0282	0.0000	301.8989	301.8989	0.0125	0.0444	315.4559
Worker	0.1331	0.0951	1.0118	2.6500e-003	0.2499	1.6000e-003	0.2515	0.0678	1.4700e-003	0.0693	0.0000	245.8696	245.8696	9.4900e-003	8.4200e-003	248.6174
Total	0.1542	0.9020	1.2844	5.6900e-003	0.3296	6.2500e-003	0.3359	0.0916	5.9200e-003	0.0975	0.0000	547.7685	547.7685	0.0220	0.0529	564.0733

3.5 Architectural Coating Phase I - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1871					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1700e-003	0.0218	0.0281	5.0000e-005		1.2700e-003	1.2700e-003		1.2700e-003	1.2700e-003	0.0000	3.9575	3.9575	2.6000e-004	0.0000	3.9640
Total	0.1903	0.0218	0.0281	5.0000e-005		1.2700e-003	1.2700e-003		1.2700e-003	1.2700e-003	0.0000	3.9575	3.9575	2.6000e-004	0.0000	3.9640

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating Phase I - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6400e-003	2.7400e-003	0.0280	7.0000e-005	8.1400e-003	4.0000e-005	8.1800e-003	2.1600e-003	4.0000e-005	2.2000e-003	0.0000	6.4317	6.4317	2.7000e-004	2.3000e-004	6.5077
Total	3.6400e-003	2.7400e-003	0.0280	7.0000e-005	8.1400e-003	4.0000e-005	8.1800e-003	2.1600e-003	4.0000e-005	2.2000e-003	0.0000	6.4317	6.4317	2.7000e-004	2.3000e-004	6.5077

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1871					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1700e-003	0.0218	0.0281	5.0000e-005		1.2700e-003	1.2700e-003		1.2700e-003	1.2700e-003	0.0000	3.9575	3.9575	2.6000e-004	0.0000	3.9640
Total	0.1903	0.0218	0.0281	5.0000e-005		1.2700e-003	1.2700e-003		1.2700e-003	1.2700e-003	0.0000	3.9575	3.9575	2.6000e-004	0.0000	3.9640

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating Phase I - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6400e-003	2.7400e-003	0.0280	7.0000e-005	6.3800e-003	4.0000e-005	6.4200e-003	1.7300e-003	4.0000e-005	1.7700e-003	0.0000	6.4317	6.4317	2.7000e-004	2.3000e-004	6.5077
Total	3.6400e-003	2.7400e-003	0.0280	7.0000e-005	6.3800e-003	4.0000e-005	6.4200e-003	1.7300e-003	4.0000e-005	1.7700e-003	0.0000	6.4317	6.4317	2.7000e-004	2.3000e-004	6.5077

3.5 Architectural Coating Phase I - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.4667					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0233	0.1583	0.2201	3.6000e-004		8.6000e-003	8.6000e-003		8.6000e-003	8.6000e-003	0.0000	31.0220	31.0220	1.8600e-003	0.0000	31.0684
Total	1.4900	0.1583	0.2201	3.6000e-004		8.6000e-003	8.6000e-003		8.6000e-003	8.6000e-003	0.0000	31.0220	31.0220	1.8600e-003	0.0000	31.0684

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3.5 Architectural Coating Phase I - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0266	0.0190	0.2024	5.3000e-004	0.0638	3.2000e-004	0.0641	0.0170	2.9000e-004	0.0173	0.0000	49.1739	49.1739	1.9000e-003	1.6800e-003	49.7235
Total	0.0266	0.0190	0.2024	5.3000e-004	0.0638	3.2000e-004	0.0641	0.0170	2.9000e-004	0.0173	0.0000	49.1739	49.1739	1.9000e-003	1.6800e-003	49.7235

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.4667					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0233	0.1583	0.2201	3.6000e-004		8.6000e-003	8.6000e-003		8.6000e-003	8.6000e-003	0.0000	31.0220	31.0220	1.8600e-003	0.0000	31.0684
Total	1.4900	0.1583	0.2201	3.6000e-004		8.6000e-003	8.6000e-003		8.6000e-003	8.6000e-003	0.0000	31.0220	31.0220	1.8600e-003	0.0000	31.0684

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3.5 Architectural Coating Phase I - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0266	0.0190	0.2024	5.3000e-004	0.0500	3.2000e-004	0.0503	0.0136	2.9000e-004	0.0139	0.0000	49.1739	49.1739	1.9000e-003	1.6800e-003	49.7235
Total	0.0266	0.0190	0.2024	5.3000e-004	0.0500	3.2000e-004	0.0503	0.0136	2.9000e-004	0.0139	0.0000	49.1739	49.1739	1.9000e-003	1.6800e-003	49.7235

3.6 Building Construction Phase II - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1517	1.3286	1.5730	2.4200e-003		0.0693	0.0693		0.0655	0.0655	0.0000	203.8593	203.8593	0.0428	0.0000	204.9288
Total	0.1517	1.3286	1.5730	2.4200e-003		0.0693	0.0693		0.0655	0.0655	0.0000	203.8593	203.8593	0.0428	0.0000	204.9288

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3.6 Building Construction Phase II - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0186	0.7106	0.2401	2.6700e-003	0.0853	4.1000e-003	0.0894	0.0246	3.9200e-003	0.0285	0.0000	265.8698	265.8698	0.0110	0.0391	277.8089
Worker	0.1172	0.0837	0.8911	2.3300e-003	0.2809	1.4100e-003	0.2823	0.0746	1.3000e-003	0.0759	0.0000	216.5271	216.5271	8.3600e-003	7.4200e-003	218.9470
Total	0.1358	0.7944	1.1311	5.0000e-003	0.3662	5.5100e-003	0.3717	0.0993	5.2200e-003	0.1045	0.0000	482.3969	482.3969	0.0194	0.0466	496.7559

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1517	1.3286	1.5730	2.4200e-003		0.0693	0.0693		0.0655	0.0655	0.0000	203.8590	203.8590	0.0428	0.0000	204.9285
Total	0.1517	1.3286	1.5730	2.4200e-003		0.0693	0.0693		0.0655	0.0655	0.0000	203.8590	203.8590	0.0428	0.0000	204.9285

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3.6 Building Construction Phase II - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0186	0.7106	0.2401	2.6700e-003	0.0702	4.1000e-003	0.0743	0.0209	3.9200e-003	0.0248	0.0000	265.8698	265.8698	0.0110	0.0391	277.8089
Worker	0.1172	0.0837	0.8911	2.3300e-003	0.2201	1.4100e-003	0.2215	0.0597	1.3000e-003	0.0610	0.0000	216.5271	216.5271	8.3600e-003	7.4200e-003	218.9470
Total	0.1358	0.7944	1.1311	5.0000e-003	0.2903	5.5100e-003	0.2958	0.0806	5.2200e-003	0.0858	0.0000	482.3969	482.3969	0.0194	0.0466	496.7559

3.6 Building Construction Phase II - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0616	0.5420	0.6681	1.0300e-003		0.0270	0.0270		0.0255	0.0255	0.0000	86.6964	86.6964	0.0180	0.0000	87.1475
Total	0.0616	0.5420	0.6681	1.0300e-003		0.0270	0.0270		0.0255	0.0255	0.0000	86.6964	86.6964	0.0180	0.0000	87.1475

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3.6 Building Construction Phase II - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.5300e-003	0.2963	0.0990	1.1200e-003	0.0363	1.7100e-003	0.0380	0.0105	1.6400e-003	0.0121	0.0000	111.2152	111.2152	4.8600e-003	0.0164	116.2248
Worker	0.0466	0.0317	0.3524	9.6000e-004	0.1194	5.7000e-004	0.1200	0.0317	5.2000e-004	0.0323	0.0000	89.8908	89.8908	3.2300e-003	2.9300e-003	90.8443
Total	0.0542	0.3280	0.4514	2.0800e-003	0.1557	2.2800e-003	0.1580	0.0422	2.1600e-003	0.0444	0.0000	201.1059	201.1059	8.0900e-003	0.0193	207.0691

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0616	0.5420	0.6681	1.0300e-003		0.0270	0.0270		0.0255	0.0255	0.0000	86.6963	86.6963	0.0180	0.0000	87.1474
Total	0.0616	0.5420	0.6681	1.0300e-003		0.0270	0.0270		0.0255	0.0255	0.0000	86.6963	86.6963	0.0180	0.0000	87.1474

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3.6 Building Construction Phase II - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.5300e-003	0.2963	0.0990	1.1200e-003	0.0299	1.7100e-003	0.0316	8.8900e-003	1.6400e-003	0.0105	0.0000	111.2152	111.2152	4.8600e-003	0.0164	116.2248
Worker	0.0466	0.0317	0.3524	9.6000e-004	0.0936	5.7000e-004	0.0942	0.0254	5.2000e-004	0.0259	0.0000	89.8908	89.8908	3.2300e-003	2.9300e-003	90.8443
Total	0.0542	0.3280	0.4514	2.0800e-003	0.1234	2.2800e-003	0.1257	0.0343	2.1600e-003	0.0365	0.0000	201.1059	201.1059	8.0900e-003	0.0193	207.0691

3.7 Architectural Coating Phase II - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.1604					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0205	0.1394	0.1938	3.2000e-004		7.5800e-003	7.5800e-003		7.5800e-003	7.5800e-003	0.0000	27.3198	27.3198	1.6300e-003	0.0000	27.3607
Total	1.1809	0.1394	0.1938	3.2000e-004		7.5800e-003	7.5800e-003		7.5800e-003	7.5800e-003	0.0000	27.3198	27.3198	1.6300e-003	0.0000	27.3607

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3.7 Architectural Coating Phase II - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0234	0.0168	0.1782	4.7000e-004	0.0562	2.8000e-004	0.0565	0.0149	2.6000e-004	0.0152	0.0000	43.3054	43.3054	1.6700e-003	1.4800e-003	43.7894
Total	0.0234	0.0168	0.1782	4.7000e-004	0.0562	2.8000e-004	0.0565	0.0149	2.6000e-004	0.0152	0.0000	43.3054	43.3054	1.6700e-003	1.4800e-003	43.7894

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.1604					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0205	0.1394	0.1938	3.2000e-004		7.5800e-003	7.5800e-003		7.5800e-003	7.5800e-003	0.0000	27.3198	27.3198	1.6300e-003	0.0000	27.3606
Total	1.1809	0.1394	0.1938	3.2000e-004		7.5800e-003	7.5800e-003		7.5800e-003	7.5800e-003	0.0000	27.3198	27.3198	1.6300e-003	0.0000	27.3606

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3.7 Architectural Coating Phase II - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0234	0.0168	0.1782	4.7000e-004	0.0440	2.8000e-004	0.0443	0.0119	2.6000e-004	0.0122	0.0000	43.3054	43.3054	1.6700e-003	1.4800e-003	43.7894
Total	0.0234	0.0168	0.1782	4.7000e-004	0.0440	2.8000e-004	0.0443	0.0119	2.6000e-004	0.0122	0.0000	43.3054	43.3054	1.6700e-003	1.4800e-003	43.7894

3.7 Architectural Coating Phase II - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4934					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.2200e-003	0.0555	0.0824	1.4000e-004		2.7700e-003	2.7700e-003		2.7700e-003	2.7700e-003	0.0000	11.6173	11.6173	6.5000e-004	0.0000	11.6337
Total	0.5017	0.0555	0.0824	1.4000e-004		2.7700e-003	2.7700e-003		2.7700e-003	2.7700e-003	0.0000	11.6173	11.6173	6.5000e-004	0.0000	11.6337

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3.7 Architectural Coating Phase II - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.3300e-003	6.3400e-003	0.0705	1.9000e-004	0.0239	1.1000e-004	0.0240	6.3500e-003	1.0000e-004	6.4500e-003	0.0000	17.9782	17.9782	6.5000e-004	5.9000e-004	18.1689
Total	9.3300e-003	6.3400e-003	0.0705	1.9000e-004	0.0239	1.1000e-004	0.0240	6.3500e-003	1.0000e-004	6.4500e-003	0.0000	17.9782	17.9782	6.5000e-004	5.9000e-004	18.1689

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4934					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.2200e-003	0.0555	0.0824	1.4000e-004		2.7700e-003	2.7700e-003		2.7700e-003	2.7700e-003	0.0000	11.6173	11.6173	6.5000e-004	0.0000	11.6336
Total	0.5017	0.0555	0.0824	1.4000e-004		2.7700e-003	2.7700e-003		2.7700e-003	2.7700e-003	0.0000	11.6173	11.6173	6.5000e-004	0.0000	11.6336

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3.7 Architectural Coating Phase II - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.3300e-003	6.3400e-003	0.0705	1.9000e-004	0.0187	1.1000e-004	0.0188	5.0800e-003	1.0000e-004	5.1800e-003	0.0000	17.9782	17.9782	6.5000e-004	5.9000e-004	18.1689
Total	9.3300e-003	6.3400e-003	0.0705	1.9000e-004	0.0187	1.1000e-004	0.0188	5.0800e-003	1.0000e-004	5.1800e-003	0.0000	17.9782	17.9782	6.5000e-004	5.9000e-004	18.1689

3.8 Building Construction Phase III - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0549	0.4832	0.5863	9.0000e-004		0.0247	0.0247		0.0233	0.0233	0.0000	75.5075	75.5075	0.0172	0.0000	75.9377
Total	0.0549	0.4832	0.5863	9.0000e-004		0.0247	0.0247		0.0233	0.0233	0.0000	75.5075	75.5075	0.0172	0.0000	75.9377

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3.8 Building Construction Phase III - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.2900e-003	0.2026	0.0684	7.6000e-004	0.0243	1.1700e-003	0.0255	7.0200e-003	1.1200e-003	8.1400e-003	0.0000	75.7853	75.7853	3.1500e-003	0.0112	79.1885
Worker	0.0334	0.0239	0.2540	6.6000e-004	0.0801	4.0000e-004	0.0805	0.0213	3.7000e-004	0.0217	0.0000	61.7204	61.7204	2.3800e-003	2.1100e-003	62.4101
Total	0.0387	0.2264	0.3224	1.4200e-003	0.1044	1.5700e-003	0.1060	0.0283	1.4900e-003	0.0298	0.0000	137.5057	137.5057	5.5300e-003	0.0133	141.5986

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0549	0.4832	0.5863	9.0000e-004		0.0247	0.0247		0.0233	0.0233	0.0000	75.5074	75.5074	0.0172	0.0000	75.9376
Total	0.0549	0.4832	0.5863	9.0000e-004		0.0247	0.0247		0.0233	0.0233	0.0000	75.5074	75.5074	0.0172	0.0000	75.9376

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3.8 Building Construction Phase III - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.2900e-003	0.2026	0.0684	7.6000e-004	0.0200	1.1700e-003	0.0212	5.9600e-003	1.1200e-003	7.0800e-003	0.0000	75.7853	75.7853	3.1500e-003	0.0112	79.1885
Worker	0.0334	0.0239	0.2540	6.6000e-004	0.0627	4.0000e-004	0.0631	0.0170	3.7000e-004	0.0174	0.0000	61.7204	61.7204	2.3800e-003	2.1100e-003	62.4101
Total	0.0387	0.2264	0.3224	1.4200e-003	0.0828	1.5700e-003	0.0843	0.0230	1.4900e-003	0.0245	0.0000	137.5057	137.5057	5.5300e-003	0.0133	141.5986

3.8 Building Construction Phase III - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2359	2.0800	2.6321	4.0400e-003		0.1013	0.1013		0.0955	0.0955	0.0000	339.2322	339.2322	0.0769	0.0000	341.1537
Total	0.2359	2.0800	2.6321	4.0400e-003		0.1013	0.1013		0.0955	0.0955	0.0000	339.2322	339.2322	0.0769	0.0000	341.1537

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3.8 Building Construction Phase III - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0227	0.8921	0.2982	3.3600e-003	0.1093	5.1500e-003	0.1144	0.0315	4.9200e-003	0.0365	0.0000	334.8676	334.8676	0.0146	0.0494	349.9515
Worker	0.1404	0.0955	1.0611	2.8900e-003	0.3596	1.7100e-003	0.3613	0.0956	1.5700e-003	0.0971	0.0000	270.6601	270.6601	9.7200e-003	8.8200e-003	273.5312
Total	0.1631	0.9876	1.3593	6.2500e-003	0.4689	6.8600e-003	0.4757	0.1271	6.4900e-003	0.1336	0.0000	605.5277	605.5277	0.0244	0.0582	623.4827

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2359	2.0800	2.6321	4.0400e-003		0.1013	0.1013		0.0955	0.0955	0.0000	339.2318	339.2318	0.0769	0.0000	341.1532
Total	0.2359	2.0800	2.6321	4.0400e-003		0.1013	0.1013		0.0955	0.0955	0.0000	339.2318	339.2318	0.0769	0.0000	341.1532

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3.8 Building Construction Phase III - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0227	0.8921	0.2982	3.3600e-003	0.0899	5.1500e-003	0.0951	0.0268	4.9200e-003	0.0317	0.0000	334.8676	334.8676	0.0146	0.0494	349.9515
Worker	0.1404	0.0955	1.0611	2.8900e-003	0.2818	1.7100e-003	0.2835	0.0765	1.5700e-003	0.0780	0.0000	270.6601	270.6601	9.7200e-003	8.8200e-003	273.5312
Total	0.1631	0.9876	1.3593	6.2500e-003	0.3717	6.8600e-003	0.3786	0.1032	6.4900e-003	0.1097	0.0000	605.5277	605.5277	0.0244	0.0582	623.4827

3.9 Architectural Coating Phase III - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3011					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.8500e-003	0.0397	0.0552	9.0000e-005		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	7.7874	7.7874	4.7000e-004	0.0000	7.7991
Total	0.3070	0.0397	0.0552	9.0000e-005		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	7.7874	7.7874	4.7000e-004	0.0000	7.7991

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3.9 Architectural Coating Phase III - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6800e-003	4.7700e-003	0.0508	1.3000e-004	0.0160	8.0000e-005	0.0161	4.2600e-003	7.0000e-005	4.3300e-003	0.0000	12.3441	12.3441	4.8000e-004	4.2000e-004	12.4820
Total	6.6800e-003	4.7700e-003	0.0508	1.3000e-004	0.0160	8.0000e-005	0.0161	4.2600e-003	7.0000e-005	4.3300e-003	0.0000	12.3441	12.3441	4.8000e-004	4.2000e-004	12.4820

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3011					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.8500e-003	0.0397	0.0552	9.0000e-005		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	7.7874	7.7874	4.7000e-004	0.0000	7.7991
Total	0.3070	0.0397	0.0552	9.0000e-005		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	7.7874	7.7874	4.7000e-004	0.0000	7.7991

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3.9 Architectural Coating Phase III - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6800e-003	4.7700e-003	0.0508	1.3000e-004	0.0126	8.0000e-005	0.0126	3.4000e-003	7.0000e-005	3.4800e-003	0.0000	12.3441	12.3441	4.8000e-004	4.2000e-004	12.4820
Total	6.6800e-003	4.7700e-003	0.0508	1.3000e-004	0.0126	8.0000e-005	0.0126	3.4000e-003	7.0000e-005	3.4800e-003	0.0000	12.3441	12.3441	4.8000e-004	4.2000e-004	12.4820

3.9 Architectural Coating Phase III - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.3527					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0248	0.1670	0.2480	4.1000e-004		8.3500e-003	8.3500e-003		8.3500e-003	8.3500e-003	0.0000	34.9796	34.9796	1.9700e-003	0.0000	35.0288
Total	1.3774	0.1670	0.2480	4.1000e-004		8.3500e-003	8.3500e-003		8.3500e-003	8.3500e-003	0.0000	34.9796	34.9796	1.9700e-003	0.0000	35.0288

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3.9 Architectural Coating Phase III - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0281	0.0191	0.2122	5.8000e-004	0.0719	3.4000e-004	0.0723	0.0191	3.1000e-004	0.0194	0.0000	54.1320	54.1320	1.9400e-003	1.7600e-003	54.7063
Total	0.0281	0.0191	0.2122	5.8000e-004	0.0719	3.4000e-004	0.0723	0.0191	3.1000e-004	0.0194	0.0000	54.1320	54.1320	1.9400e-003	1.7600e-003	54.7063

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.3527					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0248	0.1670	0.2480	4.1000e-004		8.3500e-003	8.3500e-003		8.3500e-003	8.3500e-003	0.0000	34.9795	34.9795	1.9700e-003	0.0000	35.0288
Total	1.3774	0.1670	0.2480	4.1000e-004		8.3500e-003	8.3500e-003		8.3500e-003	8.3500e-003	0.0000	34.9795	34.9795	1.9700e-003	0.0000	35.0288

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3.9 Architectural Coating Phase III - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0281	0.0191	0.2122	5.8000e-004	0.0564	3.4000e-004	0.0567	0.0153	3.1000e-004	0.0156	0.0000	54.1320	54.1320	1.9400e-003	1.7600e-003	54.7063
Total	0.0281	0.0191	0.2122	5.8000e-004	0.0564	3.4000e-004	0.0567	0.0153	3.1000e-004	0.0156	0.0000	54.1320	54.1320	1.9400e-003	1.7600e-003	54.7063

3.10 Building Construction Phase IV - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1317	1.1615	1.4697	2.2500e-003		0.0565	0.0565		0.0533	0.0533	0.0000	189.4253	189.4253	0.0429	0.0000	190.4982
Total	0.1317	1.1615	1.4697	2.2500e-003		0.0565	0.0565		0.0533	0.0533	0.0000	189.4253	189.4253	0.0429	0.0000	190.4982

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3.10 Building Construction Phase IV - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0127	0.4982	0.1665	1.8800e-003	0.0610	2.8700e-003	0.0639	0.0176	2.7500e-003	0.0204	0.0000	186.9881	186.9881	8.1700e-003	0.0276	195.4109
Worker	0.0784	0.0533	0.5925	1.6100e-003	0.2008	9.5000e-004	0.2018	0.0534	8.8000e-004	0.0542	0.0000	151.1350	151.1350	5.4300e-003	4.9200e-003	152.7382
Total	0.0911	0.5515	0.7590	3.4900e-003	0.2618	3.8200e-003	0.2657	0.0710	3.6300e-003	0.0746	0.0000	338.1231	338.1231	0.0136	0.0325	348.1491

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1317	1.1615	1.4697	2.2500e-003		0.0565	0.0565		0.0533	0.0533	0.0000	189.4250	189.4250	0.0429	0.0000	190.4980
Total	0.1317	1.1615	1.4697	2.2500e-003		0.0565	0.0565		0.0533	0.0533	0.0000	189.4250	189.4250	0.0429	0.0000	190.4980

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3.10 Building Construction Phase IV - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0127	0.4982	0.1665	1.8800e-003	0.0502	2.8700e-003	0.0531	0.0150	2.7500e-003	0.0177	0.0000	186.9881	186.9881	8.1700e-003	0.0276	195.4109
Worker	0.0784	0.0533	0.5925	1.6100e-003	0.1573	9.5000e-004	0.1583	0.0427	8.8000e-004	0.0436	0.0000	151.1350	151.1350	5.4300e-003	4.9200e-003	152.7382
Total	0.0911	0.5515	0.7590	3.4900e-003	0.2076	3.8200e-003	0.2114	0.0576	3.6300e-003	0.0613	0.0000	338.1231	338.1231	0.0136	0.0325	348.1491

3.10 Building Construction Phase IV - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1458	1.2936	1.7317	2.6700e-003		0.0583	0.0583		0.0550	0.0550	0.0000	224.1612	224.1612	0.0505	0.0000	225.4235
Total	0.1458	1.2936	1.7317	2.6700e-003		0.0583	0.0583		0.0550	0.0550	0.0000	224.1612	224.1612	0.0505	0.0000	225.4235

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3.10 Building Construction Phase IV - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0144	0.5767	0.1924	2.1800e-003	0.0722	3.3200e-003	0.0755	0.0208	3.1700e-003	0.0240	0.0000	217.2465	217.2465	0.0100	0.0321	227.0594
Worker	0.0872	0.0566	0.6552	1.8500e-003	0.2376	1.0800e-003	0.2386	0.0631	9.9000e-004	0.0641	0.0000	174.7092	174.7092	5.8400e-003	5.4400e-003	176.4754
Total	0.1016	0.6333	0.8476	4.0300e-003	0.3097	4.4000e-003	0.3141	0.0840	4.1600e-003	0.0881	0.0000	391.9557	391.9557	0.0158	0.0375	403.5348

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1458	1.2936	1.7316	2.6700e-003		0.0583	0.0583		0.0550	0.0550	0.0000	224.1610	224.1610	0.0505	0.0000	225.4232
Total	0.1458	1.2936	1.7316	2.6700e-003		0.0583	0.0583		0.0550	0.0550	0.0000	224.1610	224.1610	0.0505	0.0000	225.4232

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3.10 Building Construction Phase IV - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0144	0.5767	0.1924	2.1800e-003	0.0594	3.3200e-003	0.0627	0.0177	3.1700e-003	0.0209	0.0000	217.2465	217.2465	0.0100	0.0321	227.0594
Worker	0.0872	0.0566	0.6552	1.8500e-003	0.1861	1.0800e-003	0.1872	0.0505	9.9000e-004	0.0515	0.0000	174.7092	174.7092	5.8400e-003	5.4400e-003	176.4754
Total	0.1016	0.6333	0.8476	4.0300e-003	0.2455	4.4000e-003	0.2499	0.0682	4.1600e-003	0.0724	0.0000	391.9557	391.9557	0.0158	0.0375	403.5348

3.11 Architectural Coating Phase IV - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.7576					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0138	0.0932	0.1385	2.3000e-004		4.6600e-003	4.6600e-003		4.6600e-003	4.6600e-003	0.0000	19.5324	19.5324	1.1000e-003	0.0000	19.5599
Total	0.7714	0.0932	0.1385	2.3000e-004		4.6600e-003	4.6600e-003		4.6600e-003	4.6600e-003	0.0000	19.5324	19.5324	1.1000e-003	0.0000	19.5599

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Architectural Coating Phase IV - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0157	0.0107	0.1185	3.2000e-004	0.0402	1.9000e-004	0.0404	0.0107	1.8000e-004	0.0109	0.0000	30.2270	30.2270	1.0900e-003	9.8000e-004	30.5477
Total	0.0157	0.0107	0.1185	3.2000e-004	0.0402	1.9000e-004	0.0404	0.0107	1.8000e-004	0.0109	0.0000	30.2270	30.2270	1.0900e-003	9.8000e-004	30.5477

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.7576					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0138	0.0932	0.1385	2.3000e-004		4.6600e-003	4.6600e-003		4.6600e-003	4.6600e-003	0.0000	19.5324	19.5324	1.1000e-003	0.0000	19.5599
Total	0.7714	0.0932	0.1385	2.3000e-004		4.6600e-003	4.6600e-003		4.6600e-003	4.6600e-003	0.0000	19.5324	19.5324	1.1000e-003	0.0000	19.5599

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3.11 Architectural Coating Phase IV - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0157	0.0107	0.1185	3.2000e-004	0.0315	1.9000e-004	0.0317	8.5400e-003	1.8000e-004	8.7100e-003	0.0000	30.2270	30.2270	1.0900e-003	9.8000e-004	30.5477
Total	0.0157	0.0107	0.1185	3.2000e-004	0.0315	1.9000e-004	0.0317	8.5400e-003	1.8000e-004	8.7100e-003	0.0000	30.2270	30.2270	1.0900e-003	9.8000e-004	30.5477

3.11 Architectural Coating Phase IV - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.8962					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0155	0.1037	0.1637	2.7000e-004		4.6600e-003	4.6600e-003		4.6600e-003	4.6600e-003	0.0000	23.1070	23.1070	1.2600e-003	0.0000	23.1385
Total	0.9117	0.1037	0.1637	2.7000e-004		4.6600e-003	4.6600e-003		4.6600e-003	4.6600e-003	0.0000	23.1070	23.1070	1.2600e-003	0.0000	23.1385

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3.11 Architectural Coating Phase IV - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0174	0.0113	0.1310	3.7000e-004	0.0475	2.2000e-004	0.0477	0.0126	2.0000e-004	0.0128	0.0000	34.9418	34.9418	1.1700e-003	1.0900e-003	35.2951
Total	0.0174	0.0113	0.1310	3.7000e-004	0.0475	2.2000e-004	0.0477	0.0126	2.0000e-004	0.0128	0.0000	34.9418	34.9418	1.1700e-003	1.0900e-003	35.2951

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.8962					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0155	0.1037	0.1637	2.7000e-004		4.6600e-003	4.6600e-003		4.6600e-003	4.6600e-003	0.0000	23.1069	23.1069	1.2600e-003	0.0000	23.1384
Total	0.9117	0.1037	0.1637	2.7000e-004		4.6600e-003	4.6600e-003		4.6600e-003	4.6600e-003	0.0000	23.1069	23.1069	1.2600e-003	0.0000	23.1384

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3.11 Architectural Coating Phase IV - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0174	0.0113	0.1310	3.7000e-004	0.0372	2.2000e-004	0.0374	0.0101	2.0000e-004	0.0103	0.0000	34.9418	34.9418	1.1700e-003	1.0900e-003	35.2951
Total	0.0174	0.0113	0.1310	3.7000e-004	0.0372	2.2000e-004	0.0374	0.0101	2.0000e-004	0.0103	0.0000	34.9418	34.9418	1.1700e-003	1.0900e-003	35.2951

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.6518	2.8169	19.8758	0.0338	3.6161	0.0284	3.6445	0.9684	0.0266	0.9950	0.0000	3,194.4423	3,194.4423	0.2803	0.1908	3,258.3122
Unmitigated	2.6518	2.8169	19.8758	0.0338	3.6161	0.0284	3.6445	0.9684	0.0266	0.9950	0.0000	3,194.4423	3,194.4423	0.2803	0.1908	3,258.3122

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	1,105.32	1,105.32	1105.32	2,047,525	2,047,525
City Park	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	2,423.66	2,423.66	2423.66	3,033,676	3,033,676
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	353.43	353.43	353.43	322,945	322,945
Regional Shopping Center	1,741.41	1,741.41	1741.41	2,333,958	2,333,958
Single Family Housing	1,000.64	1,000.64	1000.64	1,853,612	1,853,612
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	6,624.46	6,624.46	6,624.46	9,591,717	9,591,717

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	8.30	4.50	4.90	25.60	9.90	64.50	86	11	3
City Park	6.60	5.50	6.40	33.00	48.00	19.00	66	28	6

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant w/o Drive	6.60	5.50	6.40	1.50	79.50	19.00	51	37	12
Other Asphalt Surfaces	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Quality Restaurant	6.60	5.50	6.40	12.00	69.00	19.00	38	18	44
Regional Shopping Center	6.60	5.50	6.40	16.30	64.70	19.00	54	35	11
Single Family Housing	8.30	4.50	4.90	25.60	9.90	64.50	86	11	3
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
City Park	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Fast Food Restaurant w/o Drive Thru	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Other Asphalt Surfaces	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Parking Lot	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Quality Restaurant	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Regional Shopping Center	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849
Single Family Housing	0.499590	0.054528	0.207373	0.147926	0.027658	0.006798	0.011091	0.006226	0.000954	0.000578	0.029982	0.003446	0.003849

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	112.3053	112.3053	0.0182	2.2000e-003	113.4158
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	161.4068	161.4068	0.0261	3.1700e-003	163.0028
Natural Gas Mitigated	0.0284	0.2451	0.1235	1.5500e-003		0.0196	0.0196		0.0196	0.0196	0.0000	280.6444	280.6444	5.3800e-003	5.1500e-003	282.3121
Natural Gas Unmitigated	0.0284	0.2451	0.1235	1.5500e-003		0.0196	0.0196		0.0196	0.0196	0.0000	280.6444	280.6444	5.3800e-003	5.1500e-003	282.3121

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	1.49004e+006	8.0300e-003	0.0687	0.0292	4.4000e-004		5.5500e-003	5.5500e-003		5.5500e-003	5.5500e-003	0.0000	79.5140	79.5140	1.5200e-003	1.4600e-003	79.9865
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o Drive Thru	457652	2.4700e-003	0.0224	0.0188	1.3000e-004		1.7000e-003	1.7000e-003		1.7000e-003	1.7000e-003	0.0000	24.4221	24.4221	4.7000e-004	4.5000e-004	24.5672
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	457652	2.4700e-003	0.0224	0.0188	1.3000e-004		1.7000e-003	1.7000e-003		1.7000e-003	1.7000e-003	0.0000	24.4221	24.4221	4.7000e-004	4.5000e-004	24.5672
Regional Shopping Center	31005	1.7000e-004	1.5200e-003	1.2800e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.6545	1.6545	3.0000e-005	3.0000e-005	1.6644
Single Family Housing	2.82273e+006	0.0152	0.1301	0.0554	8.3000e-004		0.0105	0.0105		0.0105	0.0105	0.0000	150.6317	150.6317	2.8900e-003	2.7600e-003	151.5268
Total		0.0284	0.2451	0.1235	1.5400e-003		0.0196	0.0196		0.0196	0.0196	0.0000	280.6444	280.6444	5.3800e-003	5.1500e-003	282.3121

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5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	1.49004e+006	8.0300e-003	0.0687	0.0292	4.4000e-004		5.5500e-003	5.5500e-003		5.5500e-003	5.5500e-003	0.0000	79.5140	79.5140	1.5200e-003	1.4600e-003	79.9865
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o Drive Thru	457652	2.4700e-003	0.0224	0.0188	1.3000e-004		1.7000e-003	1.7000e-003		1.7000e-003	1.7000e-003	0.0000	24.4221	24.4221	4.7000e-004	4.5000e-004	24.5672
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	457652	2.4700e-003	0.0224	0.0188	1.3000e-004		1.7000e-003	1.7000e-003		1.7000e-003	1.7000e-003	0.0000	24.4221	24.4221	4.7000e-004	4.5000e-004	24.5672
Regional Shopping Center	31005	1.7000e-004	1.5200e-003	1.2800e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.6545	1.6545	3.0000e-005	3.0000e-005	1.6644
Single Family Housing	2.82273e+006	0.0152	0.1301	0.0554	8.3000e-004		0.0105	0.0105		0.0105	0.0105	0.0000	150.6317	150.6317	2.8900e-003	2.7600e-003	151.5268
Total		0.0284	0.2451	0.1235	1.5400e-003		0.0196	0.0196		0.0196	0.0196	0.0000	280.6444	280.6444	5.3800e-003	5.1500e-003	282.3121

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5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use kWh/yr	Total CO2 MT/yr	CH4 MT/yr	N2O MT/yr	CO2e MT/yr
Apartments Low Rise	613213	56.7367	9.1800e-003	1.1100e-003	57.2978
City Park	0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o Drive Thru	71031.4	6.5721	1.0600e-003	1.3000e-004	6.6371
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	15345.7	1.4199	2.3000e-004	3.0000e-005	1.4339
Parking Lot	5880	0.5440	9.0000e-005	1.0000e-005	0.5494
Quality Restaurant	71031.4	6.5721	1.0600e-003	1.3000e-004	6.6371
Regional Shopping Center	137668	12.7375	2.0600e-003	2.5000e-004	12.8635
Single Family Housing	830321	76.8245	0.0124	1.5100e-003	77.5841
Total		161.4068	0.0261	3.1700e-003	163.0028

River Terrace Proposed Project - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	554247	51.2810	8.3000e-003	1.0100e-003	51.7881
City Park	-58965.6	-5.4557	-0.0009	-0.0001	-5.5097
Fast Food Restaurant w/o Drive Thru	12065.8	1.1164	1.8000e-004	2.0000e-005	1.1274
Other Asphalt Surfaces	-58965.6	-5.4557	-0.0009	-0.0001	-5.5097
Parking Lot	-43619.8	-4.0359	-0.0007	-0.0001	-4.0758
Parking Lot	-53085.6	-4.9117	-0.0008	-0.0001	-4.9602
Quality Restaurant	12065.8	1.1164	1.8000e-004	2.0000e-005	1.1274
Regional Shopping Center	78701.9	7.2818	1.1800e-003	1.4000e-004	7.3538
Single Family Housing	771356	71.3687	0.0116	1.4000e-003	72.0745
Total		112.3053	0.0182	2.1900e-003	113.4158

6.0 Area Detail

6.1 Mitigation Measures Area

River Terrace Proposed Project - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.2794	0.0220	1.9104	1.0000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	3.1248	3.1248	3.0000e-003	0.0000	3.1999
Unmitigated	2.2794	0.0220	1.9104	1.0000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	3.1248	3.1248	3.0000e-003	0.0000	3.1999

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1660					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.0558					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0576	0.0220	1.9104	1.0000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	3.1248	3.1248	3.0000e-003	0.0000	3.1999
Total	2.2794	0.0220	1.9104	1.0000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	3.1248	3.1248	3.0000e-003	0.0000	3.1999

River Terrace Proposed Project - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1660					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.0558					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0576	0.0220	1.9104	1.0000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	3.1248	3.1248	3.0000e-003	0.0000	3.1999
Total	2.2794	0.0220	1.9104	1.0000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	3.1248	3.1248	3.0000e-003	0.0000	3.1999

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

River Terrace Proposed Project - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	22.2655	0.0267	0.0156	27.5754
Unmitigated	26.5087	0.0331	0.0195	33.1329

River Terrace Proposed Project - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	9.83826 / 6.20238	10.4148	0.0131	7.7100e-003	13.0386
City Park	0 / 3.39572	1.0997	1.8000e-004	2.0000e-005	1.1105
Fast Food Restaurant w/o Drive Thru	2.33417 / 0.14899	2.0427	3.0400e-003	1.8200e-003	2.6610
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2.33417 / 0.14899	2.0427	3.0400e-003	1.8200e-003	2.6610
Regional Shopping Center	3.41697 / 2.09427	3.5978	4.5500e-003	2.6800e-003	4.5089
Single Family Housing	6.90633 / 4.35399	7.3111	9.2000e-003	5.4100e-003	9.1529
Total		26.5087	0.0331	0.0195	33.1329

River Terrace Proposed Project - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	7.87061 / 6.20238	8.7336	0.0106	6.1700e-003	10.8366
City Park	0 / 3.39572	1.0997	1.8000e-004	2.0000e-005	1.1105
Fast Food Restaurant w/o Drive Thru	1.86734 / 0.14899	1.6438	2.4300e-003	1.4600e-003	2.1385
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	1.86734 / 0.14899	1.6438	2.4300e-003	1.4600e-003	2.1385
Regional Shopping Center	2.73357 / 2.09427	3.0139	3.6600e-003	2.1400e-003	3.7441
Single Family Housing	5.52506 / 4.35399	6.1308	7.4000e-003	4.3300e-003	7.6071
Total		22.2655	0.0267	0.0156	27.5754

8.0 Waste Detail

8.1 Mitigation Measures Waste

River Terrace Proposed Project - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	68.9089	3.4170	0.0000	154.3333
Unmitigated	68.9089	3.4170	0.0000	154.3333

River Terrace Proposed Project - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	69.46	14.4243	0.7153	0.0000	32.3057
City Park	0.25	0.0519	2.5700e-003	0.0000	0.1163
Fast Food Restaurant w/o Drive Thru	88.58	18.3948	0.9121	0.0000	41.1983
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	7.02	1.4578	0.0723	0.0000	3.2650
Regional Shopping Center	48.44	10.0592	0.4988	0.0000	22.5293
Single Family Housing	118.08	24.5209	1.2159	0.0000	54.9187
Total		68.9089	3.4170	0.0000	154.3332

River Terrace Proposed Project - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	69.46	14.4243	0.7153	0.0000	32.3057
City Park	0.25	0.0519	2.5700e-003	0.0000	0.1163
Fast Food Restaurant w/o Drive Thru	88.58	18.3948	0.9121	0.0000	41.1983
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	7.02	1.4578	0.0723	0.0000	3.2650
Regional Shopping Center	48.44	10.0592	0.4988	0.0000	22.5293
Single Family Housing	118.08	24.5209	1.2159	0.0000	54.9187
Total		68.9089	3.4170	0.0000	154.3332

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

River Terrace Proposed Project - Santa Barbara County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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

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

Equipment Type	Number
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11.0 Vegetation

Appendix C

Project Volume Assessment



River Terrace

Project Volume Analysis

Rincon

16 July 2021



Source: William Hezmalchal Architects, Inc., 2020.

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1. Introduction

1.1 Purpose of this report

The purpose of this report is to assess daily traffic generation and distribution of the updated project to the surrounding roadway network under existing and cumulative conditions.

2. Existing Daily Roadway Volumes

Existing daily volumes were obtained from streetlight for the city roadways and the Caltrans ADT counts for the highway volumes. Figure 2.1 presents the existing ADT volumes in the project area.

Figure 2.1: Existing ADT Volumes



3. Cumulative Daily Roadway Volumes

Cumulative daily volumes were determined by adding the growth delta from the SBCAG model to the existing volumes. Figure 3.1 presents the cumulative ADT volumes in the project area.

Figure 3.1: Cumulative ADT Volumes



4. Project Description

The proposed project has been updated from the original quantities with the project applicant proposing an updated development plan for a master planned residential community with 257 residential units on 24.9-acres (Proposed Project), which would be a reduction of 51 residential units and 17,666 square feet of commercial use compared to the previously approved project.

Site Plan



5. Project Assessment

5.1 Project Trip Generation

The proposed project consists of 257 residential units, of which, 106 are single family detached housing, 76 units are duplex homes, and 75 units are townhomes. Additionally, there are 17,666 square feet of commercial land use. Of the commercial land use, 75% has been analyzed as a shopping center, 12.5% as a restaurant, and 12.5% as winery tasting rooms. Table 5.1 presents the project trip generation used for the plus project scenarios.

Table 5.1: Project Trip Generation

Land Use Category (ITE Code)	Unit ¹	Daily Trip Rate/Unit ²	AM Peak Hour Trip Rate/Unit			PM Peak Hour Trip Rate/Unit		
			Total	In %	Out %	Total	In %	Out %
820 - Shopping Center	ksf	37.75	0.94	62%	38%	3.81	48%	52%
930 - Fast Casual Restaurant	ksf	315.17	2.07	67%	33%	14.13	55%	45%
970 - Winery	Type	45.96	2.07	70%	30%	7.31	50%	50%
210 - Single Family Detached Housing	DU	9.44	0.74	25%	75%	0.99	63%	37%
22 - Multifamily Housing (Low-Rise)	DU	7.32	0.46	23%	77%	0.56	63%	37%
Project Name	Quantity (Units)	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			Total	In	Out	Total	In	Out
Shopping Center	13.2	500	12	8	5	50	24	26
Restaurant	2.2	696	5	3	2	31	17	14
Winery	2.2	101	5	3	1	16	8	8
Single Family Detached Housing	106	1,001	78	20	59	105	66	39
Townhomes and Duplexes	151	1,105	69	16	53	85	53	31
Net New Project Trips		3,404	169	50	120	287	169	118

Notes:

1. 1 ksf = 1,000 square feet DU = dwelling unit

2. Trip rates based on ITE Trip Generation Manual 10th edition fitted-curve equations or average rates

As presented in Table 5.1, the ADT for the updated project is 3,404 vehicles.

5.2 Project Trip Distribution

The project trip distribution was determined using a select zone analysis in the SBCAG model. Figure 5.1 presents the percent split for the project trip distribution.

Figure 5.1: Project Trip Distribution



6. Existing + Project Daily Roadway Volumes

Existing Plus Project daily volumes were obtained by adding the project volumes onto the existing volumes. Figure 6.1 presents the existing plus project ADT volumes in the project area.

Figure 6.1: Existing Plus Project ADT Volumes



7. Cumulative + Project Daily Roadway Volumes

Cumulative Plus Project daily volumes were obtained by adding the project volumes onto the cumulative volumes. Figure 7.1 presents the cumulative plus project ADT volumes in the project area.

Figure 7.1: Cumulative Plus Project ADT Volumes





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Appendix D

Noise Measurement Data

Freq weight : A
 Time weight : SLOW
 Level Range : 40-100
 Max dB : 59.8 - 2021/06/08 10:12:33
 Level Range : 40-100
 SEL : 74.6
 Leq : 45.1

No.s	Date Time	(dB)					
1	2021/06/08 10:11:17	44.8	45.6	46.7	43.6	44.8	
6	2021/06/08 10:11:32	43.8	43.7	46.5	44.3	48.1	
11	2021/06/08 10:11:47	47.5	46.2	46.7	44.9	46.0	
16	2021/06/08 10:12:02	45.3	43.2	43.4	46.5	43.7	
21	2021/06/08 10:12:17	44.4	48.4	44.1	43.2	51.0	
26	2021/06/08 10:12:32	58.7	50.4	46.5	44.0	43.2	
31	2021/06/08 10:12:47	43.5	44.1	43.9	44.4	45.5	
36	2021/06/08 10:13:02	47.1	46.7	45.8	46.4	45.9	
41	2021/06/08 10:13:17	44.1	44.7	44.3	43.8	43.1	
46	2021/06/08 10:13:32	42.9	44.4	43.9	42.8	44.6	
51	2021/06/08 10:13:47	43.5	42.1	41.9	41.4	43.0	
56	2021/06/08 10:14:02	51.2	43.4	42.7	42.8	41.7	
61	2021/06/08 10:14:17	43.1	43.7	43.0	44.7	44.3	
66	2021/06/08 10:14:32	44.6	43.9	42.6	41.6	42.4	
71	2021/06/08 10:14:47	42.0	42.2	42.8	43.4	41.6	
76	2021/06/08 10:15:02	41.7	41.8	41.7	42.4	42.9	
81	2021/06/08 10:15:17	42.0	42.0	42.1	44.4	44.5	
86	2021/06/08 10:15:32	46.4	48.5	45.8	44.2	43.6	
91	2021/06/08 10:15:47	42.6	42.4	44.6	42.4	42.4	
96	2021/06/08 10:16:02	41.5	42.7	42.5	42.2	42.3	
101	2021/06/08 10:16:17	42.2	42.2	44.1	43.0	42.8	
106	2021/06/08 10:16:32	42.0	43.2	42.3	43.2	43.9	
111	2021/06/08 10:16:47	44.3	42.6	43.5	42.1	41.6	
116	2021/06/08 10:17:02	43.1	41.9	41.7	41.3	42.7	
121	2021/06/08 10:17:17	43.1	43.1	45.5	44.0	41.7	
126	2021/06/08 10:17:32	41.7	43.6	45.6	43.0	42.7	
131	2021/06/08 10:17:47	43.3	43.3	43.4	41.9	41.4	
136	2021/06/08 10:18:02	40.6	40.5	40.7	42.2	42.1	
141	2021/06/08 10:18:17	42.2	41.5	41.1	41.8	41.3	
146	2021/06/08 10:18:32	41.6	41.2	40.9	41.5	41.9	
151	2021/06/08 10:18:47	41.3	40.8	41.5	41.5	41.7	
156	2021/06/08 10:19:02	41.1	41.8	41.8	42.2	41.9	
161	2021/06/08 10:19:17	44.4	41.9	41.9	42.7	42.7	
166	2021/06/08 10:19:32	42.7	42.5	44.0	45.0	48.0	
171	2021/06/08 10:19:47	46.9	43.9	43.1	44.3	46.7	
176	2021/06/08 10:20:02	49.4	50.5	48.4	48.3	44.3	
181	2021/06/08 10:20:17	43.0	44.3	42.9	44.4	43.8	
186	2021/06/08 10:20:32	44.2	46.0	46.7	44.5	45.4	
191	2021/06/08 10:20:47	45.3	44.0	45.0	47.3	45.6	
196	2021/06/08 10:21:02	45.2	45.7	44.8	43.6	46.4	
201	2021/06/08 10:21:17	47.4	45.4	47.4	46.3	45.3	
206	2021/06/08 10:21:32	44.4	45.4	45.2	44.3	44.2	
211	2021/06/08 10:21:47	49.2	47.6	43.7	45.5	45.0	
216	2021/06/08 10:22:02	44.6	43.0	42.9	43.4	46.0	
221	2021/06/08 10:22:17	42.8	42.8	44.9	43.6	45.1	
226	2021/06/08 10:22:32	45.8	45.1	47.2	46.7	46.3	
231	2021/06/08 10:22:47	46.8	45.3	45.3	46.0	48.1	
236	2021/06/08 10:23:02	45.2	45.7	45.9	45.9	46.1	
241	2021/06/08 10:23:17	44.7	45.1	47.3	45.4	44.6	
246	2021/06/08 10:23:32	46.6	50.7	49.1	46.3	49.3	
251	2021/06/08 10:23:47	46.1	45.7	45.8	45.9	44.3	
256	2021/06/08 10:24:02	46.9	47.0	46.0	46.0	47.3	
261	2021/06/08 10:24:17	45.4	45.1	47.0	46.6	47.1	
266	2021/06/08 10:24:32	46.1	46.5	46.5	46.1	46.1	
271	2021/06/08 10:24:47	45.8	43.9	47.3	44.7	45.1	
276	2021/06/08 10:25:02	44.2	45.0	46.1	45.2	43.7	
281	2021/06/08 10:25:17	44.5	45.5	45.4	45.5	45.8	
286	2021/06/08 10:25:32	46.0	45.1	46.3	48.1	54.4	
291	2021/06/08 10:25:47	48.2	45.8	44.1	45.2	46.2	
296	2021/06/08 10:26:02	45.0	44.8	44.9	45.0	44.7	

Freq weight : A
 Time weight : SLOW
 Level Range : 40-100
 Max dB : 68.2 - 2021/06/08 11:07:50
 Level Range : 40-100
 SEL : 82.7
 Leq : 53.2

No.s	Date Time	(dB)					
1	2021/06/08 11:00:00	54.6	47.5	44.2	45.6	47.3	
6	2021/06/08 11:00:15	48.6	51.6	57.1	52.2	57.7	
11	2021/06/08 11:00:30	60.4	52.3	46.9	46.2	46.7	
16	2021/06/08 11:00:45	47.3	46.7	47.9	50.8	51.8	
21	2021/06/08 11:01:00	53.9	60.0	65.6	55.6	47.3	
26	2021/06/08 11:01:15	45.2	44.6	45.1	45.5	44.0	
31	2021/06/08 11:01:30	44.5	44.7	45.7	44.7	45.7	
36	2021/06/08 11:01:45	45.8	45.3	45.1	45.4	44.4	
41	2021/06/08 11:02:00	44.5	45.2	48.2	53.4	47.5	
46	2021/06/08 11:02:15	46.4	45.0	44.9	46.5	57.1	
51	2021/06/08 11:02:30	59.4	54.2	60.2	53.3	54.6	
56	2021/06/08 11:02:45	57.1	48.6	45.1	45.4	49.1	
61	2021/06/08 11:03:00	55.6	54.7	47.9	44.9	44.1	
66	2021/06/08 11:03:15	45.3	54.1	49.3	46.9	45.2	
71	2021/06/08 11:03:30	44.7	44.1	45.1	45.6	46.0	
76	2021/06/08 11:03:45	48.7	51.3	57.8	52.2	46.8	
81	2021/06/08 11:04:00	44.9	43.4	44.7	44.9	46.1	
86	2021/06/08 11:04:15	45.3	49.0	57.6	64.1	55.3	
91	2021/06/08 11:04:30	48.6	45.8	45.4	47.5	51.8	
96	2021/06/08 11:04:45	53.8	58.4	54.9	55.0	53.7	
101	2021/06/08 11:05:00	59.4	52.4	48.9	48.0	46.6	
106	2021/06/08 11:05:15	46.1	45.1	48.6	49.6	58.4	
111	2021/06/08 11:05:30	51.4	47.1	45.1	45.2	45.2	
116	2021/06/08 11:05:45	44.7	45.2	44.6	45.1	48.4	
121	2021/06/08 11:06:00	45.9	45.4	44.9	45.1	43.8	
126	2021/06/08 11:06:15	44.4	43.9	46.3	46.3	46.6	
131	2021/06/08 11:06:30	47.0	46.6	47.3	45.8	45.2	
136	2021/06/08 11:06:45	44.9	46.4	46.9	46.9	49.7	
141	2021/06/08 11:07:00	49.1	52.6	52.2	58.5	65.5	
146	2021/06/08 11:07:15	55.0	46.9	44.9	51.0	52.7	
151	2021/06/08 11:07:30	47.2	45.7	45.4	46.7	56.9	
156	2021/06/08 11:07:45	59.9	67.2	58.4	50.6	47.6	
161	2021/06/08 11:08:00	46.3	44.1	44.4	45.0	45.7	
166	2021/06/08 11:08:15	46.8	43.0	43.7	43.6	44.2	
171	2021/06/08 11:08:30	45.0	43.6	43.3	43.2	44.2	
176	2021/06/08 11:08:45	47.6	46.9	47.6	48.5	49.6	
181	2021/06/08 11:09:00	47.6	47.8	46.8	48.0	50.9	
186	2021/06/08 11:09:15	48.4	48.0	48.0	47.2	48.9	
191	2021/06/08 11:09:30	47.3	47.0	45.5	46.1	45.9	
196	2021/06/08 11:09:45	46.5	46.7	46.4	45.9	47.5	
201	2021/06/08 11:10:00	48.3	46.3	44.7	44.7	44.9	
206	2021/06/08 11:10:15	46.8	48.8	48.2	47.4	47.6	
211	2021/06/08 11:10:30	45.4	44.7	47.7	48.1	46.0	
216	2021/06/08 11:10:45	47.5	51.5	57.2	57.3	63.1	
221	2021/06/08 11:11:00	57.3	48.7	46.2	46.3	45.6	
226	2021/06/08 11:11:15	44.9	46.0	48.9	56.1	55.9	
231	2021/06/08 11:11:30	50.6	47.0	48.8	55.8	55.8	
236	2021/06/08 11:11:45	49.0	46.4	47.5	47.5	47.6	
241	2021/06/08 11:12:00	48.7	51.2	54.2	53.6	50.1	
246	2021/06/08 11:12:15	51.5	49.9	47.7	47.2	48.4	
251	2021/06/08 11:12:30	50.5	52.8	60.6	60.2	53.3	
256	2021/06/08 11:12:45	54.0	57.2	53.6	52.4	49.2	
261	2021/06/08 11:13:00	52.1	56.7	51.0	52.2	58.3	
266	2021/06/08 11:13:15	53.9	49.0	47.5	55.5	57.3	
271	2021/06/08 11:13:30	50.9	49.0	47.9	52.6	63.3	
276	2021/06/08 11:13:45	55.5	59.7	52.8	49.2	46.5	
281	2021/06/08 11:14:00	46.0	46.1	46.6	47.4	45.7	
286	2021/06/08 11:14:15	51.7	55.0	48.2	44.3	43.9	
291	2021/06/08 11:14:30	43.9	45.3	45.0	45.8	46.7	
296	2021/06/08 11:14:45	45.6	44.7	45.0	50.1	47.7	

