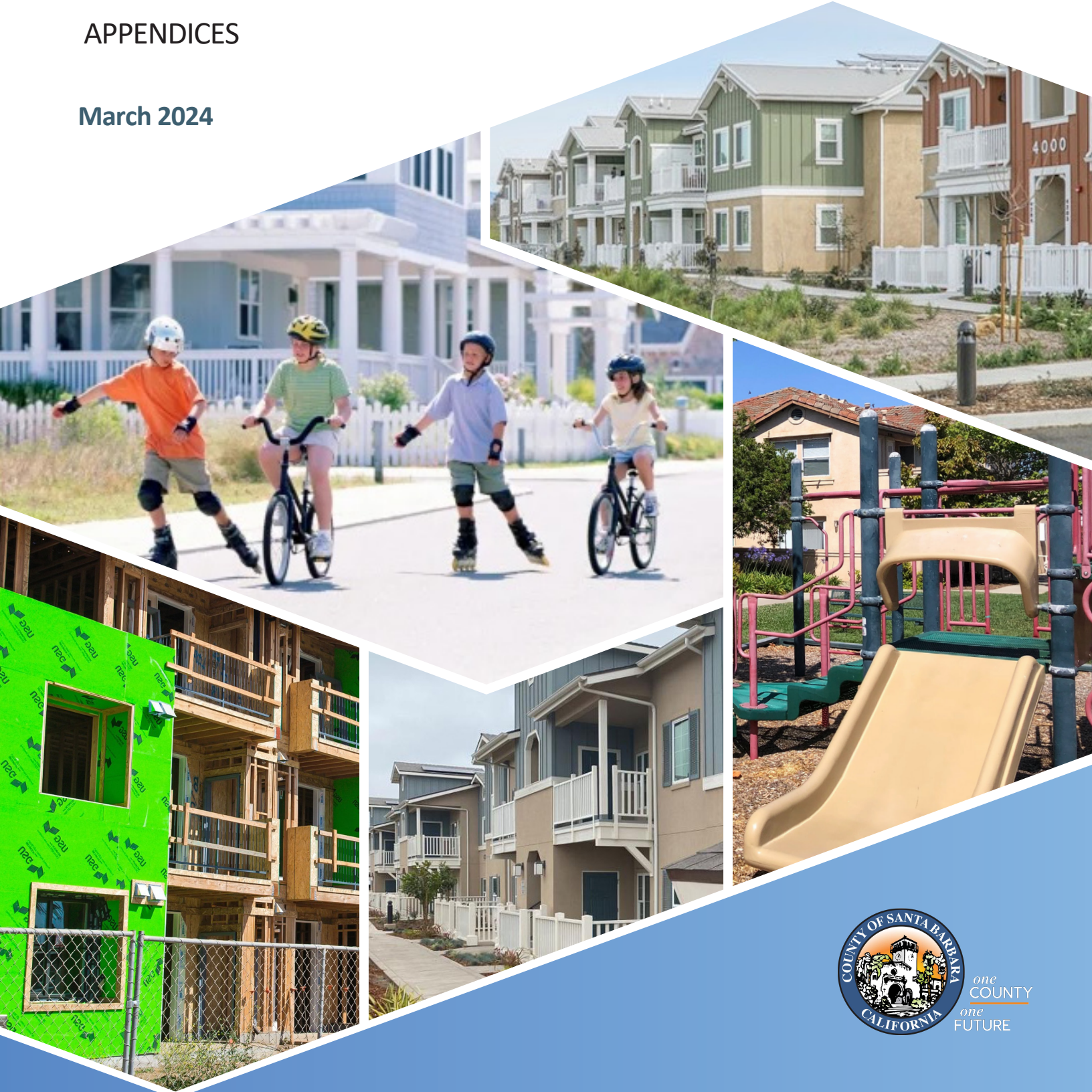


Program Environmental Impact Report (EIR) for the
2023-2031 Housing Element Update
County of Santa Barbara

APPENDICES

March 2024



APPENDIX A

Scoping Summary

This page was intentionally left blank.



one
COUNTY **COUNTY OF SANTA BARBARA**
one
FUTURE Planning & Development

Public Scoping Summary

6th Cycle Housing Element Update Environmental Impact Report

Project Website: <https://www.countyofsb.org/3177/Housing-Element-Update>

Contact:

Hannah Thomas, Project Manager (805) 568-3577
pullenh@countyofsb.org

November 2023

Long Range Planning Division
123 E. Anapamu St. • Santa Barbara, CA 93101 • (805) 568-2000

PAGE INTENTIONALLY LEFT BLANK

1.0 Introduction

The County of Santa Barbara (County) published a Notice of Preparation (NOP) for the proposed 8h Cycle Housing Element Update (Project) on July 21, 2022, announcing the intent to prepare an Environmental Impact Report (EIR) and solicit comments on the scope of the analysis to be provided in the EIR. (See Attachment 1.) The California Environmental Quality Act (CEQA) Guidelines require circulation of an NOP for a minimum 30-day review period. The public comment period included a virtual public meeting on August 11 and concluded on August 18.

The County published a second NOP on August 11, 2022, announcing a virtual scoping meeting on August 25, 2022 and extending the public comment period from August 11 to September 9. (See Attachment 2.) In addition, the second NOP was published alongside an Environmental Scoping Document that described the proposed Project and provided a preliminary review of the potential impacts associated with the proposed Project in accordance with CEQA. A copy of the Environmental Scoping Document is attached. (Attachment 3.) The complete PowerPoint presentation is also attached (Attachment 4) and a complete audio/visual recording of the presentation can be found at: <https://www.countyofsb.org/3177/Housing-Element-Update>.

2.0 Scoping Meeting Summary

Presenters	Attendees
County of Santa Barbara Jessi Steele, Long Range Planning Division, EIR Manager Breanna Alamilla, Long Range Planning Division, Planner Allen Bell, Long Range Planning Division, Supervising Planner Dan Klemann, Long Range Planning Division, Deputy Director Wood Environment & Infrastructure Solutions, Inc. Nick Meisinger, Project Manager Sarah Anderson, Deputy Project Manager	Brandon Sparks-Gillis Brian Smith Catherine Overman Craig Minus G Ciioler Greg Lizer Gwendolyn Tripp John Polanksey Julie Harris Linda Honikman Lindy Hatcher Mary O’Gorman Marell Brooks (Citizens Planning Association) Nancy Emerson (WeWatch) Pete Simmons Taylor Lane Valerie Cantella Van Fleisher

Jessi Steele, County of Santa Barbara, Long Range Planning EIR Manager, provided a welcome to the virtual scoping meeting for the 6th Cycle Housing Element Update EIR and an introduction to the purpose and requirements of the proposed 6th Cycle Housing Element Update. Nick Meisinger, WSP USA Environment & Infrastructure, Inc. (EIR Consultant), provided an overview of the purpose and requirements of the EIR, including a discussion of key environmental topics to be addressed in the EIR. Immediately following the presentation, the County received public comments on the proposed 6th Cycle Housing Element Update and the associated EIR. A summary of the comments received during the 30-day scoping periods – including the comments received

during the virtual scoping meeting – are provided below. A compilation of all comment letters is attached. (See Attachment 5.)

Commenter	Comment Number	Scoping Comment and County Response
Verbal Comments Provided During the Scoping Meeting		
Mary O’Gorman	1-1	<p>1) Consider additional avenues for public outreach during the public scoping period (e.g., press releases, Board hearings, etc.)</p> <ol style="list-style-type: none"> a. Two communities with the South Coast must absorb 73 percent of new units. Those people that are affected the most need to hear about the potential environmental impacts. b. Consider using the mailing lists from the previous Housing Element Update. <p>Response: The County has conducted ongoing public outreach efforts including postings of newsletters, email correspondence, and virtual public meetings using a contact list developed for prior Housing Element Updates. The County released two NOPs; the Second NOP included a revised public comment period (August 11 through September 9) and Scoping Document for an EIR for the County’s 2023-2031 Housing Element Update. The County’s contact list includes 9,847 members of the public who are part of the ‘All County News,’ ‘Housing Element Update’ and ‘Housing Policy’ groups, which includes members of various planning associations across the County. The attached newsletter was posted in the Santa Maria Times on September 7, 2022, reminding the public of the comment period deadline; members of the County’s contact list groups as mentioned above received the same notice via email on August 11, 2022. On August 25, 2022, the County held a virtual meeting to discuss the scope of environmental review and receive verbal comment.</p> <p>Additional County noticing and public workshops conducted on behalf of the project include the following:</p> <ul style="list-style-type: none"> • Housing Element Status Update – Presentation to the County Planning Commission (June 8, 2022) • Housing Element Workshop – County and Cities of Santa Barbara, Goleta, and Carpinteria (June 22, 2022) • Housing Element Status Update – Presentation to the Montecito Planning Commission (June 29, 2022) <p>The County will continue to target some of the upcoming outreach efforts regarding the suitable sites inventory (e.g., one North County and one South Coast general Housing Element Update workshop) and will be accept comments on the sites inventory for the next few months, allowing additional and ongoing opportunities for public involvement.</p>

Commenter	Comment Number	Scoping Comment and County Response
	1-2	<p>1) Look at policies on how to retain lower- and middle-income housing.</p> <ul style="list-style-type: none"> a. Short-term rentals are eating up a lot of work force housing. For example, there are dozens of homes and rooms that are being marketed to families of UCSB students and vacationers. b. Consider revisions to the Short-Term Rental Ordinance. c. Home-stay permits are being abused – these homes used to be occupied by the local work force. d. Look at who is occupying the ADUs, what are the rents on the ADUs. The Housing Element Update should add homes, not additional rental units. <p>Response: Section 3.10, <i>Land Use and Planning</i> will provide a dedicated subsection that will discuss new policies and programs as well as changes to existing land uses to meet the County’s RHNA, including low-income housing targets. The EIR will programmatically address potential policy consistency issues regarding land use compatibility, resource preservation, road geometrics and safety, and other land use issues of possible community concern, including the existing Short-Term Rental Ordinance, Home Stay Permits, and use of ADUs.</p>
	1-3	<p>Please ensure the numbers in the previous Housing Element are correct, they seemed low. For example, no additional units have been built in the Eastern Goleta Valley following the adoption of the previous Housing Element Update.</p> <p>Response: The Housing Element of a jurisdiction’s General Plan must demonstrate how zoning will accommodate the RHNA The California’s Department of Housing and Community Development (HCD) issues the Regional Housing Need Determination to the SBCAG region. The RHNA and Housing Element Updates do not approve permit specific development or construction. Additionally, market forces, among other factors are well beyond a jurisdiction’s control and have considerable influence over whether housing units in each income category are constructed. Section 3.2, <i>Agricultural Resources</i> will include discussion of existing areas zoned as agriculture within the County’s unincorporated areas that may be subject to rezones as part of the proposed Project.</p>

Commenter	Comment Number	Scoping Comment and County Response
Brandon Sparks-Gillis	2-1	<p>Expressed general agreement with other commenter’s concern regarding level of public noticing.</p> <p>Response: Please refer to Scoping Comment Response 1-1 above, discussing the County’s noticing efforts, dates of NOP circulation and public meetings, and noticing distribution lists consistent with requirements of CEQA.</p>
	2-2	<p>The County should consider the existing housing supply versus demand.</p> <ul style="list-style-type: none"> a. The RHNA numbers are questionable b. The Short-Term Rental Ordinance needs to be enforced and monitored. Existing housing opportunities are being abused by Short-Term Rental Ordinance. c. County needs to look at the meaning of “low-income.” It is very expensive and difficult for people to live in Santa Ynez. Low income may be as much as \$200k. <p>Response: The Housing Element of a jurisdiction’s General Plan must demonstrate how zoning will accommodate the RHNA; the RHNA and Housing Element Updates do not approve permit specific development or construction. Additionally, market forces, among other factors are well beyond a jurisdiction’s control and have considerable influence over whether housing units in each income category are constructed.</p> <p>California’s Department of Housing and Community Development (HCD) issues the Regional Housing Need Determination to the SBCAG. HCD determined that the region must zone to accommodate a minimum of 24,856 housing units during this period. HCD calculates the regional determination using information provided by the California Department of Finance and the most recent U.S. Census data regarding overcrowding, cost burden, and vacancy rate. The regional determination includes an overall housing need number, as well as a breakdown of the number of units required in four income distribution categories.</p> <p>The results of a preliminary suitable sites inventory show that the County faces a significant, countywide shortage of low- and very low-income units. The South Coast also faces a shortfall of moderate- and above moderate-income units. Therefore, the County must consider new policies and programs as well as changes to existing land uses to meet its RHNA, such as conversion of agriculture. Potential conversion of agricultural land to provide much needed housing may raise land use policy considerations as the County’s inventory of urban land is limited, which will be discussed in Section 3.10, <i>Land Use and Planning</i>.</p>

Commenter	Comment Number	Scoping Comment and County Response
		<p>Section 3.10 will also discuss land use issues of possible community concern, including effects of policies and programs that would enable the production of housing at varying affordability levels, including environmental effects of re-zoning commercial and/or agricultural lands, and use of other housing strategies including housing retention, special housing needs (farmworker, seniors, houseless, disabilities, etc.), affordability programs, and ADUs/JADUs would be analyzed.</p>
	2-3	<p>Wil the EIR be able to dictate or address the water crisis?</p> <ul style="list-style-type: none"> a. What is the logic of building thousands of new units if we are in a water crisis? b. Will the EIR address the water supply for new housing? <p>Response: Section 3.15, <i>Utilities and Water Supply</i>, will provide a dedicated subsection that will describe the potential impacts to domestic water supply and infrastructure, including groundwater resources, that could result from the implementation of the proposed 6th Cycle Housing Element. A Water Supply Assessment (WSA) will be prepared for the proposed Project consistent with SB 610 to support this analysis and discussion. The WSA will analyze water demand generated by the potential additional units and assess available supplies, including the anticipated change to all local water sources (i.e., groundwater and recycled water). The WSA will assess the consistency of the proposed Project with County goals for water self-sufficiency. The WSA will identify potential impacts associated any shortfalls or inadequacies in existing infrastructure or services (e.g., increased groundwater overdraft), particularly the adequacy of existing water and sewer lines and treatment/pumping facilities serving the County.</p>
	2-4	<p>The traffic commute patterns have changed significantly overtime. The Housing Element Update should locate housing income brackets by their associated job centers.</p> <ul style="list-style-type: none"> a. For example, which populations are commuting from Lompoc to Santa Barbara for work? (This touches on environmental issues such as land use, air quality, greenhouse gas emissions, etc.). b. It is critical to address affordable housing to decrease commuting. <p>Response: A core goal of the RHNA is to accommodate affordable housing near employment centers. The majority of affordable housing levels will be located within urban and urban-rural boundary interface, which has close proximity to commercial, urban, residential, and active transportation infrastructure (such as pedestrian and bike trail connectivity) and</p>

Commenter	Comment Number	Scoping Comment and County Response
		<p>urban services to align with local and State-wide goals for sustainable communities. As such, future construction of housing in these areas is anticipated to benefit commuter miles traveled for low-income persons.</p> <p>A transportation study will be prepared to evaluate vehicle miles traveled (VMT) associated with the proposed 6th Cycle Housing Element Update. While parking is not specifically a CEQA issue (<i>Covina Residents for Responsible Development v. City of Covina</i> [City Ventures, Inc., et al., Real Parties in Interest] [2018] 21 Cal.App.5th 712), the transportation analysis provided in the EIR will assess consistency with adopted programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Section 3.14, <i>Transportation</i> will discuss the findings of transportation study and will consider Caltrans’ recommended mitigation measures to reduce VMT (i.e., Transportation Demand Management [TDM] ordinance and reduced parking requirements).</p>
	2-5	<p>The County should look at land use policies such as deed restrictions, tiering property taxes, etc., not just prioritize new housing that will exacerbate commuter distances, traffic, other environmental harm.</p> <p>Response: The County must demonstrate that the Comprehensive Plan and zoning ordinances provide sufficient opportunities to accommodate its new RHNA under state law. Section 3.10, <i>Land Use and Planning</i> will provide a dedicated subsection that will discuss new policies and programs as well as changes to existing land uses to meet its RHNA. A core objective of the RHNA and Housing Element Update is to place affordable housing next to employment centers, reducing overall commuter distances, resulting in a benefit to VMT and associated environmental thresholds, such as air quality, greenhouse gas emissions.</p>
Nancy Emerson (WE Watch)	3-1	<p>The RHNA numbers the South Coast needs to accommodate are concerning.</p> <p>Response: As discussed above, the Housing Element Update does not approve construction; merely the County is required to demonstrate it has sufficient policies and programs, including zoning, to accommodate the housing need through its zoning and Comprehensive Plan policies. The EIR will include a programmatic assessment of the environmental impacts of the suite of policies and programs that would enable the production of housing at varying affordability levels, including environmental effects of re-zoning commercial and/or agricultural lands, and use</p>

Commenter	Comment Number	Scoping Comment and County Response
		<p>of other housing strategies including housing retention, special housing needs (farmworker, seniors, houseless, disabilities, etc.), affordability programs, and ADUs/JADUs would be analyzed.</p>
	<p>3-2</p>	<p>The programmatic nature of the EIR should be considered. There have been issues with the Program EIR and the Statement of Overriding Considerations prepared for recent cannabis projects.</p> <p>Response: Chapter 1, <i>Introduction</i> of the EIR will discuss the appropriateness of use of a Programmatic EIR for the 6th Cycle Housing Element Update. The State CEQA Guidelines clarify that a Program EIR may be prepared on a series of actions that can be characterized as one large project and are related either 1) geographically; 2) as logical parts in the chain of contemplated actions; 3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or 4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.</p> <p>A program-level analysis for the proposed Project is appropriate in this EIR because:</p> <ul style="list-style-type: none"> • Site-specific details for all potential future housing development, including zoning changes and their site-specific locations are not available at this time, and the type, location, and intensity of future housing development activities is reasonably expected to evolve; • The proposed Project covers a defined geographic area with regional subareas with similar land use characteristics (as further discussed in Chapter 2, <i>Project Description</i>); and • A program-level analysis provides the County with the opportunity to consider “broad policy alternatives and program-wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts” (State CEQA Guidelines Section 15168(b)(4)). <p>As discussed above, the RHNA does not mandate or approve housing on specific sites; rather, the County must demonstrate through its Comprehensive Plan and zoning that it has sufficient policies to meet its RHNA. As such, the EIR will address the environmental impacts of housing ‘buildout’ under the suitable sites inventory, and a programmatic assessment of the environmental impacts of the suite of policies and programs that would enable the production of housing at varying affordability levels.</p>

Commenter	Comment Number	Scoping Comment and County Response
	3-3	<p>To what extent will the EIR be analyzing specific sites?</p> <p>Response: Refer to discussion above. The EIR will programmatically evaluate maximum theoretical buildout of the Housing Sites Inventory. Details regarding the maximum buildout analyzed in the EIR for the purposes of CEQA are presented in Chapter 2, <i>Project Description</i>, and Chapter 3, <i>Environmental Impact Analysis</i> of the EIR. The EIR will not address individual residential and mixed-use development projects. Development under the proposed 6th Cycle Housing Element Update will be considered, evaluated, and approved by the County on a project-by-project basis.</p>
	3-4	<p>Where does support services fit into the environmental analysis?</p> <ol style="list-style-type: none"> a. There is a homeless population that needs support services. b. The Buellton Housing Element Update has built in support services. <p>Response: State law and the RHNA process drive the requirement for the Housing Element Update. The HCD dictates the number of units the County must zone to accommodate the RHNA. As such, the EIR will programmatically evaluate the environmental impacts of maximum theoretical buildout of the Housing Sites Inventory. The Housing Element Update will discuss housing support services in Section 3.12, <i>Population and Housing</i>, but no new programs are proposed or evaluated under the 6th Cycle Housing Element Update.</p>
	3-5	<ol style="list-style-type: none"> 1) How will the EIR take into consideration limits on discretionary decision making for issues such as density, parking, setbacks. <p>Response: No specific projects are currently proposed under the Housing Element Update. Future proposed single and multi-family residential projects would require review and approval by the County. The County recognizes that this document does not include the level of detail necessary to qualify as a Project EIR and anticipates that future related discretionary projects may require more detailed environmental review pursuant to CEQA at the time that they are proposed. In accordance with CEQA Guidelines Section 15168, subsequent activities that involve individual projects proposed in the County pursuant to the proposed Housing Element Update would be evaluated in accordance with this Program EIR to determine whether the proposed project is in conformance with the proposed Housing Element Update and whether additional environmental analysis at</p>

Commenter	Comment Number	Scoping Comment and County Response
		<p>the project-level is needed. If a subsequent discretionary project exceeds the scope of the proposed Housing Element Update (e.g., building height, setbacks, parking, density, etc.) analyzed in this Program EIR, and would have effects that are not identified in the Program EIR, additional project-level environmental review will be required prior to approval of the future project, as applicable.</p>
	3-6	<p>Where does agricultural employee housing fit in?</p> <p>Response: The intent of the proposed 6th Cycle Housing Element Update is to provide additional housing units at variety of affordability levels consistent with the Regional Housing Needs Assessment (RHNA) allocation. The project objectives associated with the 6th Cycle Housing Element Update will be described in more detail in Chapter 2, <i>Project Description</i> and impacts on the available housing stock will be described in detail in Section 3.13, <i>Population and Housing</i>.</p>
	3-7	<p>How will EIR consider land use planning and State housing laws that limit density, parking, setbacks. This is particularly important for the Santa Ynez Valley near urban-rural boundaries?</p> <p>Response: Section 3.10, <i>Land Use and Planning</i> will discuss the proposed Housing Element Update’s consistency with state housing laws. If there are not enough available sites to accommodate the RHNA, consistent with density requirements, sites must be rezoned to demonstrate the County’s Comprehensive Plan is consistent with state housing law. The EIR will programmatically evaluate the environmental impacts of land use changes as a result of rezones to accommodate the RHNA.</p>
	3-8	<p>How will the EIR weigh in on the impact for state penalties if RHNA is not met?</p> <p>Response: California law requires that cities comply with state housing laws through adoption of necessary local policies and regulations. In some cases, funding from state/federal housing programs can only be accessed if the jurisdiction has a compliant Housing Element. In other cases, a compliant Housing Element is not a requirement for funding, however, they are more competitive when seeking grants. In addition to the funding options available to jurisdictions with compliant Housing Elements (discussed above), California law contains potential penalties for jurisdictions that fail to update their Housing Element in response to the RHNA. In recent years, the State has taken a stronger stance against jurisdictions without compliant Housing Elements, including taking legal action. These penalties only apply if a jurisdiction fails to update its Housing Element to</p>

Commenter	Comment Number	Scoping Comment and County Response
		<p>accommodate its RHNA. These penalties, however, can be challenging for many jurisdictions. For example, HCD can require a jurisdiction that fails to identify adequate sites to address its RHNA to meet this unmet allocation in the next housing cycle.</p> <p>If a challenge is successful, courts can impose a variety of remedies, including putting limitations on local authority over development review, placing HCD in charge of development review, prohibiting the jurisdiction from approving non-residential development, or mandating rezoning. These remedies would remain in effect until the jurisdiction's Housing Element is brought into compliance. Successful plaintiffs also may receive attorney fees.</p>
Marell Brooks (Citizens Planning Association)	4-1	<p>Expressed general agreement with Mary O’Gorman and Brandon Sparks-Gillis regarding public noticing.</p> <p>Response: Refer to comment response 1-1 above regarding County’s noticing efforts on behalf of the proposed project.</p>
	4-2	<p>Page 3 of Environmental Scoping Document references “reducing regulatory barriers.” The State is providing this language? A different word should be used (e.g., constraints).</p> <p>Response: This comment has been noted.</p>
	4-3	<p>Lompoc has been rezoned as a part of the previous Housing Element Update; however, there has not been any new residential development.</p> <p>Response: The Housing Element of a jurisdiction’s General Plan must demonstrate how zoning will accommodate the RHNA; the RHNA and Housing Element Updates do not approve permit specific development or construction. Additionally, market forces, among other factors are well beyond a jurisdiction’s control and have considerable influence over whether housing units in each income category are constructed. Section 3.2, <i>Agricultural Resources</i> will include discussion of existing agriculture zoning areas within the County’s unincorporated areas that may be subject to rezones as part of the proposed Housing Element Update.</p>
	4-4	<p>As the County prepares the EIR, studies should evaluate what has already been re-zoned and what has (or has not) been built before further rezones.</p> <p>Response: The County required by state law to show compliance through zoning and programs the RHNA allocation can be met; it</p>

Commenter	Comment Number	Scoping Comment and County Response
		<p>does not set into motion any approvals or plans for development, nor require assessment of past Housing Element Update cycles. As discussed in comment response 4-3 above, Section 3.2, <i>Agricultural Resources</i> will include discussion of existing agriculture zoning areas within the County’s unincorporated areas that may be subject to rezones as part of the proposed Housing Element Update.</p>
	4-5	<p>The EIR should evaluate consistency with existing plans. The Housing Element Update needs to be consistent with existing policies.</p> <p>Response: Section 3.10, <i>Land Use and Planning</i> will include a Policy Consistency table evaluating the proposed Housing Element Update 's consistency with existing State and County policies.</p>
	4-6	<p>Water supply is a major issue. The County is expecting a 13-percent increase in population but will have 10-percent less water.</p> <p>Response: Please refer to the comment response 2-3. Discussion of available water supply existing conditions and evaluation of impacts under the proposed Housing Element Update will be evaluated in Section 3.15, <i>Utilities and Water Supply</i>.</p>
	4-7	<p>The Citizens Planning Association has reached out to other jurisdictions to see how they are handling Alternatives. Look at what other counties are doing, other counties are handling things differently. Counties such as Marin are looking at the realities of the numbers.</p> <p>Response: Chapter 4, <i>Alternatives Analysis</i> will include a detailed discussion and analysis of potential alternatives to the Project, including discussion of the alternatives selection methodology, and alternatives that were considered, but ultimately discarded.</p>
Written Comments Provided During the Scoping Period		
Santa Barbara County Air Pollution Control District (District)	5-1	<p>District staff reviewed the NOP and concurred that air quality impacts should be addressed in the EIR. The District’s guidance document, entitled Scope and Content of Air Quality Sections in Environmental Documents (updated January 2022), is available online at www.ourair.org/land-use/. This document should be referenced for general guidance in assessing air quality impacts.</p> <p>The EIR should evaluate the following potential impacts related to the Housing Element Update:</p> <p>1. Proximity to Highway 101. When reviewing and</p>

Commenter	Comment Number	Scoping Comment and County Response
		<p>commenting on land use projects throughout the cities and unincorporated areas of Santa Barbara County, District staff have consistently recommended that sensitive land uses (residences, schools, medical facilities, etc.) should not be sited within 500 feet of the freeway. This is based on guidance from the California Air Resources Board (Air Quality and Land Use Handbook: A Community Health Perspective, CARB, 2005) and supplemented by information that we have gathered and presented (please reference the attached summary, entitled “Public Health and High Traffic Roadways”).</p> <p>These materials summarize the numerous studies that have demonstrated a correlation between proximity to high-traffic roads, respiratory illness, and cardiovascular disease. Many studies have shown that living in proximity to freeways and other high traffic roads leads to respiratory and other non-cancer health effects such as reduced lung function, reduced heart health, increased asthma and bronchitis, and increased medical visits. The proximity-based studies do not identify specific pollutants, nor do they utilize dose-response relationships to discern an acceptable level of a pollutant or pollutants that adequately protects public health. Although various mitigation strategies are currently being researched and implemented, the consensus to date is that the best way to protect human health is to retain a distance of 500 feet or greater between the sensitive receptors and the roadway. Commercial or visitor-serving land uses, with less long-term health implications, should be considered for locations closer to the freeway.</p> <p>If, after consideration of the health concerns and other alternatives, new development is still planned within 500 feet of a freeway or a high traffic roadway, we recommend that the project be designed to minimize exposure to roadway-related pollutants and mitigated to the maximum extent feasible. Design features may include maximizing the distance between the roadway and sensitive receptors, locating air intake at the non-roadway facing sides of buildings, and ensuring that windows nearest to the roadway do not open. Mitigation measures may include installing mechanical ventilation systems with fresh air filtration and constructing a physical barrier between the roadway source and receptors of pollutants (e.g., sound wall or vegetative planting). For additional guidance refer to the attached “APCD Guidance for Development near Busy Roadways in Santa Barbara County” and available at www.ourair.org/land-use/#AirQualityandLandUse.</p> <p>Response: Section 3.3, <i>Air Quality</i> will document the existing climatic and air quality conditions in Santa Barbara County, including proximity to existing emission sources, relevant to Santa</p>

Commenter	Comment Number	Scoping Comment and County Response
		<p>Barbara County Air Pollution Control District (SBCAPCD), State, and federal regulatory standards and thresholds, and attainment/nonattainment pollutants for the South Central Coast Air Basin (Basin). This discussion will provide an existing setting discussion and evaluation of potential housing area locations relative to the distance from Hwy 101. Other sensitive receptors in proximity to key housing areas will be identified and evaluated for impacts related to implementation of the proposed Housing Element Update.</p>
	5-2	<p>Attainment Status and Consistency with the District’s Ozone Plan. Attainment status for the County is posted on the District website at www.ourair.org/air-quality-standards. The most recent Ozone Plan (previously known as the Clean Air Plan) was adopted in December 2019 and is available at www.ourair.org/clean-air-plans. The District website should be consulted for the most up-to-date air quality information prior to the release of the Draft EIR.</p> <p>Consistency with local and regional plans, including the District’s 2019 Ozone Plan, is required under CEQA for all projects. Consistency with the Ozone Plan should be evaluated on a case-by-case basis, and the EIR should include an assessment of whether direct and indirect emissions associated with the project are accounted for in the Ozone Plan’s emissions growth assumptions, and whether the project is consistent with policies adopted in the Ozone Plan. The Ozone Plan relies primarily on land use, population, and on-road emissions projections provided by the California Air Resources Board (CARB) as a basis for vehicle emission forecasting.</p> <p>Response: As discussed in response to comment 5-1, the EIR will evaluate impacts of the proposed Housing Element Update relevant to Santa Barbara County Air Pollution Control District (SBCAPCD), State, and federal regulatory standards and thresholds, and attainment/nonattainment pollutants for the South-Central Coast Air Basin (Basin).</p> <p>The EIR will provide an up-to-date description of the current regulatory setting regarding greenhouse gas (GHG) emissions and climate change and assess consistency with Assembly Bill (AB) 32, Senate Bill (SB) 32, SB 375, State Attorney General, Office of Planning and Research and Climate Action Team recommendations, the County’s Comprehensive Plan and Climate Change Vulnerability Assessment, the Ozone Plan, and other recent State and federal regulations and standards.</p>
	5-3	<p>Land Use Conflicts Related to Mixed Use Incompatibility and</p>

Commenter	Comment Number	Scoping Comment and County Response
		<p>Air Pollutant Emissions. The EIR should examine whether any of the operations associated with the proposed project will result in air quality impacts to sensitive land uses such as residential, childcare facilities, schools, or senior living communities. As individual projects move forward, it is important to keep in mind that some uses may not be compatible and could result in potential nuisance problems and/or health risk impacts (i.e. odors, dust, toxic air contaminants such as diesel particulate emissions from trucks). Therefore, we recommend that siting of individual uses near sensitive receptors be carefully evaluated to avoid potential nuisance issues and minimize exposure to air pollutant emissions.</p> <p>Response: As discussed in comment response 5-1, Section 3.3, <i>Air Quality</i> will identify, and discuss impacts to, sensitive receptors. This discussion will include potential land use conflicts, such as discussion of proposed housing area locations relative to distance to Hwy 101.</p>
	5-4	<p>Increase in Criteria Pollutant Emissions from Proposed Project. The EIR should present significance thresholds for ozone precursor emissions (reactive organic compounds [ROC], and oxides of nitrogen [NO_x]) and particulate matter and determine whether the proposed project will produce emissions in excess of the thresholds. The District’s Environmental Review Guidelines for the Santa Barbara County APCD (available at www.ourair.org/environmental-review-guidelines/) contains the District Board-adopted criteria for evaluating the significance of air quality impacts for District projects. In the absence of locally adopted thresholds, the District recommends that these thresholds be used to determine the significance of air quality impacts.</p> <p>If the proposed project exceeds the significance thresholds for air quality, mitigation should be applied to reduce those emissions as appropriate under CEQA. Section 6 of the District’s <i>Scope and Content</i> document offers ideas for air quality mitigation. However, project-specific measures should be developed that are pertinent to the specific project. Mitigation measures should be enforceable through permit conditions, agreements, or other legally binding instruments. The EIR should include a Mitigation Monitoring and Reporting Plan (MMRP) that explicitly states the required mitigations and establishes a mechanism for enforcement.</p> <p>Response: Section 3.3, <i>Air Quality</i> will utilize significance thresholds for ozone precursor emissions (reactive organic compounds [ROC], and oxides of nitrogen [NO_x]) and particulate matter to determine whether the proposed project will produce emissions in excess of the thresholds utilizing the District’s</p>

Commenter	Comment Number	Scoping Comment and County Response
		<p>Environmental Review Guidelines for the Santa Barbara County APCD.</p> <p>The EIR will provide programmatic information on net new vehicle trip generation estimates provided in the Vehicle Miles Traveled Technical Analysis (Section 3.14, <i>Transportation</i>), the potential effects of active transportation (e.g., cycling, walking) on emissions reduction, and available programmatic information on stationary source emissions, and land use conflicts. Based on available data, the EIR will present programmatic criteria pollutant and GHG emissions calculations to inform the impact analysis using the latest edition of CalEEMod. The EIR will quantify direct (e.g., increased traffic and construction equipment) and indirect (e.g., electrical power generation) emissions for temporary construction and ongoing operational emissions. GHG emissions will be calculated individually and collectively as carbon dioxide equivalent (CO₂e) from construction activities and operational emissions. The EIR will also assess the consistency of the proposed Housing Element Update with regulations and policies, including the Comprehensive Plan and the Air Quality Attainment Plan as well as the Climate Action Plan and other applicable GHG policies. An analysis of the proposed Housing Element Update’s contribution to GHGs, and compliance with APCD and state controls relating to GHGs, will also be provided in Section 3.7, <i>Greenhouse Gas Emissions</i>.</p> <p>A Mitigation Monitoring and Reporting Plan (MMRP) will be developed to reduce impacts to air quality and GHGs where feasible, which will explicitly state the required mitigations and establish a mechanism for enforcement.</p>
	5-5	<p>Construction Impacts. The EIR should include a description and quantification of potential air quality impacts associated with construction activities for the proposed project. Section 6 of the District’s <i>Scope and Content</i> document presents recommended mitigation measures for fugitive dust and equipment exhaust emissions associated with construction projects. Construction mitigation measures should be enforced as conditions of approval for the project. The EIR should include a Mitigation Monitoring and Reporting Plan that explicitly states the required mitigation and establishes a mechanism for enforcement.</p> <p>Response: Refer to comment response 5-4 above. Section 3.3, <i>Air Quality</i> will quantify potential air quality impacts associated with construction. This section will also include discussion of incorporation of the district’s recommended mitigation measures for fugitive dust and emissions. The MMRP will state the required mitigation and establish the mechanism for enforcement.</p>

Commenter	Comment Number	Scoping Comment and County Response
	5-6	<p>Asbestos Reporting Requirements. If the project will involve any demolition or renovation of existing structures, the EIR should include a discussion of how materials will be removed in compliance with District Rule 1001 – National Emission Standards for Hazardous Air Pollutants (NESHAP) – Asbestos. Advance notification to the District may be required before asbestos is disturbed and/or removed. For additional information regarding asbestos notification requirements, please visit our website at http://www.ourair.org/asbestos/.</p> <p>Response: Consistent with SBCAPCD rules and regulations, as well as locally adopted thresholds and guidelines for implementation of CEQA, the EIR will analyze potential impacts associated with future demolition of existing structures and treatment, handling, and release of asbestos containing materials in Section 3.3, <i>Air Quality</i>, as well as Section 3.8, <i>Hazards and Hazardous Materials</i>.</p>
	5-7	<p>Global Climate Change/Greenhouse Gas Impacts. The EIR should include a quantification of greenhouse gas (GHG) emissions from all project sources (direct and indirect), present significance thresholds, and determine the significance of impacts. In addition, we recommend that climate change impacts be mitigated to the extent reasonably possible, whether or not they are determined to be significant.</p> <p>At a minimum, the Housing Element Update should include any feasible greenhouse gas reduction measures as applicable from the following sector-based list:</p> <ul style="list-style-type: none"> • Energy use (energy efficiency, low carbon fuels, renewable energy) • Water conservation (improved practices and equipment, landscaping) • Waste reduction (material re-use/recycling, composting, waste diversion, waste minimization) • Architectural features (green building practices, cool roofs) • Transportation (reduce vehicle miles traveled, vehicle trips, and peak-hour travel, compact and transit-oriented development, pedestrian- and bicycle-friendly communities) • Electric Vehicle Infrastructure (EV charger installation, installation of pre-wiring for future EV chargers) see www.ourair.org/sbc/plug-in-central-coast/ for more information. <p>For guidance regarding greenhouse gas analysis for CEQA environmental documents, please refer to the CAPCOA CEQA & Climate Change document available at www.capcoa.org.</p>

Commenter	Comment Number	Scoping Comment and County Response
		<p>CAPCOA has also published Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, an extensive sector-by-sector compendium of project-specific mitigation measures, including quantification methods to calculate GHG reductions. The Handbook is available at www.calemod.com/handbook/index.html. In addition, the District has identified some potential strategies for local GHG mitigation that could be implemented in Santa Barbara County; these strategies are summarized and posted on the District’s website at www.ourair.org/ghgmitigation-sbc/.</p> <p>Response: As discussed in comment response 5-4 above, EIR Section 3.7, <i>Greenhouse Gas Emissions</i> will present programmatic GHG emissions calculations to inform the impact analysis. GHG emissions will be calculated individually and collectively as carbon dioxide equivalent (CO₂e) from construction activities and operational emissions. The County will utilize the CAPCOA CEQA & Climate Change document to assess impacts to GHG.</p> <p>The EIR will also assess the consistency of the proposed Housing Element Update with regulations and policies, including the Comprehensive Plan and the Air Quality Attainment Plan as well as the Climate Action Plan and other applicable GHG policies. An analysis of the proposed Housing Element Update’s contribution to GHGs, and compliance with APCD and state controls relating to GHGs, will be provided in Section 3.7, <i>Greenhouse Gas Emissions</i>. All feasible GHG reduction mitigations will be incorporated and presented in Section 3.7.</p>
<p>League of Women Voters of Santa Barbara (July 25, 2022)</p>	<p>6-1</p>	<p>Greetings. I heard from Nadia of SBCAN that they submitted comments to you before an august 1 deadline. Is there any reason for the League of Women Voters to get ourselves organized NOW to respond to what we hope to see in the draft? Or can we take a break for a few weeks as people go on vacation? I am attaching our last letter to the City of SB since some of the issues are the same. And we can do the same for the County whenever you think it would make the most difference.</p> <p>I gather that we will get the list of potential parcels for upzones in just a few weeks? I heard a sneak preview about the potential of Hillside house area upzoning through our LWVSB VP Pam Flynt Tambo. I would also be interested in upzones for MTD and Tatum properties since I live close by and those are ideal for affordable housing for local workers.</p> <p>I think the League can be helpful in giving an objective view of</p>

Commenter	Comment Number	Scoping Comment and County Response
		<p>the sites with our views on need for affordable housing for low and moderate incomes and local residents and workers as viewed through a DEI lens. We would like to plan a few special meetings or workshops so any specific details about when anything else will be released could be helpful.</p> <p>Response: The sites inventory was published along the various drafts of the Housing Element Update which were made available for public review and comment in January 2023, June 2023, and September 2023. Discussion of the housing sites, including potential rezone sites, were provided as part of the published Draft Housing Element Update, and will be described and analyzed in the Program EIR.</p>
	6-2	<p>What is the height limit for the unincorporated County? I am wondering if we should propose something like the 'community benefit' change the City of SB is looking at that would provide additional height for more significant affordability?</p> <p>Response: Within the unincorporated County, building height is regulated through existing development standards. As part of the Housing Element Update, the County is considering a suite of programs, which include potential revisions to development standards, including building height, lot coverage, and open space requirements, to ensure maximum densities can be achieved. A detailed discussion of the programs proposed as part of the Housing Element Update will be presented in Chapter 2, <i>Project Description</i> of the EIR.</p>
	6-3	<p>I hope that the County is still considering the ADU production incentives that Laurie Baker told me about a few months ago. That could be a big help over next 8 years as we wait for UCSB to catch up with housing production.</p> <p>Response: As a requirement of the Housing Element Update, the County must demonstrate through its Comprehensive Plan and zoning that it has sufficient policies to meet its RHNA. As such, the EIR will address the environmental impacts of housing 'buildout' under the suitable sites inventory, and a programmatic assessment of the environmental impacts of the suite of policies and programs that would enable the production of housing at varying affordability levels, including environmental effects of re-zoning commercial and/or agricultural lands, and use of other housing strategies including housing retention, special housing needs (farmworker, seniors, houseless, disabilities, etc.), affordability programs, and ADUs/JADUs would be analyzed.</p>

Commenter	Comment Number	Scoping Comment and County Response
<p>Nancy Emerson on behalf of WE Watch. (August 25, 2022)</p>	<p>7-1</p>	<p>WE Watch has observed the impossibility of challenging the cannabis PEIR as it was applied to individual projects, and the added challenge as a result of the BOS adopting an Overriding Considerations Statement. To what extent will this PEIR be the EIR for specific sites designated for zoning to meet the state requirements? Will having a PEIR mean a repeat of the experience with the cannabis PEIR? Also, is the PEIR a state requirement or is this something the County chose to do?</p> <p>Response: Chapter 1, <i>Introduction</i> of the EIR will discuss the appropriateness of use of a Programmatic EIR for the 6th Cycle Housing Element Update. The State CEQA Guidelines establish which actions classify as a Program EIR. As described in comment response 3-1, a program-level analysis for the proposed Project is appropriate in this EIR because:</p> <ul style="list-style-type: none"> • Site-specific details for all potential future housing development, including zoning changes and their site-specific locations, are not available at this time, and the type, location, and intensity of future housing development activities is reasonably expected to evolve; • The proposed Project covers a defined geographic area with regional subareas with similar land use characteristics (as further discussed in Chapter 2, <i>Project Description</i>); and • A program-level analysis provides the County with the opportunity to consider “broad policy alternatives and program-wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts” (State CEQA Guidelines Section 15168(b)(4)). <p>As discussed above, the RHNA does not mandate or approve housing on specific sites; rather, the County must demonstrate through its Comprehensive Plan and zoning that it has sufficient policies to meet its RHNA. As such, the EIR will address the environmental impacts of housing ‘buildout’ under the suitable sites inventory, and a programmatic assessment of the environmental impacts of the suite of policies and programs that would enable the production of housing at varying affordability levels, including environmental effects of re-zoning commercial and/or agricultural lands, and use of other housing strategies.</p> <p>Future proposed single and multi-family residential projects would require review and approval by the County. The County recognizes that the PEIR document does not include the level of detail necessary to qualify as a Project EIR and anticipates that future related discretionary projects may require more detailed environmental review pursuant to CEQA at the time that they are</p>

Commenter	Comment Number	Scoping Comment and County Response
		<p>proposed. In accordance with CEQA Guidelines Section 15168, subsequent activities that involve individual projects proposed in the County pursuant to the proposed Housing Element Update would be evaluated in accordance with this PEIR to determine whether the proposed project is in conformance with the proposed Housing Element Update and whether additional environmental analysis at the project-level is needed. If a subsequent discretionary project exceeds the scope of the proposed Housing Element Update (e.g., building height, setbacks, parking, density, zoning etc.), and would have effects that are not identified in the PEIR, additional project-level environmental review will be required prior to approval of the future project, as applicable.</p>
	7-2	<p>Has the State been easing the deadlines for when various preparation phases of the Housing Element and EIR are due for review at State level? If so, what are the new deadlines?</p> <p>Response: This comment has been noted. For comments or questions regarding HCD’s deadlines for preparation and adoption of Housing Elements, refer to HCD’s website: https://www.hcd.ca.gov/planning-and-community-development/housing-elements</p>
	7-3	<p>We did not mention short-term rentals and ADUs being abused in terms of affordable housing. How can the PEIR analyze this problem and develop mitigations related to it - both in existing and new housing? This is a problem in the Santa Ynez Valley as well as in the South Coast. I appreciated 2 attendees addressing this issue.</p> <p>Response: Short-Term Rentals (STR) and Homestays are permitted in certain Inland Area Zones of the unincorporated County; however, they are currently unregulated in the Coastal Zone. In the Inland Area, STRs are not allowed in Agriculture or Residential zoned areas. They are permitted in Commercial and Special Use Purpose zones. While Short-Term Rentals and Homestays are currently unregulated in the Coastal Zone, owners and operators must still comply with the County’s Transient Occupancy Tax regulations.</p>
	7-4	<p>Where can the need for access to “support” services* by those who are Very Low Income, and perhaps Low Income in some circumstances, be included in the Transportation & Public Services sections of the PEIR? *Current higher level of services on sites providing housing for homeless persons.</p> <p>Response: State law and the RHNA process drive the requirement for the Housing Element Update. The HCD dictates the number of</p>

Commenter	Comment Number	Scoping Comment and County Response
		<p>units the County must zone to accommodate the RHNA. As such, the EIR will programmatically evaluate the environmental impacts of buildout of the Project. The Housing Element Update will discuss housing support services in Section 3.12, <i>Population and Housing</i>, but no new programs are proposed or evaluated under the 6th Cycle Housing Element Update.</p>
	7-5	<p>How will the PEIR take into consideration in the Land Use Planning section the changes in state housing laws that limit local discretion in decision making, e.g. density, parking, setbacks. This is particularly important in the Santa Ynez Valley where you are dealing with new housing near the incorporated-unincorporated boundary and the urban-rural boundary. Also you have Design Overlays and EDRNs in some of these boundary areas in the Santa Ynez Valley. Buellton has at least 1 AHOZ site on its side of such a boundary. It has had an AHOZ covering all of Buellton since 2002. Its draft Housing Element is posted on its Planning website.</p> <p>Response: Particular challenges that Section 3.10, <i>Land Use and Planning</i> will address include: land use conflicts such as very limited available land within the County’s designated Urban-Rural Boundary Line, especially on the South Coast; housing expansion into existing AHOZ and Design Overlays; the balance between protecting agricultural and/or open space land and providing adequate housing; further reducing regulatory barriers to providing housing, particularly affordable housing; and assuring that even relatively dense housing (e.g., 20 or more units per acre) is affordable to households of low or moderate income given very high land values and development costs. Such new housing development would also need to be accomplished while avoiding urban sprawl into the County’s rural lands which support extensive valuable agricultural and open space resources yet are vulnerable to hazards such as destructive wildfires.</p>
	7-6	<p>How will the PEIR weight the impact on the environment of failure to meet State requirements now and/or during the next 8 years if it results in state penalties. The State seems to be “tightening the screws” on its penalties.</p> <p>Response: The EIR will include an Alternatives Analysis in Chapter 4. The Alternatives Analysis will meet the requirements of CEQA Guidelines Section 15126.6, which governs the type and range of alternatives that should be considered, and factors that affect the feasibility of such alternatives (e.g., economic viability, site suitability, availability of infrastructure).</p> <p>In accordance with the requirements of CEQA the EIR will</p>

Commenter	Comment Number	Scoping Comment and County Response
		<p>include an analysis of the No Project Alternative. In the context of a project involving the potential adoption of a land use plan or long-range plan such as the proposed Housing Element Update, the No Project Alternative will consider foreseeable development that could reasonably be expected to occur under existing adopted plans and policies. While not consistent with the County’s obligations under State housing law and the State mandate to plan for and accommodate the RHNA allocation issued by SBCAG, the No Project Alternative will consider the environmental impacts if the proposed Housing Element Update is not adopted by the County.</p>
	7-7	<p>To what extent can Agricultural Employee and Farmworker Housing be used to help meet RHNA requirements, particularly in the Santa Ynez Valley, and how will those ordinances need to be considered in the PEIR? We are not aware of anything in the Agriculture Enterprise Ordinance that merits consideration in this EIR, but might it be a good idea to double check with the staff working on it?</p> <p>Response: State housing element law specifies that jurisdictions must identify adequate sites for the development of various housing types for all economic sectors through appropriate zoning and development standards. This includes single-family housing, multifamily housing, mixed use housing, housing for farmworkers and agricultural employees, emergency shelters, transitional and supportive housing, single-room occupancy units, and manufactured and mobile homes. The efforts between development of the Agriculture Ordinance and the proposed Housing Element Update will be coordinated by County staff to insure applicable policy, discussion, and analysis is accounted for in the Housing Element Update EIR.</p>
	7-8	<p>The Recreation Master Plan being developed is mentioned in the Scoping document and we agree that it needs to be considered by your team in the PEIR process.</p> <p>Response: The County is currently preparing a countywide Recreation Master Plan on a similar timeline to the proposed Housing Element Update and new housing could generate substantial demand for recreation. Coordination between these two planning efforts can offer opportunities to address such demand. The EIR will consider impacts associated with cumulative development or implementation of these two plans, as well as other cumulative pending programs and projects.</p>
Mike Wondolowski	8-1	<p>I am a little confused about the timing described in the attached NOP. It says all comments on the NOP must be received by 5pm</p>

Commenter	Comment Number	Scoping Comment and County Response
(August 24, 2022)		<p>on 8/18/2022. It also says that the project description, etc. will be in the Environmental Scoping Document which will be posted on the website at some point in the future. In a reply to an email I sent on 7/19/2022, Breanna Alamilla informed me staff is "aiming to release the list of potential rezones for public consideration by the end of August". When will the Environmental Scoping Document will be posted on the website? It seems necessary for the project description (esp. areas proposed for rezoning) to be published long enough before the NOP comment deadline to allow public review of the project, as well as the Scoping Document itself, when considering what comments to make on the NOP. Please help me understand the timeline and how public review of the project and Scoping Document can happen before the NOP comment deadline.</p> <p>Response: The County released a Second NOP and the Environmental Scoping Document on August 11, 2022. With issuance of the Second NOP, the County extended the NOP comment period for an additional 30 days, extending from August 11, 2022 to September 9, 2022.</p>
	8-2	<p>I heard that the date for availability of the sites inventory is now mid-September instead of end-August. Is that correct?</p> <p>Since the sites inventory is an integral part of the project description, I was expecting that it would be important to see the sites inventory when considering comments on the Scoping Document. Is it expected that the Scoping Document comment period can be closed before the sites inventory is available?</p> <p>Response: The sites inventory was published along the various drafts of the Housing Element Update which were made available for public review and comment in January 2023, June 2023, and September 2023. Discussion of the housing sites, including potential rezone sites, were provided as part of the published Draft Housing Element Update, and will be described and analyzed in the Program EIR.</p>
Anna Carrillo (July 29, 2022)	9-1	<p>I'm a resident in Carpinteria Valley and would like to know the sites that are being considered here in the Carpinteria Valley.</p> <p>Response: The sites inventory was published along the various drafts of the Housing Element Update which were made available for public review and comment in January 2023, June 2023, and September 2023. Discussion of the housing sites, including potential rezone sites, were provided as part of the published Draft Housing Element Update, and will be described and analyzed in the Program EIR.</p>

Commenter	Comment Number	Scoping Comment and County Response
Nancy Emerson on behalf of WE Watch (August 11, 2022)	10-1	<p>I don't know if the work WE Watch's committee that includes Affordable Housing did on government incentives would be of any value to you and your team with the Housing Element, but I am attaching it, just in case it might interest you.</p> <p>Because our focus is on the SY Valley, we looked at 2015-2023 Housing Elements for Buellton, Solvang and the County to see what government incentives were included and were surprised to find quite a few. Knowing we'll soon have new Elements we didn't spend a lot of time double and triple checking so may have missed something somewhere.</p> <p>In reviewing the 2015-2023 Housing Elements for Buellton, Solvang and Santa Barbara County, WE Watch found 18 incentive categories plus, under Development Standards Modifications, 9 more specific incentives. (Items are alphabetized.) These Housing Elements are being rewritten for 2023-2031. After the State approves them in 2023, we will prepare a new document.</p> <p>Response: Thank you for providing this information. Details regarding the County's Housing Element Update process, including programs for incentivizing affordable housing, will be presented in the Draft Housing Element Update.</p>
James Bailard (September 6, 2022)	11-1	<p>Regarding scoping of the subject EIR, I urge you to fully consider impacts to nearby farm operations, both on parcels immediately adjacent to a project site and on parcels further afield. This is particularly true in Carpinteria Valley where the coastal plain is narrow and traditional farms are being squeezed by creeping urbanization and industrial farming operations. Farming often involves the generation of dust, noise and odors as well as the application of legally approved pesticides. Even when using best practices, these sometimes objectionable elements can spill across property boundaries and even greater distances. This is one of the reasons for creating urban/rural buffer zones. Rezoning existing Ag land for high density housing or placing this type of housing next to ongoing Ag operations creates opportunities for conflict. Experience shows that farmers often come out on the losing end of these conflicts. I urge you to carefully consider this issue when carrying out the subject EIR process. Impacts to nearby farms can be more far ranging (say 1/2 mile) than what seems first obvious and more significant in terms of a farm's long-term viability.</p>

Commenter	Comment Number	Scoping Comment and County Response
		<p>When combined with growing foreign competition and drought, conflicts with new neighbors could be a tipping point for many farms in Carpinteria Valley.</p> <p>Response: Section 3.2, <i>Agricultural Resources</i> will include discussion of existing agriculture zoning areas within the County’s unincorporated areas that may be subject to rezones as part of the proposed Housing Element Update. In addition, Section 3.2, <i>Agricultural Resources</i> will include detailed discussion of potential impacts associated with rezoning of agricultural lands and potential conflicts between uses created as a result of the proposed Project.</p>
<p>Brandon Sparks-Gillis (September 4, 2022)</p>	<p>12-1</p>	<p>Thank you for the recent zoom meeting on 8/25/22. I appreciate both the updates and clarifications provided by staff, and the opportunity to comment on the scope of the upcoming EIR. I made verbal comments at the meeting, and would to add/expand upon those comments in this letter.</p> <p>As a longtime Santa Ynez Valley resident (currently residing in Solvang), and a local small business owner, I would like to offer the following suggestions:</p> <p>WATER: SUPPLY/QUALITY/DROUGHT: This must be a primary focus of the EIR. While the HEU and the RHNA numbers are driven by state mandates, the County must help define the limits of our natural resources, water in particular, and be sure to direct policy to ensure water access to existing residents and agricultural businesses. I would hope the EIR would define where those limits are, and fight the state mandates if we do not have sufficient resources to allow new construction.</p> <p>As a Solvang resident, I am acutely aware of our limitations in this regard. The already incredibly high price of water is set to increase dramatically over the next few years (and penalties are already being assessed for increased water usage). With water resources already stretched so thin, why should the county be required to increase housing numbers?</p> <p>As a local vintner, I see firsthand the devastating impacts of drought on our local agriculture. Currently, access to water is the most fundamental consideration for the viability of viticulture on undeveloped agricultural land. We as vintners (a relatively low water use crop) are already seeing our water resources stretched thin. What would be the impact to the Santa Ynez Valley water supply of adding RHNA’s proposed 1,522 units?</p> <p>Response: Section 3.15, <i>Utilities and Water Supply</i>, will provide</p>

Commenter	Comment Number	Scoping Comment and County Response
		<p>a dedicated subsection that will describe the potential impacts to domestic water supply and infrastructure, including groundwater resources, that could result from the implementation of the proposed 6th Cycle Housing Element. A Water Supply Assessment (WSA) will be prepared for the proposed Project consistent with SB 610 to support this analysis and discussion. The WSA will analyze water demand generated by the potential additional units and assess available supplies, including the anticipated change to all local water sources (i.e., groundwater and recycled water). The WSA will assess the consistency of the proposed Project with County goals for water self-sufficiency. The WSA will identify potential impacts associated any shortfalls or inadequacies in existing infrastructure or services (e.g., increased groundwater overdraft), particularly the adequacy of existing water and sewer lines and treatment/pumping facilities serving the County.</p>
	12-2	<p>LAND USE AND PLANNING:</p> <ul style="list-style-type: none"> • Agricultural Resources <ul style="list-style-type: none"> • As you mention in your scoping document, Agricultural Resources and Aesthetics and Visual Resources must be evaluated through the scope of the EIR. I have touched on Agricultural Resources via my water comments above, and would like to voice an additional concern about the concept of converting and/or re-zoning Ag land: as noted in the Comprehensive Plan, the priorities of agriculture, open space, and rural character must continue to be honored through this process. Continued agriculture is fundamental to ensure all three of those priorities. Encroaching on Ag land, even considering re-zoning Ag land for new residential development, should be a non-starter. Farmworker housing should be the only housing considered on Ag zoned land. <p>Response: Section 3.1, <i>Aesthetics and Visual Resources</i>, will provide a dedicated discussion of potential impacts to aesthetics and visual resources. Section 3.2, <i>Agricultural Resources</i> will include detailed discussion of the County’s existing agricultural resources and potential impacts associated with implementation of the proposed Project, including potential for agricultural conversion and conflict between uses.</p>
	12-3	<p>LAND USE AND PLANNING:</p> <ul style="list-style-type: none"> • Aesthetics and Visual Resources <ul style="list-style-type: none"> • It is good to see this specifically addressed in the EIR. Santa Barbara County has an opportunity unique in Southern California: the ability to preserve the natural beauty which currently exists. These important resources need to be clearly defined (as in the Comprehensive Plan)

Commenter	Comment Number	Scoping Comment and County Response
		<p>in this EIR, and protected. As Sacramento continues to force growth on the County, the County needs to stand up for itself and continue to defend the aesthetic and visual resources which make the County unique. I think the vast majority of County residents would agree that we do not want Santa Barbara to resemble San Diego County, Orange County, Los Angeles County and even parts of Ventura County in terms of crowding, sprawl, traffic, noise, pollution, etc. The areas of Ag land and Open Space, in particular the Gaviota Coast, Santa Ynez Valley, Santa Maria Valley, and Carpinteria coastal areas must be preserved at all costs.</p> <p>Response: This comment has been noted.</p>
	12-4	<p>LAND USE AND PLANNING:</p> <ul style="list-style-type: none"> • Zoning: Short Term Rentals <ul style="list-style-type: none"> • Why is the state mandating new housing development in Santa Barbara County? Surely it is not to provide business opportunities to wealthy (mostly non-resident) investors seeking to maximize returns on residential property investments. Yet, time and time again, local real estate, including new construction, sells not to local residents, but wealthy outside investors. This has been a crisis in the Santa Ynez Valley for well over a decade and County Short Term Rental Policy has simply failed. If the State, and County, want to increase residential housing opportunities, this is the first place where policies should shift, in favor of long term rental and/or sale to local residents instead of short term rental use. Greater enforcement is one way to do this, but frankly, the current underlying policy simply favors Short Term Rentals unfairly. That should change. <p>Response: State housing element law (Government Code Section 65588) requires that local governments update their Housing Element regularly on an eight-year cycle. This process starts with the development of the RHNA to determine how much housing and what type of housing is needed at different affordability levels. The HCD uses demographic information provided by the California Department of Finance (DOF) to determine housing needs for each regional planning agency, including SBCAG. Each regional planning agency then uses its demographic figures to refine HCD’s allocation and develops a RHNA Plan, which quantifies and geographically locates the need for housing within each local jurisdiction.</p>

Commenter	Comment Number	Scoping Comment and County Response
	12-5	<p>LAND USE AND PLANNING:</p> <ul style="list-style-type: none"> • Zoning: Hotels <ul style="list-style-type: none"> • Why are Short Term Rentals so popular? Because we do not have remotely enough hotel units (particularly in the Santa Ynez Valley). Perhaps the EIR can look into this issue, as surely, denser, higher occupancy hotel projects located in the various towns and cities would be far more environmentally efficient than a sprawling multitude of short term rental properties. <p>Response: The Program EIR will evaluate potential environmental impacts associated with implementation of the proposed Housing Element Update, pursuant to the CEQA Guidelines and County-adopted guidelines for implementation of CEQA. The proposed Housing Element Update involves implementation of numerous programs which would incentivize or enable development of new housing necessary to meet the County’s RHNA allocation. The availability of hotel units and their effect on local housing stock is not the subject of the proposed Housing Element Update, and as such, is not a subject to be analyzed in the Program EIR.</p>
	12-6	<p>LAND USE AND PLANNING:</p> <ul style="list-style-type: none"> • Build UP not OUT <ul style="list-style-type: none"> • If we must continue to develop new housing units (and I think that is an IF, see below), priority must be given to increasing density and locating the new units in close geographic proximity to jobs in order to reduce noise, traffic, carbon emissions and other pollutants. <p>Response: This comment has been noted.</p>
	12-7	<p>HOW TO SOLVE THE HOUSING CRISIS WITHOUT RELYING ON NEW CONSTRUCTION:</p> <p>For an in-depth summary of my ideas, I will direct staff to review my letter “Suggestions for solving the housing crisis in Santa Barbara County” dated 7/7/2022 (attached here).</p> <p>While this might veer a bit off topic for the EIR, please do consider the following:</p> <p>If current policies remain in place, new construction will simply be snapped up by wealthy outside investors and will not fundamentally improve access nor “affordability” to housing for local residents.</p> <p>I think it is fundamentally important to ask: why is the State mandating the RHNA allocations? What is the goal of building</p>

Commenter	Comment Number	Scoping Comment and County Response
		<p>new units? If that goal is to provide housing, then there are several policy options which the County (and, frankly, the State itself) could initiate or expand upon which would solve the housing crisis far more effectively and with much greater speed.</p> <p>The possible tools the County can use to this effect are:</p> <p>Short Term Rental Regulations and Tax Assessments: as noted above and in the attached letter.</p> <p>Deed Restrictions: highly effective technique used in many mountain towns, particularly for new construction. See attached letter for greater detail.</p> <p>Tiered Property Tax Assessments: See attached letter for greater detail.</p> <p>Ban Investment Company Ownership of Santa Barbara residential properties (at least in specific overlays such as the Santa Ynez Valley) See attached letter for greater detail.</p> <p>Farmstay Ordinance & Ag Tiered Permitting: See attached letter for greater detail.</p> <p>Secondary Dwellings: See attached letter for greater detail.</p> <p>Finally, I would like to point staff to this recent Federal Reserve paper, which shows clear evidence that the recent Pandemic-induced housing boom was fueled by a demand surge, rather than supply constraints:</p> <p>https://www.federalreserve.gov/econres/feds/files/2022041pap.pdf</p> <p>Again, we must, at every step of the Housing Element--including this EIR--examine what the goals of these mandates are, and work toward achieving the fundamental goals of affordability of housing rather than simply increasing supply.</p> <p>Response: The Program EIR will evaluate potential environmental impacts associated with implementation of the proposed Housing Element Update, pursuant to the CEQA Guidelines and County-adopted guidelines for implementation of CEQA. The proposed Housing Element Update involves implementation of numerous programs which would incentivize or enable development of new housing necessary to meet the County’s RHNA allocation. The availability of hotel units and their effect on local housing stock is not the subject of the proposed Housing Element Update, and as such, is not a subject to be analyzed in the Program EIR. Comments providing</p>

Commenter	Comment Number	Scoping Comment and County Response
		<p>recommendations for programs to be considered as part of the Housing Element Update to help solve the local housing crisis will be forwarded to decision makers for consideration.</p>
	12-8	<p>I am writing today to provide several suggestions which will help to solve the current housing crisis in Santa Barbara County. I would like to formally submit the suggestions below to the Long Range Planning Division for consideration as they undertake their Housing Element Updates for 2023 – 2031.</p> <p>Prior to the suggestions, I would like state a strong opinion that the same guidelines and considerations which have preserved the wonderful balance of agriculture and open space alongside development, particularly in the Santa Ynez Valley and the Gaviota Coast, be fiercely protected. Your staff asked for suggestions about sites, and I would urge that the vast majority of sites be centered in such “urban” areas as Lompoc, Santa Maria, and Buellton along with eastern Goleta and Santa Barbara proper.</p> <p>In the Santa Ynez Valley, the infrastructure (water in particular) and roadways area already stretched to the limit, particularly in rural areas between Lompoc and Buellton, and in Solvang, Santa Ynez and surrounding areas.</p> <p>Response: Comments providing recommendations for programs to be considered as part of the Housing Element Update to help solve the local housing crisis, as well as comments regarding the selection of housing sites, will be forwarded to decision makers for consideration. However, with regards to location of housing sites, the County of Santa Barbara’s jurisdiction consists solely of the unincorporated areas of the county, which include the areas outside of the incorporated cities of Guadalupe, Santa Maria, Lompoc, Solvang, Buellton, Goleta, Santa Barbara, and Carpinteria. As such, the housing sites inventory identifies all vacant and non-vacant sites in the unincorporated areas of Santa Barbara County that would be able to accommodate housing development during the 2023-2031 planning period under existing zoning and potential rezoning. While the capacity for new housing development may be constrained in some areas of the county, these constraints and impacts on local infrastructure associated with potential housing development will be analyzed in this EIR. Specifically, impacts on transportation infrastructure is addressed in Section 3.14, <i>Transportation</i> and impacts on utilities and water supply is addressed in Section 3.15, <i>Utilities and Water Supply</i>.</p>

Commenter	Comment Number	Scoping Comment and County Response
	12-9	<p>I would like to preface these suggestions on housing by sharing some observations regarding the Santa Ynez Valley (and Santa Barbara County) rental and housing market. The current crisis has reached unprecedented levels, particularly after the surge in demand during and following the COVID-19 pandemic, but this crisis is not new.</p> <p>For well over a decade, local residents (who are employed in the County) have had to compete for home ownership (and rentals) with wealthy investors from outside of the County. After saving for over two decades, my wife and I spent a frustrating five years trying to buy our first home. Time and time again, our offers were rejected in favor of all-cash offers from other buyers based outside the county.</p> <p>Then came the boom in Short Term Rentals, which has further incentivized outside investors to outbid local residents. Short Term Rentals have proved even more damaging to the County as they have displaced local residents in favor of visitors. The last cottage we rented (for over eight years) is an example of this; when we moved out, the property owners converted our former long-term rental to an AirBnb. (This trend illustrates the need for added hotel rooms in the County, but that is another topic.)</p> <p>This dynamic is devastating, not only to low income County residents, whose rents are being artificially inflated upwards, but also to “middle class” County residents who are now watching their rents soar and their dreams of home ownership disappear. Critically, this is impacting the vast majority of County residents who actually live, work, and engage daily in this community.</p> <p>While the RHNA is set by the State, the County must be acutely aware that increased housing supply alone will not solve the housing crisis. In fact, it may exacerbate it. If the current trend of wealthy investors buying second, third, or fourth properties used for vacation homes and short term rentals continues, increased units may only increase our growing traffic problems, water usage, etc, and do nothing to improve the availability of housing, nor stabilize the cost of rent or home ownership.</p> <p>Response: Thank you for providing this information. Details regarding the County's Housing Element Update process, including programs for incentivizing affordable housing, will be presented in the Draft Housing Element Update.</p>

Commenter	Comment Number	Scoping Comment and County Response
	12-10	<p>As such, I strongly urge you to implement the following suggestions, which will provide real, material solutions which will allow for an increase in affordable housing in the County. They will also bring more equitability, diversity, and fairness to our communities.</p> <p>1. Farmstay Ordinance & Ag Tiered Permitting: The lack of affordable rent and even greater lack of affordable options for home buyers is a potential existential threat to Santa Barbara County agriculture. The Farmstay Ordinance and Ag Tiered Permitting are issues which the Santa Barbara County Vintners Association has already been working on with you. Under both of these, there is potential to expand the ability for agricultural land owners to provide long term lodging for workers. I urge you to drastically reduce county regulations (and costs) for farm worker housing and expand these dwellings as much, and as soon, as possible.</p> <p>The definition of Ag Tiered housing needs to be expanded to allow other Ag-related employees (for instance, sales and administrative employees) to qualify for these dwellings, in addition to field workers.</p> <p>The Farmstay ordinance, if implemented in an expansive way, might offer lodging options for visitors which both provide agriculturally educational experiences, and help alleviate the Short Term Rental problem (more on that below). It makes far more sense to allow visitors to stay on a large agricultural property than it does to allow short term rentals within residentially zoned areas, as is currently the case in many Third District neighborhoods.</p> <p>Response: The County is preparing amendments to farmstays and tier permit structure for agricultural premises as part of the Agricultural Enterprise Ordinance. These amendments are being considered as a separate project from the Draft Housing Element Update. For more detailed information regarding the County’s work on these amendments, please refer to the County’s Agricultural Enterprise Ordinance project webpage: https://www.countyofsb.org/728/Agricultural-Enterprise-Ordinance.</p>
	12-11	<p>2. Secondary Dwellings: In addition to the Ag sector, easing permit restrictions on “garage” or “grandmother” unit conversions to make such dwellings both legal and available for long term rental is a relatively easy action which would have an immediate impact on long term rental supply, and potentially rent prices.</p>

Commenter	Comment Number	Scoping Comment and County Response
		<p>Response: Thank you for providing this information. Details regarding the County's Housing Element Update process, including programs for incentivizing affordable housing, will be presented in the Draft Housing Element Update. Comments providing recommendations for programs to be considered as part of the Housing Element Update to help solve the local housing crisis will be forwarded to decision makers for consideration.</p>
	12-12	<p>3. Deed Restrictions:</p> <p>It is absolutely essential that deed restrictions be required on as many of the 5000+ units under the RHNA, and any other new developments within the County. This is critical because it prevents outside investors, whether wealthy individuals or investment companies, from buying up all the new housing. It would also provide a path to home ownership for local residents, who work within their community.</p> <p>Heavily touristed mountain towns have had to deal with the crisis of affordable housing for locals for decades, and can serve as a useful example for solutions. In Colorado, San Miguel County, and in particular the town of Telluride, offer very real examples of how such a program could work in Santa Barbara, particularly in the Santa Ynez Valley.</p> <p>Here is a link to information including Affordable Housing Units, Employee Housing Units, and Town Constructed Units: https://smrha.org/town-of-telluride/</p> <p>And a link to the very comprehensive Telluride Affordable Housing Guidelines: https://smrha.org/wp-content/uploads/2022/06/TAHG-Amended-2019-08-13-AMI-Updated-2022-06-06.pdf</p> <p>Of utmost importance in the Deed Restriction conversation is how the County defines the percentage of AMI to qualify for such properties. These limits need to be adjusted upwards in our County to address the high cost of living here. There need to be opportunities for “Above Moderate” income levels (and even those a bit above that threshold) to qualify for support under Deed Restrictions and other initiatives.</p> <p>Response: Thank you for providing this information. Details regarding the County's Housing Element Update process, including programs for incentivizing affordable housing, will be presented in the Draft Housing Element Update. Comments providing recommendations for programs to be considered as part of the Housing Element Update to help solve the local housing crisis will be forwarded to decision makers for consideration.</p>

Commenter	Comment Number	Scoping Comment and County Response
	12-13	<p>4. Ban Investment Company Ownership of Santa Barbara residential properties (at least in specific overlays such as the Santa Ynez Valley) Vancouver BC and New Zealand have successfully implemented similar programs which now prevent (or slow) foreign investors from buying local real estate and driving up prices. We should do the same here, and expand this beyond foreign nationals to include all for-profit outside investment companies.</p> <p>Response: Thank you for providing this information. Details regarding the County's Housing Element Update process, including programs for incentivizing affordable housing, will be presented in the Draft Housing Element Update. Comments providing recommendations for programs to be considered as part of the Housing Element Update to help solve the local housing crisis will be forwarded to decision makers for consideration.</p>
	12-14	<p>5. Tiered Property Tax Assessments Tiering Property Tax Assessments is one way to use the trend toward multiple property ownership to help fund affordable housing initiatives within the County. A primary home, used by a local resident full time would fall under the lowest property tax tier. Second home owners would be taxed at a higher rate, with those proceeds funding affordable housing, first time home buyer down payment loans programs, etc. Third home owners would be taxed even higher, and so on.</p> <p>Response: Thank you for providing this information. Details regarding the County's Housing Element Update process, including programs for incentivizing affordable housing, will be presented in the Draft Housing Element Update. Comments providing recommendations for programs to be considered as part of the Housing Element Update to help solve the local housing crisis will be forwarded to decision makers for consideration.</p>
	12-15	<p>6. Short Term Rental Regulations and Tax Assessments Short Term Rentals (AirBnb, VRBO, etc) have served to drastically push up home prices, increase rents, and they have sharply reduced long term rental supply. Short Term Rentals are needed since we have so few hotel rooms, but it creates a wildly unfair dynamic between locals looking to buy or for long term rental, vs. outside investors running a business out of a residentially (or agriculturally) zoned location. One solution would be to assess an additional County tax on short term rentals, again using those funds towards subsidizing affordable housing initiatives.</p>

Commenter	Comment Number	Scoping Comment and County Response
		<p>Nationwide, the estimated gap in housing supply is “consistently near 1.7 million units.**” Short term rental properties are current estimated at about 8 million nationally.** The impact of this disparity is easily visible in Santa Barbara County rents and home prices. Airbnb alone lists over 1,000 available units in Santa Barbara County. VRBO lists over 300 properties. Those numbers, not surprisingly, make up much of the inventory quantities targeted under RHNA. A significant portion of the housing supply we need is already here, it is simply misused based on the failure of County zoning and enforcement of the issue.</p> <p>Here is what the Harvard Law & Policy Review says about Short Term Rentals:</p> <p>Short-term Rentals “reduce(s) the affordable housing supply by distorting the housing market in two interconnected mechanisms. The first such mechanism is one of simple conversion: any housing unit that was previously occupied by a city resident, but is now listed on Airbnb year round, is a unit that has been removed from the rental market and has essentially been added to [the community’s] supply of hotel rooms. This leads to a real, but likely mild, increase in rents, an effect that is concentrated in affluent or gentrifying neighborhoods along the [community’s] central core. More disconcertingly, conversion reduces [the community’s] already-limited supply of affordable housing. The second mechanism is “hotelization.” So long as a property owner or leaseholder can rent out a room on Airbnb for cheaper than the price of a hotel room, while earning a substantial premium over the residential market or rent-controlled rent, there is an overpowering incentive to list each unit in a building on Airbnb rather than rent to [local] residents, thereby creating “cottage hotels.” This decreases the supply of housing and spurs displacement, gentrification, and segregation.”</p> <p>*https://www.washingtonpost.com/realestate/the-conundrum-affordable-housing-poses-for-the-nation/2020/01/01/a5b360da-1b5f-11ea-8d58-5ac3600967a1_story.html</p> <p>**https://granicus.com/blog/are-short-term-vacation-rentals-contributing-to-the-housing-crisis/</p> <p>Response: Thank you for providing this information. Details regarding the County’s Housing Element Update process, including programs for incentivizing affordable housing, will be presented in the Draft Housing Element Update. Comments providing recommendations for programs to be considered as part of the Housing Element Update to help solve the local housing crisis will be forwarded to decision makers for consideration.</p>

Commenter	Comment Number	Scoping Comment and County Response
	12-16	<p>7. Rent Control: Rent Control is another area to look into, which may provide at least some degree of security for the working population in Santa Barbara County. This can be a very complex issue for property rights, but looking at the wild escalation of rent around here, it seems like it might be necessary. *Very importantly, if rent controls are established, again, the percent of AMI to qualify for such properties needs to be expanded (increased) in Santa Barbara County to address the high cost of living here.</p> <p>Response: Thank you for providing this information. Details regarding the County's Housing Element Update process, including programs for incentivizing affordable housing, will be presented in the Draft Housing Element Update. Comments providing recommendations for programs to be considered as part of the Housing Element Update to help solve the local housing crisis will be forwarded to decision makers for consideration.</p>



County of Santa Barbara Planning and Development

Lisa Plowman, Director

Jeff Wilson, Assistant Director

NOTICE OF PREPARATION

DATE: July 21, 2022

TO: State Clearinghouse
Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

FROM: County of Santa Barbara
Planning and Development Department
Long Range Planning Division
123 East Anapamu Street
Santa Barbara, CA 93101-2058
(805) 568-2000

SUBJECT: Notice of Preparation and Scoping of an Environmental Impact Report (EIR)

PROJECT NAME: *County of Santa Barbara 2023-2031 Housing Element Update* (HEU)

PROJECT LOCATION: The proposed HEU (Project) involves planning for residential development in appropriate locations within the unincorporated areas of Santa Barbara County, including the South Coast, Lompoc Valley, Santa Maria Valley, Cuyama Valley, and Santa Ynez Valley.

LEAD AGENCY: The County of Santa Barbara (County) is the Lead Agency preparing the EIR with the purpose of informing decision-makers and the public regarding the environmental effects related to the proposed HEU in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code § 21000 et seq.).

As the Lead Agency, the County has prepared the enclosed Environmental Scoping Document in accordance with the Santa Barbara County Environmental Thresholds and Guidelines Manual and CEQA Guidelines Section 15082. The County has identified a potential for significant environmental impacts associated with the implementation of the proposed HEU. The EIR will address the potential effects for each of the environmental resource areas described in the enclosed Environmental Scoping Document.

PROJECT DESCRIPTION: Since 1969, California has required that all local governments (i.e., cities and counties) adequately plan for and meet their housing needs by adopting a Housing Element as a part of their General Plan. State housing element law (Government Code Section 65588) requires that local governments update their Housing Element regularly on an eight-year cycle. This process starts with the development of the Regional Housing Needs Assessment (RHNA) to determine how much housing and what type of housing is needed at different affordability levels. The California Department of Housing and Community Development (HCD) uses demographic information provided by the California Department of Finance (DOF) to

determine housing needs for each regional planning agency, including the Santa Barbara County Association of Governments (SBCAG). Each regional planning agency then uses its demographic figures to further refine HCD's allocation and develops a RHNA Plan, which quantifies and geographically locates the need for housing within each local jurisdiction.

In February 2023, the housing cycle addressed in the County's 2015-2023 Housing Element will conclude. As a result, the County must prepare a HEU that complies with State housing element law for the upcoming eight-year cycle from 2023-2031. The proposed HEU must be adopted locally no later than February 2023 and certified by HCD.

For the proposed HEU, SBCAG has determined that the County's RHNA allocation is 5,664 units. The RHNA is a targeted housing number; cities and counties do not have to build this number of units, but rather they must plan for them and show that they can be accommodated under existing zoning and adopted land use policies and development standards. Per State requirements, the County's proposed HEU must include the following components to adequately plan for and address housing needs in the unincorporated area:

- A detailed analysis of the County's demographic, economic, and housing characteristics;
- An assessment of community housing needs;
- An analysis of the barriers or constraints to producing and preserving housing;
- A review of the County's progress in implementing current housing policies and programs;
- An identification of goals, objectives, and policies, in addition to a full list of programs and strategies that would implement the plan; and
- A list of sites (i.e., Suitable Sites Inventory) that could accommodate new housing, demonstrating the County's ability to meet its RHNA allocation.

VIRTUAL PUBLIC ENVIRONMENTAL SCOPING MEETING: A scoping meeting will be held virtually on August 11, 2022, at 5:30 p.m. Please register in advance for this Zoom webinar at: https://countyofsb.zoom.us/webinar/register/WN_ZGcyewiDTV-na_OT0prGCQ. After registering, you will receive a confirmation e-mail containing a information about joining, including a Zoom link and a call-in number.

The scoping meeting, which is part of the EIR scoping process, is intended to provide an opportunity for agencies and interested members of the public to provide oral comments on the scope and content of the environmental analysis.

PUBLIC AND AGENCY COMMENTS: The County requests that responsible agencies provide input on the scope of the EIR to reflect any relevant statutory responsibilities related to the proposed HEU. Interested members of the public are also encouraged to provide comments on the scope of the EIR.

All written agency and public **comments must be received no later than 5:00 p.m. on August 18, 2022**. Please send your comments and the name of a contact person in your agency to the EIR Project Manager, Jessi Steele, at the address provided below.

NOP and Scoping of an EIR
2023-2031 Housing Element Update
July 21, 2022
Page 3 of 3

Planner: Jessi Steele
Long Range Planning Division
Planning and Development Department
123 East Anapamu Street
Santa Barbara, CA 93101
Telephone: (805) 884-8082
Email: jsteele@countyofsb.org

Additional information regarding the proposed HEU will be posted to the County's webpage at:
<https://www.countyofsb.org/3177/Housing-Element-Update>.

cc: County of Santa Barbara Clerk of the Board

Enclosure: Environmental Scoping Document



County of Santa Barbara Planning and Development

Lisa Plowman, Director

Jeff Wilson, Assistant Director

Elise Dale, Assistant Director

SECOND NOTICE OF PREPARATION – REVISED PUBLIC COMMENT PERIOD

DATE: August 11, 2022

TO: State Clearinghouse
Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

FROM: County of Santa Barbara
Planning and Development Department
Long Range Planning Division
123 East Anapamu Street
Santa Barbara, CA 93101-2058
(805) 568-2000

STATE CLEARINGHOUSE NUMBER: 2022070490

SUBJECT: Second Notice of Preparation and Scoping of an Environmental Impact Report (EIR)
– Revised Public Comment Period

PROJECT NAME: *County of Santa Barbara 2023-2031 Housing Element Update* (HEU)

PROJECT LOCATION: The proposed HEU (Project) involves planning for residential development in appropriate locations within the unincorporated areas of Santa Barbara County, including the South Coast, Lompoc Valley, Santa Maria Valley, Cuyama Valley, and Santa Ynez Valley.

LEAD AGENCY: The County of Santa Barbara (County) is the Lead Agency preparing the EIR with the purpose of informing decision-makers and the public regarding the environmental effects related to the proposed HEU in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code § 21000 et seq.).

As the Lead Agency, the County has prepared the enclosed Environmental Scoping Document in accordance with the Santa Barbara County Environmental Thresholds and Guidelines Manual and CEQA Guidelines Section 15082. The County has identified a potential for significant environmental impacts associated with the implementation of the proposed HEU. The EIR will address the potential effects for each of the environmental resource areas described in the enclosed Environmental Scoping Document.

PROJECT DESCRIPTION: Since 1969, California has required that all local governments (i.e., cities and counties) adequately plan for and meet their housing needs by adopting a Housing Element as a part of their General Plan. State housing element law (Government Code Section 65588) requires that local governments update their Housing Element regularly on an eight-year cycle. This process starts with the development of the Regional Housing Needs Assessment

(RHNA) to determine how much housing and what type of housing are needed at different affordability levels. The California Department of Housing and Community Development (HCD) uses demographic information provided by the California Department of Finance (DOF) to determine housing needs for each regional planning agency, including the Santa Barbara County Association of Governments (SBCAG). Each regional planning agency then uses its demographic figures to further refine HCD's allocation and develops a RHNA Plan, which quantifies and geographically locates the need for housing within each local jurisdiction.

In February 2023, the housing cycle addressed in the County's 2015-2023 Housing Element will conclude. As a result, the County must prepare a HEU that complies with State housing element law for the upcoming eight-year cycle from 2023-2031.

For the proposed HEU, SBCAG has determined that the County's RHNA allocation is 5,664 units. The RHNA is a targeted housing number; cities and counties do not have to build this number of units, but rather they must plan for them and show that they can be accommodated under existing zoning and adopted land use policies and development standards. Per State requirements, the County's proposed HEU must include the following components to adequately plan for and address housing needs in the unincorporated area:

- A detailed analysis of the County's demographic, economic, and housing characteristics;
- An assessment of community housing needs;
- An analysis of the barriers or constraints to producing and preserving housing;
- A review of the County's progress in implementing current housing policies and programs;
- An identification of goals, objectives, and policies, in addition to a full list of programs and strategies that would implement the plan; and
- A list of sites (i.e., Suitable Sites Inventory) that would accommodate new housing and the County's ability to meet its RHNA, including sites the County may rezone for high density residential development.

The project description, location, and potential environmental effects are included in the enclosed Environmental Scoping Document, which can also be downloaded from the project webpage at: <https://www.countyofsb.org/3177/Housing-Element-Update>.

VIRTUAL PUBLIC ENVIRONMENTAL SCOPING MEETING: A scoping meeting will be held virtually on Thursday, August 25, 2022, at 5:30 p.m. Please register in advance for this Zoom webinar at: https://countyofsb.zoom.us/webinar/register/WN_ZGcyewiDTV-na_OT0prGCQ.

After registering, you will receive a confirmation email containing information about joining, including a Zoom link and a call-in number.

The scoping meeting, which is part of the EIR scoping process, is intended to provide an opportunity for agencies and interested members of the public to provide oral comments on the scope and content of the environmental analysis.

PUBLIC AND AGENCY COMMENTS: The County requests that responsible agencies provide input on the scope of the EIR to reflect any relevant statutory responsibilities related to the proposed HEU. Interested members of the public are also encouraged to provide comments on the scope of the EIR.

All written comments must be received no later than 5:00 p.m., Friday, September 9, 2022.
Please send or email your comments to the Jessi Steele, EIR Project Manager, at the following site or email address:

Mail: Jessi Steele, EIR Project Manager
Long Range Planning Division
Planning and Development Department
County of Santa Barbara
123 East Anapamu Street
Santa Barbara, CA 93101

Telephone: (805) 884-8082

Email: jsteele@countyofsb.org

Additional information regarding the proposed HEU will be posted to the County's webpage at:
<https://www.countyofsb.org/3177/Housing-Element-Update>.

cc: County of Santa Barbara Clerk of the Board

Enclosure: Environmental Scoping Document



one
COUNTY
one
FUTURE

COUNTY OF SANTA BARBARA
Planning & Development

Environmental Scoping Document

County of Santa Barbara 2023-2031 Housing Element Update

Project Website: <https://www.countyofsb.org/3177/Housing-Element-Update>

Contact:

Jessi Steele, Project Manager (805) 884-8082

jsteele@countyofsb.org

July 21, 2022

Long Range Planning Division

123 E. Anapamu St. • Santa Barbara, CA 93101 • (805) 568-2000

PAGE INTENTIONALLY LEFT BLANK

1.0 Purpose

This environmental scoping document describes the proposed *County of Santa Barbara 2023-2031 Housing Element Update* (HEU) (Project). The Housing Element is one of the 13 elements of the Santa Barbara County Comprehensive Plan (Comprehensive Plan). It is based on an assessment of current and projected housing needs and provides an inventory of sites available for residential development. The Housing Element details market, governmental, and physical constraints to housing production. It also identifies goals, policies, and programs to overcome these barriers and encourage residential development.

This environmental scoping document provides a preliminary review of the potential environmental impacts associated with the proposed HEU in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.). This scoping document, along with comments received in response to the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the proposed HEU, will assist the County of Santa Barbara (County), as the lead agency for the preparation of the EIR, in identifying environmental impacts, mitigation measures, and range of alternatives that must be considered in the EIR.

2.0 Background

Since 1969, California has required that all local governments (i.e., cities and counties) adequately plan to meet the housing needs of everyone in the community. California's local governments meet this requirement by adopting a Housing Element as part of their General Plan. Housing Elements are one of seven mandatory elements and provide policies and programs to ensure the provision of a quantity and diversity of housing types that meet the housing needs over the planning period.

State housing element law (Government Code Section 65588) requires that local governments update their Housing Element regularly on an eight-year cycle. This process starts with the development of the Regional Housing Needs Assessment (RHNA) to determine how much housing and what type of housing is needed at different affordability levels. The California Department of Housing and Community Development (HCD) uses demographic information provided by the California Department of Finance (DOF) to determine housing needs for each regional planning agency, including the Santa Barbara County Association of Governments (SBCAG). Each regional planning agency then uses its demographic figures to refine HCD's allocation and develops a RHNA Plan, which quantifies and geographically locates the need for housing within each local jurisdiction.

The *County of Santa Barbara 2015-2023 Housing Element* contains a number of programs and actions to increase the provision of housing – particularly affordable housing – and strives to address key challenges such as limited available land for housing, high land cost, regulatory barriers and other challenges. However, in February 2023, the housing cycle addressed in the County's 2015-2023 Housing Element will conclude. As a result, the County must prepare and adopt an HEU that complies with State housing element law for the upcoming eight-year cycle from 2023 to 2031. The HEU must be adopted locally no later than February 2023 and certified by HCD. Particular challenges that the HEU will need to address include: very limited available land within the County's designated Urban-Rural Boundary Line, especially on the South Coast; the balance between protecting agricultural and/or open space land and providing adequate housing; further reducing regulatory barriers to providing housing, particularly affordable housing; and assuring that even relatively dense housing (e.g., 20 or more units per acre) is actually

affordable to households of low or moderate income given very high land values and development costs. Such new housing development would also need to be accomplished while avoiding urban sprawl into the County's rural lands which support extensive valuable agricultural and open space resources yet are vulnerable to hazards such as destructive wildfires.

CEQA requires the preparation of an EIR to inform the public and decision-makers of the potential environmental effects of the proposed HEU. According to CEQA Guidelines Section 15151, an EIR should include a "... sufficient degree of analysis, or scope, to provide decision-makers with information that enables them to make a decision which intelligently takes account of environmental consequences."

The EIR for the proposed HEU will evaluate the environmental impacts of anticipated activities resulting from the implementation of the proposed HEU. The environmental analysis will be based on the project description and will set forth mitigation measures to be included as development standards or ministerial permit requirements in order to avoid or substantially reduce significant impacts identified in the environmental analysis.

3.0 Project Description

This section describes the proposed HEU, including the Project Applicant/Lead Agency, project location, project summary, and project adoption and implementation actions.

3.1 Project Applicant / Lead Agency

The County of Santa Barbara is the Lead Agency preparing the EIR with the purpose of informing decision-makers and the public regarding the potential environmental effects related to the proposed HEU in compliance with CEQA.

3.2 Project Location

As described further in Section 3.3, *Project Summary*, the proposed HEU involves planning for residential development in appropriate locations within the unincorporated areas of Santa Barbara County, including the South Coast, Lompoc Valley, Santa Maria Valley, Cuyama Valley, and Santa Ynez Valley.

3.3 Project Summary

In December 2019, SBCAG initiated a process to distribute the 2023-2031 RHNA allocation issued by HCD among the unincorporated areas of the county and the eight incorporated cities (i.e., Buellton, Carpinteria, Goleta, Guadalupe, Lompoc, Santa Barbara, Santa Maria, and Solvang). SBCAG formed an ad hoc committee, the RHNA Project Development Team, to advise its staff throughout the RHNA allocation process. The team included planning/community development directors and staff from the County and the incorporated cities. County staff took an active role in the RHNA allocation process throughout 2020. Initial activities included completing SBCAG's RHNA planning factors survey. County staff also attended five RHNA Project Development Team meetings. These meetings focused on seven scenarios and several methodologies for distributing the RHNA allocation. Key factors included vacancy rate, cost burden, and overcrowding.

HCD and SBCAG approved the RHNA Plan in February 2021 and July 2021, respectively. The RHNA Plan specifies the total number of housing units for each of SBCAG's member cities and the unincorporated areas of the County. It divides those units into four income levels – very low, low, moderate, and above moderate. In addition, the RHNA Plan separates Santa Barbara County

into two sub-regions, referred to as the South Coast and North County, and allocates the County's RHNA (unincorporated areas of the County) by sub-region.

TABLE 1 – REGIONAL HOUSING NEEDS ALLOCATION PLAN 2023-2031 UNINCORPORATED AREAS OF SANTA BARBARA COUNTY					
Sub-Region	RHNA Allocation	RHNA Allocation by Income Level			
		Very Low	Low	Moderate	Above Moderate
South Coast	4,142	809	957	1,051	1,325
North County	1,522	564	243	229	486
<i>Lompoc Valley</i>	<i>521</i>	<i>209</i>	<i>72</i>	<i>54</i>	<i>186</i>
<i>Santa Maria Valley</i>	<i>721</i>	<i>262</i>	<i>118</i>	<i>118</i>	<i>223</i>
<i>Santa Ynez Valley</i>	<i>280</i>	<i>93</i>	<i>53</i>	<i>57</i>	<i>77</i>
Total	5,664	1,373	1,200	1,280	1,811

The RHNA for the *County of Santa Barbara 2015-2023 Housing Element* was 661 units for the unincorporated areas of the County. The County's new RHNA for the 2023-2031 HEU is nearly 10 times larger, totaling 5,664 units. Approximately 47 percent of the region's RHNA allocation resulted from Senate Bill (SB) 828, which added the cost burden and overcrowding adjustment factors to the RHNA process, as well as changed vacancy rate requirements.

The County must demonstrate that the Comprehensive Plan and zoning ordinances provide sufficient opportunities to accommodate its new RHNA. The results of a preliminary suitable sites inventory show that the County faces a significant, countywide shortage of low- and very low-income units. The South Coast also faces a shortfall of moderate- and above moderate-income units. Therefore, the County must consider new policies and programs as well as changes to existing land uses to meet its RHNA.

In order to maintain consistency with the Comprehensive Plan land use and development policy, to the maximum extent practicable, the County will consider accommodating the required RHNA in several housing focus areas within the existing Urban-Rural Boundary Lines in of South Coast and North County areas. Specifically, these housing focus areas could include unincorporated areas within Los Alamos, Lompoc, Santa Maria, Orcutt, Casmalia, Sisquoc, New Cuyama, Cuyama, Santa Ynez, Solvang, Buellton, Los Olivos, Carpinteria, Goleta, Montecito, and Summerland. Consistent with County policy, growth would be focused within existing urban areas and would minimize conversion of agricultural and open space lands, especially outside the Urban-Rural Boundary Line. Additionally, housing focus areas would be served by active transportation infrastructure (e.g., bicycle paths, trails) and urban services to align with local and State-wide goals for sustainable communities. Growth would also avoid designated important resources such as Environmentally Sensitive Habitats (ESH) and significant cultural resources as well as hazardous areas including, but not limited to, floodways, very high fire hazard zones, the Wildland Urban Interface (WUI) wherever possible, and airport approach zones.

3.4 Project Adoption and Implementation Actions

The County Planning Commission will consider and advise the Board regarding the adoption of the proposed HEU. The Board will need to take the following actions in order to implement the project:

1. Adopt environmental findings, certify the EIR, and, if needed, adopt a Statement of Overriding Considerations for any unavoidable, significant environmental impacts that will result from the proposed HEU; and
2. Adopt the proposed HEU and direct submittal to HCD for review and certification.

4.0 Scope of the Environmental Review

4.1 Overview

CEQA requires the preparation of an EIR to inform the public and decision-makers of the project's potential environmental effects. This includes any potential environmental effects resulting from the allowance of the supplemental uses described in the project description. According to CEQA Guidelines Section 15151, "...[a]n EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences."

4.2 Environmental Topics to be Analyzed in the EIR

CEQA Guidelines Section 15060(d) states that an Initial Study is not required in cases where preparation of an EIR is determined to be clearly required by the Lead Agency. Accordingly, an Initial Study for the proposed HEU is not provided herein. However, preliminary review of the proposed HEU identified the following issue areas for evaluation in the EIR. Additional issues beyond those that are set forth below may also be addressed to the EIR, based on the comments received in response to the NOP for the EIR and Draft EIR that will be prepared for the proposed HEU.

4.2.1 Agricultural Resources

The County supports over 500,000 acres of productive agricultural land, including extensive areas of grazing land and cultivated agriculture such as row crops, strawberries, and broccoli in the Santa Maria Valley, vineyards in the Santa Ynez Valley, and orchards, truck crops, and cannabis along the South Coast. The County's agricultural lands are concentrated within the rural areas, but include important pockets of urban agricultural land, particularly in the Eastern Goleta Valley and Santa Ynez Valley. Agriculture is a key component of the County's economy, providing tens of thousands of jobs and attracting tourists to visit the County's famed wineries. County goals prioritize agricultural preservation and protection from urban development and adverse influences. The EIR analysis will consider direct, indirect, and cumulative impacts on agricultural resources, including the potential for direct conversion of agricultural lands (e.g., within or immediately adjacent to urban areas), potential for conflicts with agricultural operations and loss of agricultural viability. The analysis will also consider the relationship between Williamson Act contracts and agricultural resource policies, including the *County of Santa Barbara Uniform Rules for Agricultural Preserves and Farmland Security Zones*.

4.2.2 Air Quality and Greenhouse Gas Emissions

The EIR will document the existing climatic and air quality conditions in Santa Barbara County, relevant Santa Barbara County Air Pollution Control District (SBCAPCD), State, and federal regulatory standards and thresholds, and attainment/nonattainment pollutants for the South Central Coast Air Basin (Basin). The EIR will provide an up-to-date description of the current regulatory setting regarding greenhouse gas (GHG) emissions and climate change and assess consistency with Assembly Bill (AB) 32, Senate Bill (SB) 32, SB 375, State Attorney General, Office of Planning

and Research and Climate Action Team recommendations, the County's Comprehensive Plan and Climate Change Vulnerability Assessment, and other recent State and federal regulations and standards. The EIR will provide programmatic information on net new vehicle trip generation estimates provided in the Technical Transportation Study (Section 4.2.13, *Transportation*), the potential effects of active transportation (e.g., cycling, walking) on emissions reduction, and available programmatic information on stationary source emissions. Based on available data, the EIR will present programmatic criteria pollutant and GHG emissions calculations to inform the impact analysis using the latest edition of CalEEMod. The EIR will quantify direct (e.g., increased traffic and construction equipment) and indirect (e.g., electrical power generation) emissions for temporary construction and ongoing operational emissions. GHG emissions will be calculated individually and collectively as carbon dioxide equivalent (CO₂e) from construction activities and operational emissions. The EIR will also assess the consistency of the proposed HEU with regulations and policies, including the Comprehensive Plan and the Air Quality Attainment Plan as well as the Climate Action Plan and other applicable GHG policies.

4.2.3 *Biological Resources*

The County supports a wide range of habitats, including oak (*Quercus* spp.) and riparian woodlands, chaparral and coastal sage scrub, vernal pools, native grasslands, and coastal wetlands that support dozens of special status species. These include special status wildlife species such as the California tiger salamander (*Ambystoma californiense*), southern steelhead (*Oncorhynchus mykiss*), and arroyo toad (*Anaxyrus californicus*), along with rare plants such as the Gaviota tarplant (*Deinandra increscens* ssp. *villosa*). Although these resources tend to be most intact in the rural areas, urban communities can also support intact habitat areas and sensitive species. This includes riparian and oak woodlands in the Eastern Goleta Valley, Santa Ynez Valley, and Orcutt and Burton Mesa chaparral in the Lompoc Valley. The biological resource analysis will assess the potential for growth to impact sensitive biological resources based on desktop research using tools such as the California Natural Diversity Data Base (CNDDDB), National Wetlands Inventory (NWI) maps, habitat maps (e.g., ESH maps in Coastal Zone), or other data from adopted general and community plans, as well as regional plans or State and federal data.

4.2.4 *Cultural and Tribal Cultural Resources*

Santa Barbara County supports a rich assemblage of cultural resources, including hundreds of known prehistoric archaeological sites, historic structures and districts, a high potential for unknown subsurface prehistoric and historic resources, as well as potential tribal cultural resources. The cultural resources analysis will be based on desktop research using tools such as the County's database and maps of cultural resources, local and state agency lists of historic structures, or other data from local and regional plans or state and federal data. Based on the policies and programs of the proposed HEU, receipt of comments on the NOP, consultation performed under AB 52 and SB 18, and input from the County and key stakeholders, the EIR will identify programmatic impacts on both pre-historic and historic resources, as well as tribal cultural resources.

4.2.5 *Energy*

Southern California Edison (SCE) and Pacific Gas and Electric (PG&E) provide electricity to the county and Southern California Gas Company (SoCal Gas) provides natural gas. The CEQA Guidelines require that EIRs include a discussion of the potential energy impacts of proposed projects, with emphasis on avoiding or reducing inefficient, wasteful, and unnecessary

consumption of energy. To assess energy issues related to the proposed HEU, the EIR will investigate the energy availability and demand associated with housing development, including energy diversity and options for alternative energy sources. The EIR will review and compile information from existing plans and studies and describe existing energy infrastructure and services and any shortfalls or inadequacies in existing infrastructure or services. The EIR will quantify the energy demands associated with the proposed HEU, including estimates of electricity, natural gas, and fuel. The EIR will estimate energy demands for envisioned housing projects using consumption factors from the California Energy Commission's (CEC's) California End-Use Survey and outputs from CalEEMod (Section 4.2.3, *Air Quality and GHG Emissions*). The analysis will determine whether the proposed HEU would have impacts from a wasteful, inefficient, or unnecessary consumption of energy resources.

4.2.6 *Hydrology and Water Quality*

The County supports three river or large stream systems, including the Santa Ynez River, Santa Maria River, and San Antonio Creek, along with hundreds of perennial and intermittent creeks and both coastal and inland wetlands. Many of the smaller creeks flow through the County's urban areas such as Atascadero and Maria Ygnacia Creeks in the Eastern Goleta Valley, Zanja de Cota and Alamo Pintado Creek in the Santa Ynez Valley and Orcutt Creek in Orcutt. These rivers and creeks present flood hazards in low-lying rural areas, as well as provide important aquatic habitats that are dependent upon clean water to support associated wildlife and other beneficial uses. Flooding in urbanized areas is generally controlled through devices and management provided by the County Flood Control and Water Conservation District (Flood Control). The EIR will identify potential impacts associated with hydrology, including both flooding and water quality impacts. Groundwater supplies and quality will also be addressed. The will contain relevant flooding and water quality and supply information and/or links to agency websites. The Hydrology and Water Quality analysis will be based on desktop research using tools such as Federal Emergency Management Agency (FEMA) floodplain maps, County Flood Control data, County Project Clean Water information, and other readily available databases and maps, including State and federal data.

4.2.7 *Land Use and Planning*

Land use and development are governed by a range of County plans and policies, including the 1980 Land Use Element and community plans, the amended 1980 Circulation Element, the 2015-2023 Housing Element, and a range of County and State regulations and ordinances. Land use conflicts that can arise in the County relate primarily to agriculture, recreation, noise, odors, dust, light and glare, transportation associated with vehicle miles traveled (VMT), level of service (LOS)/congestion, safety, and accessibility. In particular, potential conversion of agricultural land to provide much needed housing may raise land use policy considerations as the County's inventory of urban land is limited. The EIR will programmatically address potential policy consistency issues regarding land use compatibility, resource preservation, road geometrics and safety, and other land use issues of possible community concern while acknowledging the Comprehensive Plan's priority for open space, agriculture, and rural character. The land use planning analysis will assess related impacts and consistency with adopted policies. Results of the Technical Transportation Study (Section 4.2.11, *Transportation*) will be incorporated as needed into this policy consistency analysis.

4.2.8 *Noise*

Unincorporated communities in the County generate a range of noises, including ambient transportation noise to construction noise, but generally maintain an acceptable noise environment (i.e., below 65 A-weighted decibels [dBA] outdoors; below 45 dBA indoors). In contrast, the County's rural area is generally quiet, though agricultural operations generate noise from sources including equipment, employment, and visitors. The EIR will analyze noise based on desktop research using tools such as the Comprehensive Plan and community plans, recent EIRs, the Airport Land Use Compatibility Plan, available California Department of Transportation (Caltrans) data, and adopted noise standards. The EIR will programmatically identify noise and groundborne vibration impacts associated with construction activities to compare against noise standards. Changes in roadway noise levels and groundborne vibration levels will be calculated using previously modeled vehicle operations and associated noise levels, adjusted using average daily trip (ADT) volumes for the Existing Baseline (2022), Future (2032) With Project, and Future (2032) No Project Scenarios.

4.2.9 *Population and Housing*

The County is geographically diverse with over 450,000 residents living in different cities and unincorporated communities that range dramatically from suburban communities such as Orcutt and Eastern Goleta Valley to smaller rural towns such as Sisquoc, Los Olivos, and Los Alamos. According to U.S. Census Bureau data the majority of County residents live in urban areas with approximately 309,226 (68.7 percent) of County residents living in the eight incorporated cities and 140,858 (31.3 percent) residing in unincorporated communities and rural areas. The County's population is projected to increase through 2050 by 13.2 percent, a total increase of approximately 45,875 residents. This growth will drive housing demand, including the total units and affordability ranges targeted for the proposed HEU. The EIR will evaluate the population and housing in the State and the County to disclose what effect the proposed HEU would have on growth projections.

4.2.10 *Public Services and Recreation*

Public services provided by the County include fire protection, sheriff services, libraries, and parks, which provide recreation resources for residents and visitors. Over time, housing created through the implementation of the proposed HEU would substantially increase the demand for public services. The EIR will estimate increases in demand for fire protection, sheriff services, schools, parks, and libraries from substantial population increase associated with the proposed HEU in different communities. The EIR will summarize the status of existing public services provided in the County, and any ongoing fiscal or facility issues associated with the provision of such services. These will include sheriff services, fire protection, parks, libraries, and schools, with special attention to: fire response services and equipment to adequately serve increased densities; enrollment status of schools that would serve new populations; and assessment of parkland acreages to determine the adequacy of park ratios. For example, the County is currently preparing a countywide Recreation Master Plan on a similar timeline to the proposed HEU and new housing could generate substantial demand for recreation, with coordination between these two planning efforts offering opportunities to address such demand. The EIR will identify increases in demand for public services for both cumulative growth and potential housing development. This analysis will include personal communications with public service providers to understand the potential impacts of the proposed HEU on their facilities, operations, and service ratios.

4.2.11 Transportation

The County supports a diverse transportation network, including regional freeways such as U.S. 101, State Highways (State Route 1, 154, and 246), and local roads in both urban and rural areas of the county. Public transit service, pedestrian, and bicycle facilities are present in virtually all communities in the County, although these become much less prevalent in the more rural lands. Many roads have incomplete or no pedestrian and bicycle facilities and lack safe links within urban communities. New housing throughout the County would create new vehicular trip generation, VMT, possible safety hazards associated with increased traffic and pedestrian or bicycle use, and limited increases in demand for active transportation linking these new facilities to the communities. However, new housing on the South Coast offers the potential to partially address long distance commuting to the South Coast from Ventura and the North County associated with a major jobs-housing imbalance, with some possible benefits to VMT reduction.

To address potential transportation impacts, the EIR will assemble existing data related to transportation facilities in the County, as well as a comprehensive assessment of applicable circulation plans, policies, ordinances, and programs, including regional plans (e.g., Regional Transportation Improvement Plan, bicycle master plans, long range transit plans), the County's Circulation Element and community plans, and capital improvements plans. The EIR will include a policy consistency analysis for the proposed HEU relative to applicable circulation plans and policies (Section 4.2.7, *Land Use and Planning*), as well as a programmatic evaluation of potential VMT impacts, geometric hazards, and evacuation/emergency access in the rural agricultural areas potentially affected by the proposed HEU. A Technical Transportation Study will be prepared to guide the EIR's VMT analysis and to refine potential mitigations that could help to reduce the potential for significant transportation impacts. The study will analyze VMT based on the methodologies and transportation impact thresholds contained in the *Santa Barbara County Environmental Thresholds and Guidelines Manual*. The new travel demand forecasting model developed by SBCAG as part of the Connected 2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) will be used for the VMT analysis.

4.2.12 Utilities and Water Supply

The County's unincorporated communities are served by water, wastewater treatment, and solid waste management systems typically through a range of special districts and sometimes private water companies. The County's domestic water is supplied from groundwater withdrawal, storm runoff collected in reservoir systems (e.g., Lake Cachuma), the State Water Project, and recycled water. Water suppliers include the Santa Barbara County Water Agency, Carpinteria Valley Water District, Goleta Water District, Montecito Water District, Golden State Water Company, La Cumbre Mutual Water Company, and others. Sanitation districts providing wastewater management and treatment include the Carpinteria Sanitary District, Goleta Sanitary District, Goleta West Sanitary District, Laguna County Sanitation District, Montecito Sanitary District, and Summerland Sanitary District. Marborg Industries provides solid waste hauling services to Tajiguas Landfill on the Gaviota Coast.

To assess utility issues associated with the proposed HEU, the EIR will review and compile information from existing plans and studies, including any recently updated documents such as Urban Water Management Plans, Water Supply and Reliability Plans, Water Supply Assessments, Water Supply Management Reports, Water Conservation Strategic Plans, Water Shortage Contingency Plans, and Groundwater Sustainability Plans. The EIR will incorporate current data

about water availability, sewer capacity, and the condition of existing infrastructure. The EIR will describe existing utility infrastructure and service capacity in the County with attention to key housing focus areas and potentially suitable sites. The EIR will estimate the net change in water consumption, wastewater generation, and solid waste management demand to serve housing development based on available duty/demand factors and coordination with County staff.

A Water Supply Assessment (WSA) will be prepared for the proposed HEU consistent with SB 610. The WSA will analyze water demand generated by the potential additional units and assess available supplies, including the anticipated change to all local water sources (i.e., groundwater and recycled water). The WSA will assess the consistency of the proposed HEU with County goals for water self-sufficiency. The WSA will identify potential impacts associated any shortfalls or inadequacies in existing infrastructure or services (e.g., increased groundwater overdraft), particularly the adequacy of existing water and sewer lines and treatment/pumping facilities serving the County.

4.2.13 Wildfire

The County supports large areas that are exposed to high wildland fire hazards, particularly in the “chaparral urban interface” or wildland urban interface (WUI) between wildland vegetation and adjacent urban development. The Santa Ynez Mountains and other wildland areas are subject to dry conditions during fire season, seasonal 40 to 50 mile per hour winds, and high temperatures of over 90 degrees that contribute to a much higher threat of wildfire year round. As such, much of the County is located within an area designated as subject to high fire hazards – Very High Fire Hazard Severity Zone by CALFIRE. In particular, the Eastern Goleta Valley, Santa Barbara, and Montecito WUIs have experienced repeated wildfires sometimes burning deep into the urban areas and destroying hundreds of homes. The proposed HEU could introduce housing in vulnerable areas such as the WUI and increase housing densities in some places that could create new vulnerable populations. The proposed HEU would increase residential uses that may require defensible space and other fire resiliency techniques. The EIR will identify wildfire impacts, including the increased potential for ignition if any. As previously described this analysis will include personal communications with public service providers to understand the potential impacts of the proposed HEU on their facilities, operations, and service rations.

4.2.14 Aesthetics and Visual Resources

Santa Barbara County supports a wide range of aesthetic and visual resources, including scenic highways (e.g., State Routes 1 and 154 and a portion of U.S. Highway 101), scenic natural resources such as the Santa Ynez Mountains, oak woodlands, historic buildings, and areas with panoramic ocean views. The EIR will assess the potential impacts on scenic resources associated with the proposed HEU. This discussion will include a characterization of the existing physical setting; identification of potential impacts upon the character of scenic areas, gateways, relevant aspects of the built environment, public open spaces, and recognized landmarks; evaluation of consistency with routes in the County designated for protection under California’s Scenic Highway Program; and a description of cumulative effects to public vistas and scenic routes.

4.2.15 Geology and Soils

The County includes multiple types of geological hazards, including dozens of on- and offshore faults that can cause fault rupture or ground shaking, steep slopes with potential for rockfall and landslides, and soil constraints such as expansion, contraction, or collapse. The EIR will assess the

potential for impacts based on desktop research using tools such as the County’s Seismic Safety Element, Alquist-Priolo Fault Maps, Dibblee Geologic Maps, Natural Resource Conservation Service Soils maps, and other readily available geologic databases and maps, including state and federal data. The EIR will describe the existing regulations that address geotechnical impacts such as the California Building Code (CBC).

4.2.16 Hazards and Hazardous Materials

The County has a wide range of potential hazards, including contaminated soils from past uses, older buildings with potential asbestos, lead-based paint, and mold, and transportation hazards such as heavy rail and airport operations. The hazards and hazardous materials analysis will be based on desktop research using tools such as hazardous materials databases (e.g., Envirostor, Envirofacts, County Fire Department records), Department of Toxic Substance Control (DTSC) database, past EIRs, etc. The EIR will describe the existing regulations that address existing contaminated sites as well as procedures for addressing previously unknown contaminants during any ground disturbance.

4.2.17 Cumulative Impacts

CEQA Guidelines Section 15355 defines “cumulative impacts” as follows:

“Cumulative impacts” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- (a) The individual effects may be changes resulting from a single project or a number of separate projects.*
- (b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*

The EIR will assess the significant cumulative impacts to which the proposed HEU may make a “cumulatively considerable” contribution (CEQA Guidelines Section 15130).

4.3 Alternatives Analysis

While the RHNA provides the County with a housing allocation, the County is responsible for determining how to meet the RHNA. A comprehensive analysis of alternatives may be useful in disclosing potential changes in housing density, housing focus areas, suitable sites, and/or programs and policies to assess changes in impacts related to density, layout, community character, utilities and service systems, public services, and regional VMT. The alternatives analysis may be used to discuss the differences in the feasibility of obtaining community benefits under differing approaches to accommodate the County’s RHNA.

The EIR will describe a reasonable range of alternatives that would feasibly attain most of the basic objectives of the proposed HEU but would avoid or substantially reduce any of the significant effects of the project, as required by CEQA Guidelines Section 15126.6. For example, the alternatives may consider the trade-offs between density, building height, and the reduction of impacts to agricultural resources or urban sprawl into rural areas. The alternatives discussion in the EIR will include sufficient information about each alternative to allow meaningful evaluation,

analysis, and comparison. The EIR will programmatically describe the major characteristics and significant environmental effects of each alternative.

The alternatives analysis will meet the requirements of CEQA Guidelines Section 15126.6, which governs the type and range of alternatives that should be considered, and factors that affect the feasibility of such alternatives (e.g., economic viability, site suitability, availability of infrastructure). The alternatives analysis is linked to and supported by the identified project objectives. The EIR will provide a: reasonable range of alternatives for consideration, including different approaches to housing development in an alternative location(s); and brief description of alternatives considered yet discarded from further evaluation (CEQA Guidelines Section 15126.6).

In accordance with the requirements of CEQA the EIR will include an analysis of the No Project Alternative. In the context of a project involving the potential adoption of a land use plan or long-range plan such as the proposed HEU, the No Project Alternative will consider foreseeable development that could reasonably be expected to occur under existing adopted plans and policies. While not consistent with the County's obligations under State housing law and the State mandate to plan for and accommodate the RHNA allocation issued by SBCAG, the No Project Alternative will consider the environmental impacts if the proposed HEU is not adopted by the County.

4.4 Other CEQA Required Discussions

Consistent with CEQA Guidelines Section 15126 this section of the EIR will summarize significant unavoidable environmental effects and describe the reasons that the proposed HEU is being proposed notwithstanding any significant unavoidable impacts. Additionally, this section will describe significant irreversible environmental changes and growth inducing impacts. Effects found not to be significant also will be summarized and likely will include topical areas such as forestry, mineral resources, and others that are determined not to be affected by the implementation of the proposed HEU.

PAGE INTENTIONALLY LEFT BLANK



Planning and Development Department
LONG RANGE PLANNING DIVISION

2023-2031 HOUSING ELEMENT UPDATE

Scoping Meeting
August 25, 2022

Welcomes and Introductions

2

- County Staff
- Environmental Impact Report (EIR) Team
 - Wood Environment & Infrastructure Solutions, Inc.
 - Fehr & Peers
- Agenda Overview
 - Housing Element Update Overview
 - EIR Process Overview
 - Opportunities to Provide Comment and Stay Involved

Meeting Purpose

3

- Provide a summary of the 2023-2031 Housing Element Update
- Provide overview of the California Environmental Quality Act (CEQA) and EIR process
- Initiate public involvement in the EIR process
 - Notify the community and agencies
 - Request input on the scope of the EIR
- Inform community members about future opportunities to provide input and stay involved

Housing Element Overview

4

- The Housing Element is a Mandatory State Requirement
 - Established in 1969
 - The California Department of Housing and Community Development (HCD) mandates that each jurisdiction does their part in planning for their community's housing needs every 8 years
 - The State can impose penalties (fines or withhold funding) for failing to plan for housing needs

Why Update the Housing Element?

5

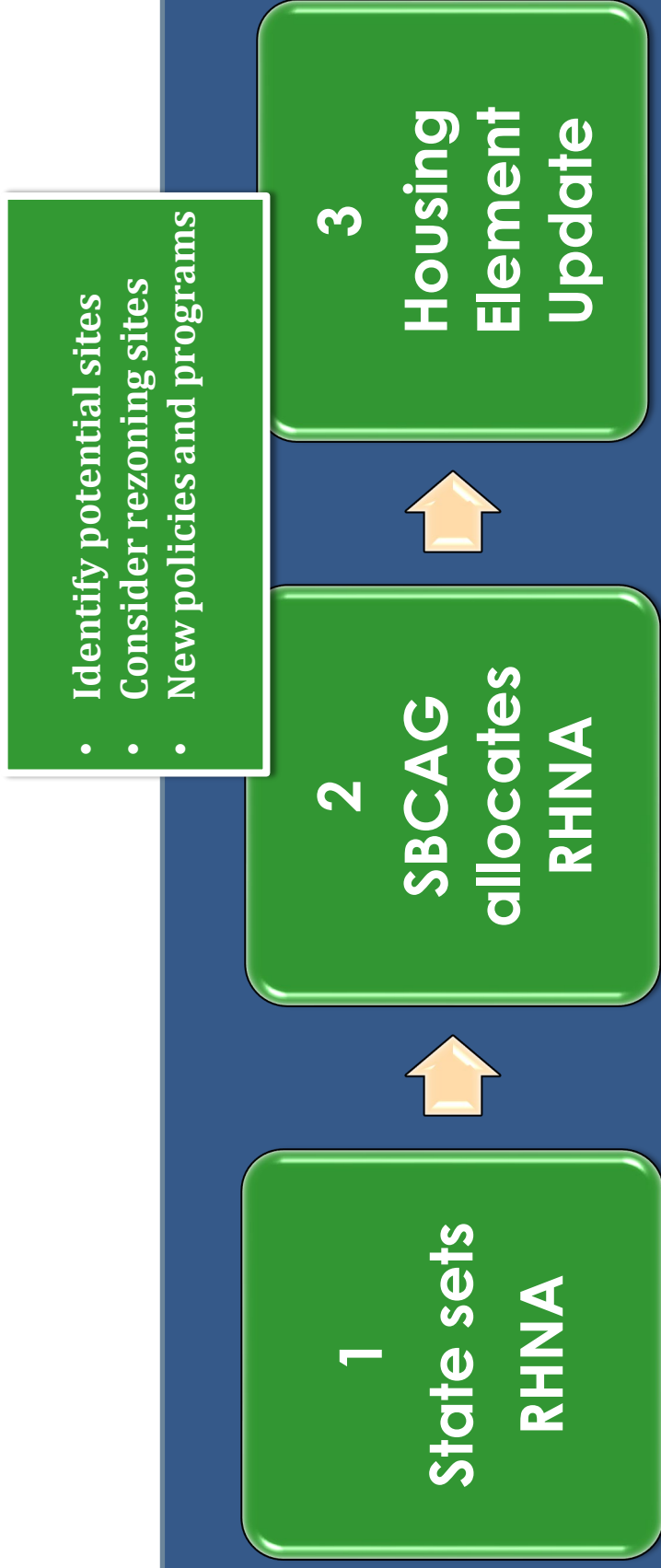
- Ensure local jurisdictions adequately plan for the housing needs of their communities
 - Housing Needs Assessment and Characteristics
 - Identifying Barriers to Market Rate and Affordable Housing Development
 - Evaluate Progress from the Previous 8-year Cycle
 - Identify Sites that can Accommodate Housing Needs
 - Establish Goals, Policies, and Actions (Programs)

How is Housing Need Determined

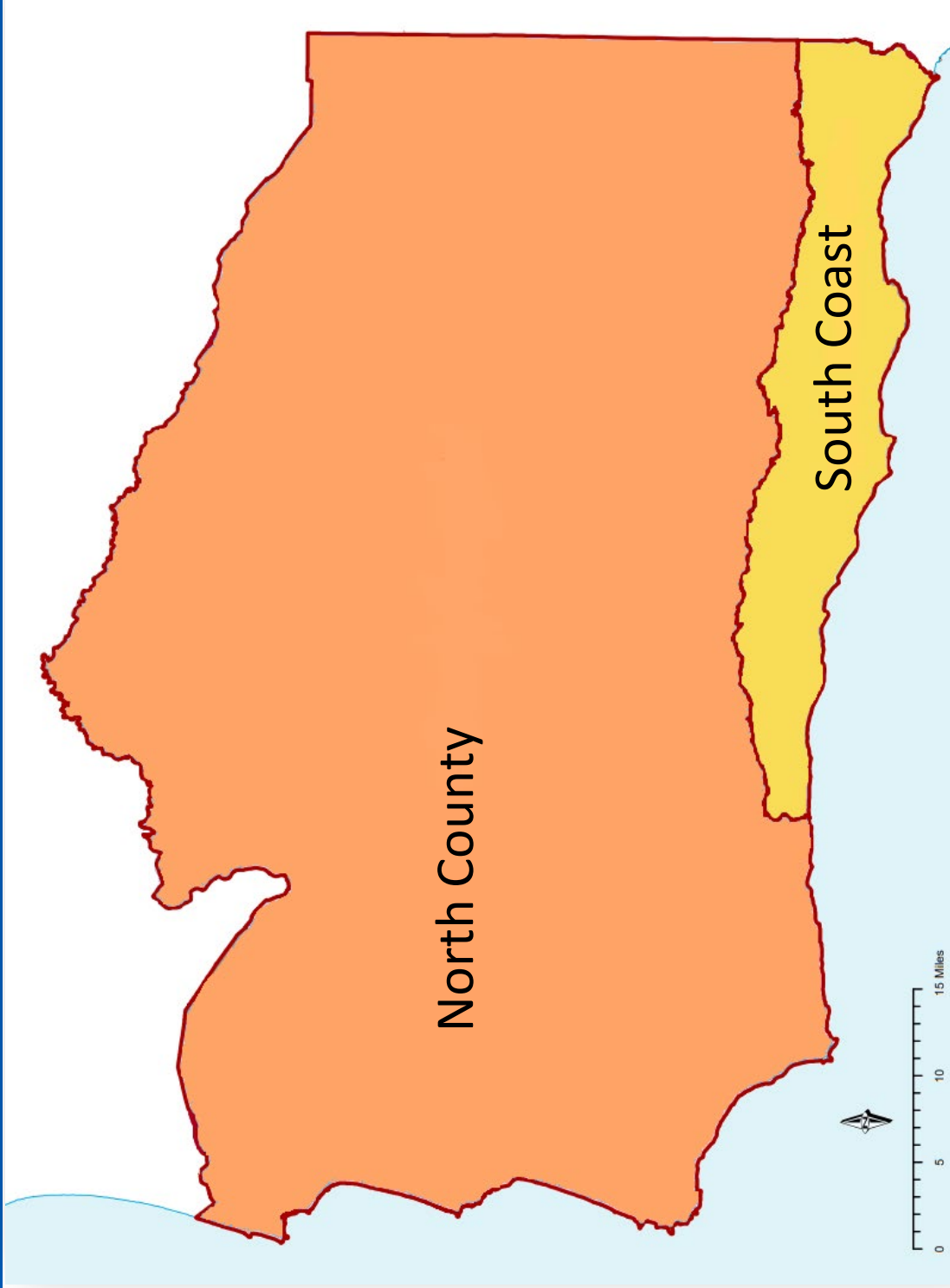
- Regional Housing Needs Allocation (RHNA)
 - HCD determines the number of units needed in California for an 8-year cycle
 - The total number of units is divided amongst regions of the State
 - ❖ The Santa Barbara County Association of Governments (SBCAG) is responsible for allocating the region's housing needs as determined by HCD
 - Local jurisdictions must demonstrate that the RHNA can be accommodated over the current 8-year cycle

Housing Element / RHNA Process

7



RHNA for County of Santa Barbara



RHNA for County of Santa Barbara

Sub-Region	RHNA	RHNA by Income Level (housing units)			
		Very Low	Low	Moderate	Above Moderate
South Coast	4,142	809	957	1,051	1,325
North County	1,522	564	243	229	486
Total	5,664	1,373	1,200	1,280	1,811

Potential Housing Strategies

10

- Accommodate RHNA
 - Housing sites inventory and zoning analysis
 - ❖ Up-zone residential properties
 - ❖ Re-zone agricultural properties adjacent to existing urban areas
 - ❖ Allow more housing in commercial zones
 - ❖ Establish minimum density requirements in certain zones

Potential Housing Strategies

11

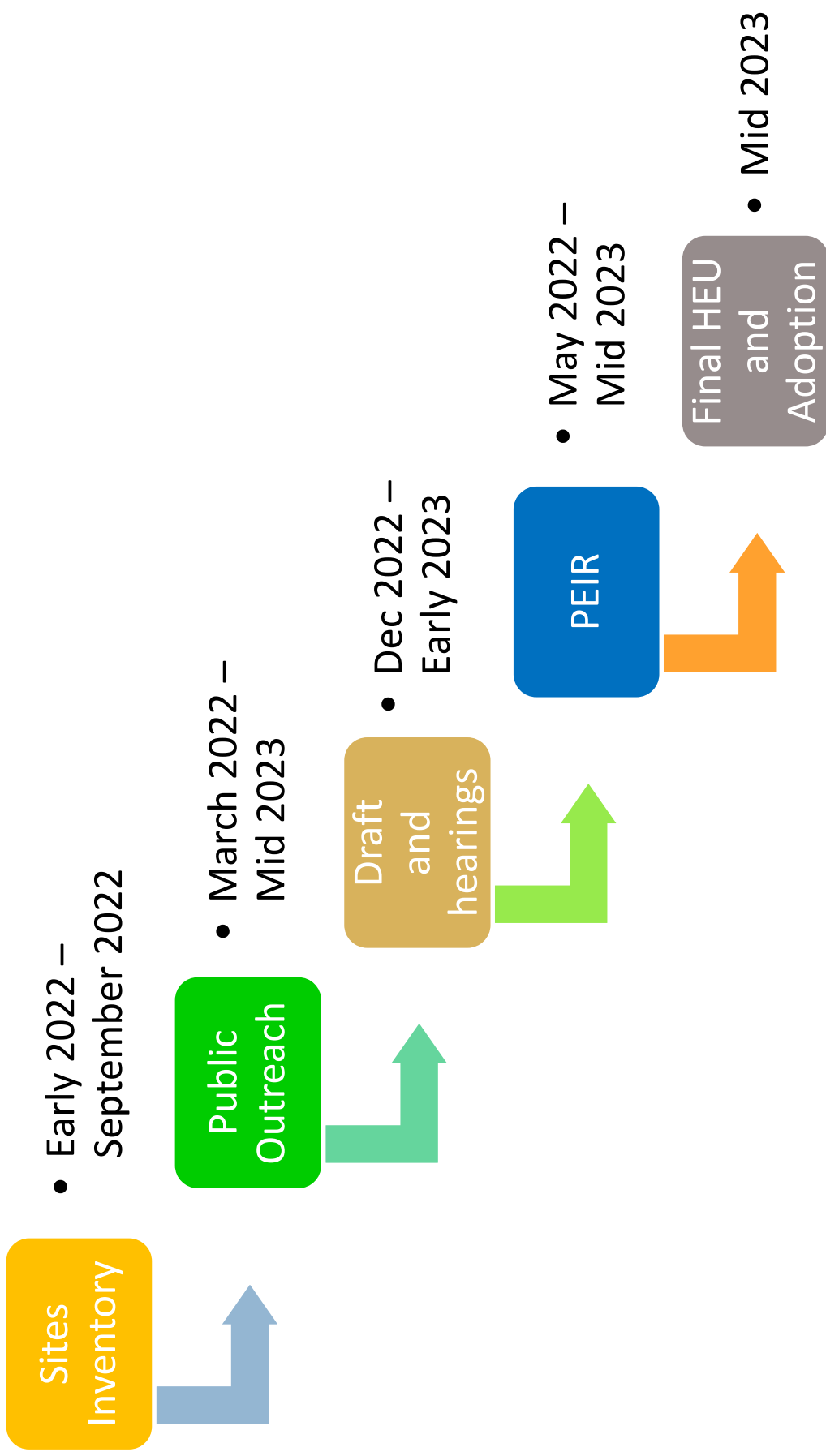
- Other Considerations
 - Affordability targets
 - Accessory Dwelling Units (ADUs)
 - Special housing needs (e.g., senior, farmworker, etc.)
 - Housing preservation

Potential Housing Focus Areas

12

- South Coast
 - Eastern Goleta Valley
 - Carpinteria Valley
- North County
 - Orcutt
 - Vandenberg Village/Mission Hills
 - Santa Ynez Valley
 - New Cuyama

Housing Element Update Timeline



Purpose of CEQA

14

- Inform decision makers and public of potential for significant environmental impacts (adverse physical effects on the environment)
- Identify ways to avoid or significantly reduce impacts with mitigation
- Identify mitigation measures or alternatives to prevent significant avoidable impacts
- Foster public participation in planning process
- Disclose to the public the reasons behind agency decision-making for approval of projects

EIR Process Overview

15

- Notice of Preparation (NOP)
(30-day Comment Period / Scoping Meeting)
- Public Draft EIR Released
(45-day comment period and virtual public meeting)
- Response to Comments and Final EIR Released
- Final EIR Certification and Approval
(Planning Commission and Board of Supervisors Hearings)

Scope of Programmatic EIR Analysis

16

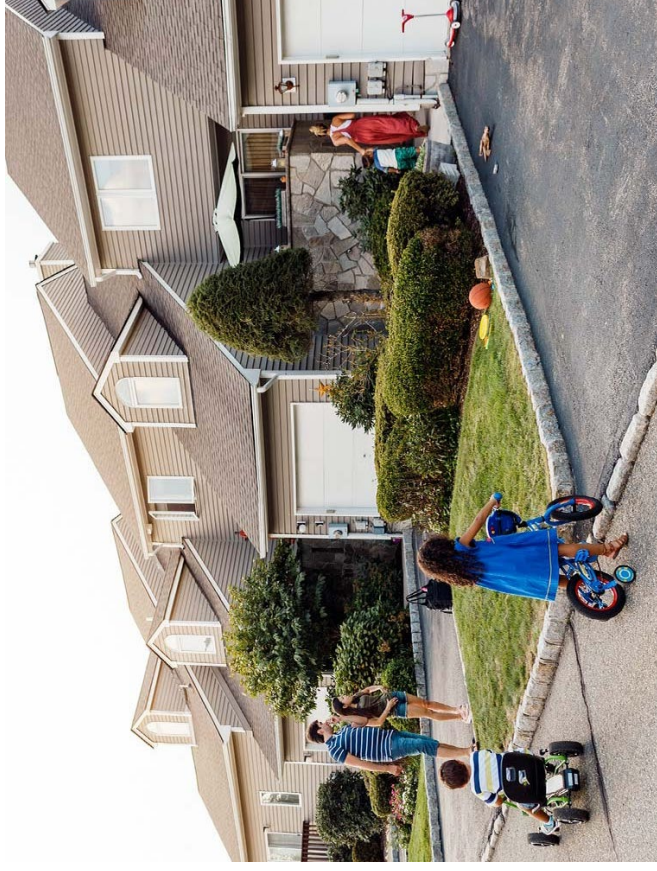
- Aesthetics and Visual Resources
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural and Historic Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- Mandatory Findings of Significance

Key Environmental Topics

- **Agricultural Resources:**
 - Direct conversion of agricultural lands
 - Conflicts with agricultural operations and loss of agricultural viability
 - Williamson Act contracts and agricultural resource policies

- **Air Quality and Greenhouse Gas Emissions (GHG):**

- Emissions from construction and operational emissions
- Consistency with regulations and policies, including the Climate Action Plan and other GHG policies



- **Energy:**

- Estimate energy demands to determine whether wasteful, inefficient, or unnecessary consumption of energy resources would occur

Key Environmental Topics

18

- **Cultural and Tribal Cultural Resources:**

- Prehistoric, historic, and tribal cultural resources
- AB 52 and SB 18 consultation

- **Biological Resources:**

- Direct loss and indirect adverse effects
- Sensitive species and wildlife corridors
- Environmentally Sensitive Habitat Area and Riparian Corridors

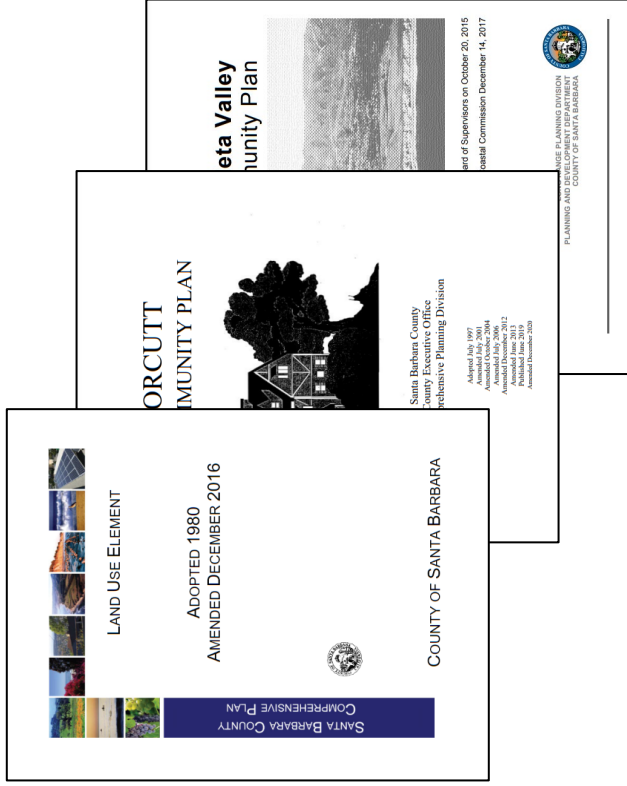


- **Hydrology and Water Quality:**

- Riverine and coastal flooding
- Groundwater and surface water quality

Key Environmental Topics

- **Land Use and Planning:**
 - Consistency with policies for land use compatibility, resource preservation and open space, transportation, and other land use issues
- **Population and Housing:**
 - Evaluate the population and housing in the State and the County and estimate population growth from Housing Element Update



Key Environmental Topics

- **Public Services and Recreation:**
 - Fire, sheriff, libraries, emergency response
 - Public parks and recreation service ratios
- **Utilities and Water Supply:**
 - Water consumption and Water Supply Assessment, including multi-year drought conditions
 - Wastewater generation and treatment
 - Solid waste generation, diversion, and disposal



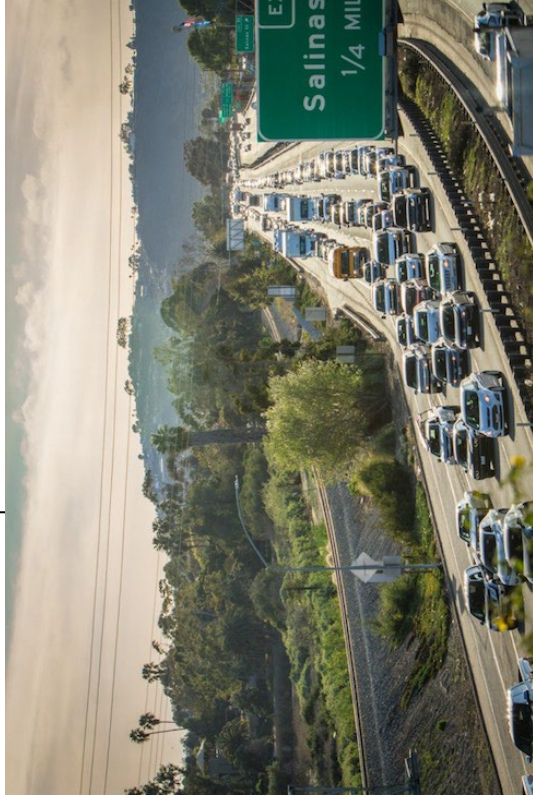
- **Wildfire:**
 - Wildland-urban interface and vegetation fuel loads
 - Potential to exacerbate risk of ignition
 - Potential for post-fire debris flow

Key Environmental Topics

- **Noise:**
 - Construction noise and groundborne vibration.
 - Operational changes in roadway noise and vibration levels
- **Transportation:**
 - Analysis of with applicable circulation plans and policies
 - Programmatic vehicle miles traveled (VMT) impacts based on a Transportation Study
 - Geometric hazards
 - Evacuation/emergency access

County of Santa Barbara VMT Tool
User Guide
Version 2.0

County of Santa Barbara
Planning and Development Department



Potential Alternatives

22

- As required by CEQA, the EIR will analyze a reasonable range of alternatives to the proposed Housing Element Update
- Intent of alternatives to reduce significant environmental impacts
- Alternatives will look at different housing strategies that could achieve the RHNA
- Alternatives will be informed by public input

Scoping Comments

23

- Receive Public Comments on:
 - Technical issues to address in the EIR
 - Mitigation measures that should be considered
 - Appropriate range of alternatives to evaluated in the EIR
- Comments should focus on the potential physical environmental impacts of the 2023-2031 Housing Element Update

How to Submit Scoping Comments

24

- Written Comments by 5:00pm on September 9, 2022
 - Submit via e-mail or letter to:
jsteele@countyofsb.org
- Attn: Jessi Steele, EIR Project Manager
Long Range Planning Division
Planning and Development Department
County of Santa Barbara
123 East Anapamu Street
Santa Barbara, CA 93101

- Verbal Comments Tonight

Opportunities to Stay Involved

25

- 30-day NOP Comment Period (Ends on September 9)
- Evaluation of Potential Environmental Impacts
- Draft EIR Release (Early 2023)
- 45-day Draft EIR Public Comment Review Period
- County Planning Commission and Board of Supervisors Hearings
- Website:

<https://www.countyofsb.org/3177/Housing-Element-Update>

Backup Slides



RHNA for County of Santa Barbara

Sub-Region	RHNA	RHNA by Income Level (housing units)			
		Very Low	Low	Moderate	Above Moderate
South Coast	4,142	809	957	1,051	1,325
North County	1,522	564	243	229	486
Lompoc Valley	521	209	72	54	186
Santa Maria Valley	721	262	118	118	223
Santa Ynez Valley	280	93	53	57	77
Total	5,664	1,373	1,200	1,280	1,811

This page was intentionally left blank.

August 12, 2022

Jessi Steele
County of Santa Barbara
Long Range Planning Division
Planning and Development Department
123 East Anapamu Street
Santa Barbara, CA 93101

Sent Via Email: jsteele@countyofsb.org

Re: Air Pollution Control District Response to Notice of Preparation of an Environmental Impact Report for the County of Santa Barbara 2023-2031 Housing Element Update

Dear Jessi Steele:

The Santa Barbara County Air Pollution Control District (District) appreciates the opportunity to provide comments on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the County of Santa Barbara 2023-2031 Housing Element Update. The EIR will evaluate effects on the environment that may occur as a result of future growth within the County until 2031.

Housing Element Update

The County's Housing Element Update involves planning for residential development in appropriate locations within the unincorporated areas of Santa Barbara County, including the South Coast, Lompoc Valley, Santa Maria Valley, Cuyama Valley, and Santa Ynez Valley. The Housing Element Update must include a detailed analysis of the County's demographic, economic, and housing characteristics; an assessment of community housing needs; an analysis of the barriers or constraints to producing and preserving housing; a review of the County's progress in implementing current housing policies and programs; an identification of goals, objectives, and policies, in addition to a full list of programs and strategies that would implement the plan; and a list of sites that could accommodate new housing, demonstrating the County's ability to meet its Regional Housing Needs Assessment (RHNA) allocation of 5,664 units.

EIR Scope of Analysis

District staff reviewed the NOP and concurs that air quality impacts should be addressed in the EIR. The District's guidance document, entitled *Scope and Content of Air Quality Sections in Environmental Documents* (updated January 2022), is available online at www.ourair.org/land-use/. This document should be referenced for general guidance in assessing air quality impacts.

The EIR should evaluate the following potential impacts related to the Housing Element Update:

1. Proximity to Highway 101. When reviewing and commenting on land use projects throughout the cities and unincorporated areas of Santa Barbara County, District staff have consistently recommended

that sensitive land uses (residences, schools, medical facilities, etc.) should not be sited within 500 feet of the freeway. This is based on guidance from the California Air Resources Board (Air Quality and Land Use Handbook: A Community Health Perspective, CARB, 2005) and supplemented by information that we have gathered and presented (please reference the attached summary, entitled “Public Health and High Traffic Roadways”).

These materials summarize the numerous studies that have demonstrated a correlation between proximity to high-traffic roads, respiratory illness, and cardiovascular disease. Many studies have shown that living in proximity to freeways and other high traffic roads leads to respiratory and other non-cancer health effects such as reduced lung function, reduced heart health, increased asthma and bronchitis, and increased medical visits. The proximity-based studies do not identify specific pollutants, nor do they utilize dose-response relationships to discern an acceptable level of a pollutant or pollutants that adequately protects public health. Although various mitigation strategies are currently being researched and implemented, the consensus to date is that the best way to protect human health is to retain a distance of 500 feet or greater between the sensitive receptors and the roadway. Commercial or visitor-serving land uses, with less long-term health implications, should be considered for locations closer to the freeway.

If, after consideration of the health concerns and other alternatives, new development is still planned within 500 feet of a freeway or a high traffic roadway, we recommend that the project be designed to minimize exposure to roadway-related pollutants and mitigated to the maximum extent feasible. Design features may include maximizing the distance between the roadway and sensitive receptors, locating air intake at the non-roadway facing sides of buildings, and ensuring that windows nearest to the roadway do not open. Mitigation measures may include installing mechanical ventilation systems with fresh air filtration and constructing a physical barrier between the roadway source and receptors of pollutants (e.g., sound wall or vegetative planting). For additional guidance refer to the attached “APCD Guidance for Development near Busy Roadways in Santa Barbara County” and available at www.ourair.org/land-use/#AirQualityandLandUse.

2. Attainment Status and Consistency with the District’s Ozone Plan. Attainment status for the County is posted on the District website at www.ourair.org/air-quality-standards. The most recent Ozone Plan (previously known as the Clean Air Plan) was adopted in December 2019 and is available at www.ourair.org/clean-air-plans. The District website should be consulted for the most up-to-date air quality information prior to the release of the Draft EIR.

Consistency with local and regional plans, including the District’s 2019 Ozone Plan, is required under CEQA for all projects. Consistency with the Ozone Plan should be evaluated on a case-by-case basis, and the EIR should include an assessment of whether direct and indirect emissions associated with the project are accounted for in the Ozone Plan’s emissions growth assumptions, and whether the project is consistent with policies adopted in the Ozone Plan. The Ozone Plan relies primarily on land use, population, and on-road emissions projections provided by the California Air Resources Board (CARB) as a basis for vehicle emission forecasting.

3. Land Use Conflicts Related to Mixed Use Incompatibility and Air Pollutant Emissions. The EIR should examine whether any of the operations associated with the proposed project will result in air quality

impacts to sensitive land uses such as residential, childcare facilities, schools, or senior living communities. As individual projects move forward, it is important to keep in mind that some uses may not be compatible and could result in potential nuisance problems and/or health risk impacts (i.e. odors, dust, toxic air contaminants such as diesel particulate emissions from trucks). Therefore, we recommend that siting of individual uses near sensitive receptors be carefully evaluated to avoid potential nuisance issues and minimize exposure to air pollutant emissions.

4. Increase in Criteria Pollutant Emissions from Proposed Project. The EIR should present significance thresholds for ozone precursor emissions (reactive organic compounds [ROC], and oxides of nitrogen [NO_x]) and particulate matter and determine whether the proposed project will produce emissions in excess of the thresholds. The District's *Environmental Review Guidelines for the Santa Barbara County APCD* (available at www.ourair.org/environmental-review-guidelines/) contains the District Board-adopted criteria for evaluating the significance of air quality impacts for District projects. In the absence of locally adopted thresholds, the District recommends that these thresholds be used to determine the significance of air quality impacts.

If the proposed project exceeds the significance thresholds for air quality, mitigation should be applied to reduce those emissions as appropriate under CEQA. Section 6 of the District's *Scope and Content* document offers ideas for air quality mitigation. However, project-specific measures should be developed that are pertinent to the specific project. Mitigation measures should be enforceable through permit conditions, agreements, or other legally binding instruments. The EIR should include a Mitigation Monitoring and Reporting Plan (MMRP) that explicitly states the required mitigations and establishes a mechanism for enforcement.

5. Construction Impacts. The EIR should include a description and quantification of potential air quality impacts associated with construction activities for the proposed project. Section 6 of the District's *Scope and Content* document presents recommended mitigation measures for fugitive dust and equipment exhaust emissions associated with construction projects. Construction mitigation measures should be enforced as conditions of approval for the project. The EIR should include a Mitigation Monitoring and Reporting Plan that explicitly states the required mitigation and establishes a mechanism for enforcement.

6. Asbestos Reporting Requirements. If the project will involve any demolition or renovation of existing structures, the EIR should include a discussion of how materials will be removed in compliance with District Rule 1001 – National Emission Standards for Hazardous Air Pollutants (NESHAP) – Asbestos. Advance notification to the District may be required before asbestos is disturbed and/or removed. For additional information regarding asbestos notification requirements, please visit our website at <http://www.ourair.org/asbestos/>.

7. Global Climate Change/Greenhouse Gas Impacts. The EIR should include a quantification of greenhouse gas (GHG) emissions from all project sources (direct and indirect), present significance thresholds, and determine the significance of impacts. In addition, we recommend that climate change impacts be mitigated to the extent reasonably possible, whether or not they are determined to be significant.

At a minimum, the Housing Element Update should include any feasible greenhouse gas reduction measures as applicable from the following sector-based list:

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

For guidance regarding greenhouse gas analysis for CEQA environmental documents, please refer to the CAPCOA CEQA & Climate Change document available at www.capcoa.org. CAPCOA has also published *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, an extensive sector-by-sector compendium of project-specific mitigation measures, including quantification methods to calculate GHG reductions. The Handbook is available at www.calemod.com/handbook/index.html. In addition, the District has identified some potential strategies for local GHG mitigation that could be implemented in Santa Barbara County; these strategies are summarized and posted on the District's website at www.ourair.org/ghgmitigation-sbc/.

We hope you find our comments useful. We look forward to reviewing the Draft EIR. Please contact me at (805) 979-8336 or via email at hamiltont@sbcapcd.org if you have questions.

Sincerely,

Ted Hamilton-Rolle

Ted Hamilton-Rolle,
Air Quality Specialist
Planning Division

Attachments: Public Health and High Traffic Roadways
Guidance for Development near Busy Roadways in Santa Barbara County

cc: Planning Chron File

Development near Busy Roadways: Guidance for Santa Barbara County June 2017

In April of 2017, the California Air Resources Board (CARB) released a Technical Advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways* (see www.arb.ca.gov/ch/landuse.htm). The focus of the Technical Advisory is to identify strategies to help decrease air pollution exposure near freeways and high-volume roadways. These recommendations are based on health studies and on CARB's *Air Quality and Land Use Handbook* guidance.

This supplemental guidance highlights relevant sections of the Technical Advisory and provides additional context for Santa Barbara County.

Public Health Impacts Near High-Volume Roadways

Studies show that air pollution from major roadways can seriously affect the health of people in the communities nearby. While vehicle emission rates have declined over time due to increasingly stringent emissions standards for cars and trucks, recent studies continue to show high near-roadway concentrations and serious health impacts linked to traffic emissions. In fact, time-of-day studies have found that near-roadway pollution exposure has been previously underestimated.

In addition, vehicle standards primarily focus on reducing tailpipe emissions, but non-tailpipe particulate matter emissions – like road dust, tire wear, and brake wear – currently account for more than 90 percent of PM₁₀ and 85 percent of PM_{2.5} emissions from traffic. Both epidemiological and toxicological studies show an association between these pollutants and cardiovascular and pulmonary effects.

In Santa Barbara County, Highway 101 is the only roadway considered a “high-volume roadway,” defined as a roadway that has average daily traffic in excess of 50,000 vehicles in a rural area, or 100,000 vehicles in an urban area. Therefore, the Technical Advisory's strategies are applicable to development along Highway 101.

Recommendations for New Development

For new development being considered countywide, the Santa Barbara County Air Pollution Control District recommends that sensitive land uses such as residences, schools, day care centers, playgrounds, and medical facilities should not be sited within 500 feet of Highway 101. In addition, outdoor sports facilities and active outdoor recreation areas should not be sited within 500 feet of Highway 101. The District continues to recommend policies that require re-designing projects so that sensitive receptors are moved at least 500 feet away from Highway 101 to reduce potential health impacts. Commercial or visitor-serving land uses, with fewer long-term health implications, should be considered for locations closer to the freeway.

Strategies to Reduce Health Impacts

CARB's Technical Advisory highlights benefits of compact infill development, including facilitating active transportation, supporting transit operations, facilitating community connectivity, and furthering SB 375 greenhouse gas reduction goals. The Technical Advisory also acknowledges that there are existing

developments near high-volume roadways and many strategies included in the advisory apply to those areas as well.

However, as stated in the Technical Advisory (page four):

“It is important to note that this Technical Advisory is not intended as guidance for any specific project, nor does it create any presumption regarding the feasibility of mitigation measures for purposes of compliance with the California Environmental Quality Act (CEQA).”

The Technical Advisory also notes the importance of the local context, and the fact that certain strategies may not be appropriate for specific locations.

While some of the strategies discussed in the Advisory would not apply to projects near Highway 101, measures that could potentially reduce air pollution exposure from Highway 101 include: **solid barriers**, **vegetation**, and **high-efficiency filtration**.

Lead agencies should consider the following points regarding these potential strategies.

- In general, agencies need to consider the site-specific factors that may play a significant role in whether an exposure-reduction strategy will be effective without resulting in negative, unintended consequences. Agencies should consider topographical, meteorological, and time-of-day factors (e.g., roadway versus development height, wind direction, and pollution amounts and sources).
- As stated in the Advisory, health effects are related to a variety of conditions—not just emission rates and pollution concentrations—so it is difficult to draw conclusions about health outcomes based on the implementation of these strategies.
- Solid barriers and vegetation could have the effect of decreasing on-road pollution concentrations in some locations, while increasing them in other locations. Pollutants can concentrate and creep around gaps and edges of solid barriers. Gaps should be avoided and edges should be placed to minimize exposure to sensitive groups.
- If solid barriers disrupt network connectivity, they can increase vehicle miles traveled.
- The effects of vegetation barriers are mixed. Most studies that showed a beneficial impact were conducted on the East Coast and Europe where vegetation types and densities differ from California’s. The greatest effectiveness has been observed with extremely dense vegetative stands that provide a solid barrier (with no gaps or edges, from ground-level to the top of the canopy).
- If particle filtration systems are implemented, higher efficiency filters (at least MERV 13 to MERV 16) should be installed.
- Regular operation and maintenance is necessary for highest filter and ventilation efficiency. These are difficult conditions to enforce for residential uses, as they depend on choices by individual residents. If people ventilate their residences with open windows or doors instead of using a mechanical ventilation system, the filtration system will not be effective. High-efficiency filter maintenance can be costly, and operating whole-house filtration systems can increase electrical costs.
- Gaseous pollutants, such as ozone, oxides of nitrogen, and volatile organic compounds pose health risks. Most filtration systems are not effective at reducing concentrations of gaseous pollutants.

For more information, please visit our website at www.ourair.org/land-use/ and the California Air Resources Board website at www.arb.ca.gov/ch/landuse.htm.

Public Health and High Traffic Roadways

California Air Resources Board Recommended Policy:

Sensitive land uses such as residences, schools, day care centers, playgrounds, and medical facilities should not be sited within 500 feet of:

- A freeway
- Urban roads with 100,000 or more vehicles/day
- Rural roads with 50,000 or more vehicles/day

(Ref. *"Air Quality and Land Use: A Community Health Perspective."* California Air Resources Board. April 2005)

Reason for the Policy:

Many studies show that living in proximity to freeways and other high traffic roadways leads to adverse health effects beyond those associated with regional air pollution. A number of studies that focused on children have found slower lung development and significant increases in the incidence of lung disease, such as asthma, bronchitis, and decreased lung function, in children who live or attend school near heavily travelled roadways. In addition to children, seniors, and people with heart and lung conditions are considered particularly sensitive to effects of air pollution. Residence in high-traffic areas has been shown to increase the risk of mortality within a cohort of male veterans.

Health Studies:

The results of health studies suggests that it is important to avoid exposing children and other sensitive populations to the elevated air pollution levels near freeways and other high traffic roads. While particulate pollution is suspected as contributing the most to the adverse health effects, studies have not yet determined which specific pollutants and sources (cf. diesel particulate, re-entrained roadway dust particulate, NO₂ vehicle exhaust, diesel trucks vs. gasoline cars, &c.) are responsible. Additional studies are underway. While significant adverse health effects were observed in children who lived within 1,500 feet of a freeway (Gauderman, 2007), the studies indicate a substantial benefit to a 500-foot separation (McConnell, 2006).

Key Findings:

- Reduced lung function in children is associated with traffic density within 1,000 feet and the strongest association is within 300 feet of the roadway. (Brunekreef, 1997)
- Children living within 550 feet of heavy traffic have more medical visits than children who live further away from traffic. (English, 1999)
- Increased asthma hospitalizations are associated with living within 650 feet of heavy traffic. (Lin, 2000)
- Asthma symptoms increase with proximity to roadways and the risk is greatest within 300 feet. (Venn, 2001)
- Asthma and bronchitis symptoms in children are associated with proximity to high traffic in a community with good overall regional air quality. (Kim, 2004)
- Children living within 150 – 200 meters (~450 feet – 600 feet) of heavy traffic have higher rates of asthma than children living further away from traffic. (McConnell, 2006)
- Children living within 500 meters (~1,500 feet) of heavy traffic have significantly slower lung development than children living further away from traffic. (Gauderman, 2007)
- Survival of members of the Washington University-EPRI Veterans Cohort is strongly and robustly associated with county-average levels of traffic related air pollution and mortality relationships are stronger in the counties with higher levels of traffic density. (Lipfert et al, 2009)
- The mortality rate of stroke survivors is positively correlated to their proximity to a high-traffic roadway (more than 10,000 vehicles/day). (Wilker et al, 2013)
- When elderly individuals with coronary artery disease are exposed to traffic-related air pollutants there are changes in the expression of gene pathways adversely affecting cardiovascular health (Delfino, 2014)

Applicability to Santa Barbara County:

The studies covered children in a variety of urban environments living in proximity to roadways covering a wide spectrum of traffic volumes. The adverse health effects were measured at traffic volumes as low as 41,000 vehicles per day (English, 1999) and between 80,000 and 150,000 vehicles per day (Brunekreef, 1997). Highway 101, through Santa Barbara County, experiences traffic volumes within the range where health effects have been

observed. Also, some parts of Highway 101 see over 7,000 diesel trucks per day (SBCAG). Furthermore, running parallel to Highway 101 through the southern portion of Santa Barbara County is a rail corridor that contributes significantly to the pollution levels near the highway (cf., rail contributes an additional 10% or 0.07 tons per day to mobile source generated PM₁₀ emissions in Santa Barbara County).

2014 Average Daily Traffic (ADT) Volumes for Highway 101 (Caltrans):

US 101 at Ventura/Santa Barbara County Line = 67,200 ADT (Ahead)

US 101 at Las Positas/Route 225 = 131,000 ADT (Back); 137,000 ADT (Ahead)

US 101 at Storke = 65,600 ADT (Back)

US 101 at Santa Barbara/San Luis Obispo County Line = 69,400 ADT (Back)

Conclusion:

In order to protect the public health, especially the health of children, from the adverse effects of air pollutants generated by traffic on Highway 101, land use policies should prohibit the construction of new residences, schools, day care centers, playgrounds, and medical facilities within 500 feet of Highway 101. No other roadways in Santa Barbara County currently have estimated traffic volumes at the magnitude for which the proximity studies have identified adverse health effects.

References:

"2015 Traffic Volumes on California State Highway System." Caltrans.

http://www.dot.ca.gov/trafficops/census/docs/2015_aadt_volumes.pdf

"2007 Clean Air Plan." Santa Barbara County Air Pollution Control District (August 2007).

"2007 Travel Trends Report for Santa Barbara County." Santa Barbara County Association of Governments (December 2007).

"Air Quality and Land Use: A Community Health Perspective." California Air Resources Board (April 2005).

ARB Diesel Risk Reduction Plan. California Air Resources Board (2000).

Brunekreef, B. et al. *"Air pollution from truck traffic and lung function in children living near motorways."* *Epidemiology.* 1997; 8:298-303.

Delfino RJ *"Epidemiologic Evidence for Asthma and Exposure to Air Toxics: Linkages Between Occupational, Indoor, and Community Air Pollution Research."* *Environmental Health Perspectives.* (2002) 110 (supplement 4): 573-589.

Delfino, Ralph J. "Peripheral Blood Gene Expression in Subjects with Coronary Artery Disease and Exposure to Particulate Air Pollutant Components and Size Fractions." ARB Research Seminar. 17 April 2014.

<http://www.arb.ca.gov/research/seminars/delfino2/delfino.htm>

English P., Neutra R., Scalf R. Sullivan M. Waller L. Zhu L. *"Examining Associations between Childhood Asthma and Traffic Flow Using a Geographic Information System."* (1999) *Environmental Health Perspectives* 107(9): 761-767.

W. James Gauderman, et al. *"Effect of exposure to traffic on lung development from 10 to 18 years of age: A cohort study."* *The Lancet.* Volume 369, Issue 9561. 17 February 2007 – 23 February 2007: Pages 571-577.

Rob McConnell, et al. *"Traffic, Susceptibility, and Childhood Asthma."* *Environmental Health Perspectives.* Volume 114, Number 5, May 2006.

Kim, J. et al. *"Traffic-related air pollution and respiratory health: East Bay Children's Respiratory Health Study."* *American Journal of Respiratory and Critical Care Medicine* 2004; Vol. 170. pp. 520-526.

Knape, M. *"Traffic related air pollution in city districts near motorways."* *The Science of the Total Environment.* 1999; 235:339-341.

Lin, S. et al. *"Childhood asthma hospitalization and residential exposure to state route traffic."* *Environ Res.* 2002;88:73-81.

Lipfert, F. et al. *"Air Pollution and Survival within the Washington University-EPRI Veterans Cohort: Risks Based on Modeled Estimates of Ambient Levels of Hazardous and Criteria Air Pollutants."* *Journal of the Air & Waste Management Association.* Vol. 59 April 2009, pp. 473-487.

Peters, John M., M.D., Sc.D. *"Epidemiologic Investigation to Identify Chronic Effects of Ambient Air Pollutants in Southern California (USC Children's Health Study)."* California Air Resources Board (May 2004).

Roseville Rail Yard Study. California Air Resources Board (October 2004).

Venn. et al. *"Living near a main road and the risk of wheezing illness in children."* *American Journal of Respiratory and Critical Care Medicine.* 2001; Vol.164, pp. 2177-2180.

Wilker, E. et al. *"Residential Proximity to High-Traffic Roadways and Poststroke Mortality."* *Journal of Stroke and Cerebrovascular Diseases.* November 2013; Vol. 22, pp e366-e372.

Zhu, Y et al. *"Study of Ultra-Fine Particles Near A Major Highway With Heavy-Duty Diesel Traffic."* *Atmospheric Environment.* 2002; 36:4323-4335.

From: Linda Honikman <linda.honikman@gmail.com>
Sent: Thursday, August 4, 2022 11:23 AM
To: Plowman, Lisa
Cc: Steele, Jessica; Klemann, Daniel; Baker, Laurie
Subject: Did LWVSB miss a deadline for comments on Housing Element issues?
Attachments: LWVSB comments HEU_Council_July26.docx

Caution: This email originated from a source outside of the County of Santa Barbara. Do not click links or open attachments unless you verify the sender and know the content is safe.

Greetings. I heard from Nadia of SBCAN that they submitted comments to you before an August 1 deadline. Is there any reason for the League of Women Voters to get ourselves organized NOW to respond to what we hope to see in the draft? Or can we take a break for a few weeks as people go on vacation? I am attaching our last letter to the City of SB since some of the issues are the same. And we can do the same for the County whenever you think it would make the most difference.

I gather that we will get the list of potential parcels for upzones in just a few weeks? I heard a sneak preview about the potential of Hillside house area upzoning through our LWVSB VP Pam Flynt Tambo. I would also be interested in upzones for MTD and Tatum properties since I live close by and those are ideal for affordable housing for local workers.

I think the League can be helpful in giving an objective view of the sites with our views on need for affordable housing for low and moderate incomes and local residents and workers as viewed through a DEI lens. We would like to plan a few special meetings or workshops so any specific details about when anything else will be released could be helpful.

What is the height limit for the unincorporated County? I am wondering if we should propose something like the 'community benefit' change the City of SB is looking at that would provide additional height for more significant affordability?

I hope that the County is still considering the ADU production incentives that Laurie Baker told me about a few months ago. That could be a big help over next 8 years as we wait for UCSB to catch up with housing production.

Cheers, Linda Honikman

LWVSB Housing Committee Chair
LWVSB Website: lwvsantabarbara.org
(805) 683-0408 cell (8am-8pm PST)
Facebook Page: [@LWVSB](https://www.facebook.com/LWVSB)



July 25, 2022

Re: Comments on the Draft Housing Element, July 26, 2022

Dear Mayor Rowse and City Council Members,

The League of Women Voters of Santa Barbara is pleased to have an opportunity to comment on the draft of the City's Cycle 6 Housing Element Update (HEU). The new goals contained in the HEU and our comments below closely align with our LWVSB Housing Positions which we adopted in 2021 after a year of study. Our current priorities are to 1) Support efforts to preserve and significantly increase low and moderate income housing supply for all ages, family size and disabilities, 2) Support prioritizing local residents and workers for new housing units and 3) Support policies that increase housing security for all, especially renters. We have also been asked by our national LWV office to view everything we do through a Diversity, Equity and Inclusion lens.

Based on the level of agreement we observed at the Planning Commission's HEU review we are optimistic that the update can address the City's dire affordable housing crisis with meaningful actions. The bullet comments below were informed and expanded by communicating with leaders of other organizations who care about housing. All of us are committed to helping the City of Santa Barbara provide a foundation for a more sustainable and equitable community. Specifically, we support the following changes and comments on the City's HEU Draft:

- **We need to hear more from the less housing secure residents and workers.** In a city with few vacancies and 59% renters there are thousands of residents without housing security. The efforts to reach them during the HEU process have fallen short. We encourage the City to step up its efforts to reach out to this large segment of the community to hear their concerns and attempt to meet their needs.
- **We request that the 'Quantified Objectives' be revised upward to show a commitment to Capital A Deed Restricted Affordable Housing and confidence in the proposed programs in the HEU plan.** The City's Cycle 6 RHNA (Regional Housing Needs Allocation) target from the state is 4969 units for the very low, low and moderate income households. The Quantifiable Objectives (QO) "target goal" for the same affordability levels is just 859. We understand that goals may not be achieved because of environmental, financial and other constraints but we should make a meaningful effort to increase very low to moderate income housing units and the RHNA numbers are based on appropriate data which define actual needs. The status quo is unacceptable.
- **The reliance on ADUs (Accessory Dwelling Units, aka 'Granny Flats') to meet the majority of very low and low income units in the City of Santa Barbara is overly optimistic.** In order to count towards the lower income RHNA targets, ADUs should have a restricted deed or enforcement mechanism that can be monitored.

- **Policies 1.7 and 2.1: Clarify the meaning of ‘Community Benefit’ and consider replacing it with ‘Affordable Housing Benefit’.** Whatever the term, it needs to be clear that the ONLY way to be eligible for the maximum local incentives such as taller buildings or use of publicly owned land is with a high percent of affordable units of the total built.
- **HE-2 (Goal 1): La Cumbre Plaza Specific Plan** needs a creative vision and a chance to leverage that site for a significant amount of affordable housing. This should occur with a robust community input visioning process that includes workers and renters who are the most impacted by escalating rents. Stakeholders could explore feasibility of low and moderate workforce housing projects and new innovative models of housing developments (HE-6, Goal 1) such as co-housing for purchase developments or limited equity cooperatives for all incomes and family types.
- **HE-7 (Goal 1 and 2): “Affordable Housing Overlay” and HE-8 “Inclusionary Housing Evaluation” programs** are place holders. We would like to see a timeline and commitment to actions that examine different solutions to incentivize production for the low and moderate income levels.
- **HE-25 (Goal 8) We recommend a completion target of the end of 2023 for the program study** “to secure permanent source(s) of funding for affordable housing and renter protections.”
- Finally, we request that a **Glossary of Terms** be included at the end and throughout the HEU document to aid in the understanding and intention of the policies and programs that use them. In particular, the public should know the meaning of the following when used for City purposes: “Middle Income,” “Above Moderate Income,” “Upper Middle Income,” “Workforce,” “Downtown Workforce,” and “Community Benefit.”

We also support the following short-term actions where an urgent response is required to help our population that does not have housing security.

- **We need an emergency ordinance for Rent Stabilization.** We need rent stabilization to strengthen the necessary tenant protections to support renters from displacement that can come from increased housing development in our City. As part of that ordinance we hope the City can get started on the Rental Registry for new buildings as suggested by the Planning Commission.
- **We need the City to commit to a short-term funding source** that can be used to leverage other monies to fund the Housing Authority’s production and tenant protections such as a right to counsel as recommended in program HE-25 while we wait for progress on Goal 8 Funding Options.
- **A few City-owned parking lots should be identified as “Suitable Sites” for affordable housing** so HACSB and non-profit developers can start planning and evaluating project possibilities.

Thank you for your attention. We look forward to working with you and others to have a future Santa Barbara that can accommodate a diverse population with increased housing stability.

Sincerely,



Vicki Allen
League of Women Voters of Santa Barbara VP Communications

Anderson, Sarah

From: Nancy Emerson <fnemerson@comcast.net>
Sent: Thursday, August 25, 2022 7:11 PM
To: Steele, Jessica
Cc: Susan Bott; Teresa McNeil MacLean; Nicole Peña; Theresa Reilly; Jessica Schley; Susan Belloni; Barbara Bierig; Susan Bott; Carol Herrera; Theresa Reilly; Kathy Rosenthal; Jessica Schley
Subject: EIR scoping - Written questions

Caution: This email originated from a source outside of the County of Santa Barbara. Do not click links or open attachments unless you verify the sender and know the content is safe.

Jessie,

Thanks for a good meeting tonight. The County Housing Element is a HUGE undertaking! Here are the questions for which WE Watch would like feedback and separately, the additional questions asked tonight and now edited more. As I mentioned in the webinar, I was representing WE Watch tonight.

Questions for which I would like feedback

1. WE Watch has observed the impossibility of challenging the cannabis PEIR as it was applied to individual projects, and the added challenge as a result of the BOS adopting an Overriding Considerations Statement. To what extent will this PEIR be the EIR for specific sites designated for zoning to meet the state requirements? Will having a PEIR mean a repeat of the experience with the cannabis PEIR? Also, is the PEIR a state requirement or is this something the County chose to do?
2. Has the State been easing the deadlines for when various preparation phases of the Housing Element and EIR are due for review at State level? If so, what are the new deadlines?

Other questions

1. We did not mention short-term rentals and ADUs being abused in terms of affordable housing. How can the PEIR analyze this problem and develop mitigations related to it - both in existing and new housing? This is a problem in the Santa Ynez Valley as well as in the South Coast. I appreciated 2 attendees addressing this issue.
2. Where can the need for access to “support” services* by those who are Very Low Income, and perhaps Low Income in some circumstances, be included in the Transportation & Public Services sections of the PEIR?
*Current higher level of services on sites providing housing for homeless persons
3. How will the PEIR take into consideration in the Land Use Planning section the changes in state housing laws that limit local discretion in decision making, e.g. density, parking, set backs. This is particularly important in the Santa Ynez Valley where you are dealing with new housing near the incorporated-unincorporated boundary and the urban-rural boundary. Also you have Design Overlays and EDRNs in some of these boundary areas in the Santa Ynez Valley. Buellton has at least 1 AHOZ site on its side of such a boundary. It has had an AHOZ covering all of Buellton since 2002. Its draft Housing Element is posted on its Planning website.
4. How will the PEIR weight the impact on the environment of failure to meet State requirements now and/or during the next 8 years if it results in state penalties. The State seems to be “tightening the screws” on its penalties.

5. To what extent can Agricultural Employee and Farmworker Housing be used to help meet RHNA requirements, particularly in the Santa Ynez Valley, and how will those ordinances need to be considered in the PEIR? We are not aware of anything in the Agriculture Enterprise Ordinance that merits consideration in this EIR, but might it be a good idea to double check with the staff working on it?

6. The Recreation Master Plan being developed is mentioned in the Scoping document and we agree that it needs to be considered by your team in the PEIR process.

Nancy E.

Anderson, Sarah

From: Mike Wondolowski <mwondo@cox.net>
Sent: Wednesday, August 24, 2022 8:50 PM
To: Steele, Jessica
Subject: RE: NOP for Housing Element Update EIR

Caution: This email originated from a source outside of the County of Santa Barbara. Do not click links or open attachments unless you verify the sender and know the content is safe.

Jessi,

I heard that the date for availability of the sites inventory is now mid-September instead of end-August. Is that correct?

Since the sites inventory is an integral part of the project description, I was expecting that it would be important to see the sites inventory when considering comments on the Scoping Document. Is it expected that the Scoping Document comment period can be closed before the sites inventory is available?

Thanks,
Mike

On August 1, 2022 at 4:33 PM Mike Wondolowski <mwondo@cox.net> wrote:

Jessi,

OK, good! That timeframe makes a lot more sense. Thanks for the update.

I am sure this is an enormous project on top of all the other work on everyone's to-do lists, plus it has a short timeline. Hang in there! :-)

Mike

On August 1, 2022 at 4:24 PM "Steele, Jessica" <jsteele@countyofsb.org> wrote:

Good afternoon Mike:

We ran into some issues with releasing the Notice of Preparation (NOP) and scoping document and, as a result, we will be releasing a revised NOP and scoping document on our website by next Thursday, August 11. The new NOP comment period will run from Thursday, August 11 through Friday, September 9.

With regard to the sites inventory, Breanna's timeframe is correct. We are still working on the inventory and plan to release it for public review sometime in August.

Please let me know if you have any additional questions.

Thank you,



Jessi Steele

Planner III

Planning & Development

Long Range Planning Division

123 E. Anapamu St.

Santa Barbara, CA 93101

805-884-8082

jsteele@countyofsb.org

<http://www.countyofsb.org/plndev/home.sbc>

From: Mike Wondolowski <mwondo@cox.net>

Sent: Friday, July 29, 2022 11:48 AM

To: Steele, Jessica <jsteele@countyofsb.org>

Subject: NOP for Housing Element Update EIR

Caution: This email originated from a source outside of the County of Santa Barbara. Do not click links or open attachments unless you verify the sender and know the content is safe.

Jessi,

I am a little confused about the timing described in the attached NOP. It says all comments on the NOP must be received by 5pm on 8/18/2022. It also says that the project description, etc. will be in the Environmental Scoping Document which will be posted on the website at some point in the future.

In a reply to an email I sent on 7/19/2022, Breanna Alamilla informed me staff is "aiming to release the list of potential rezones for public consideration by the end of August".

When will the Environmental Scoping Document will be posted on the website?

It seems necessary for the project description (esp. areas proposed for rezoning) to be published long enough before the NOP comment deadline to allow public review of the project, as well as the Scoping Document itself, when considering what comments to make on the NOP.

Please help me understand the timeline and how public review of the project and Scoping Document can happen before the NOP comment deadline.

Thank you,

Mike Wondolowski
President, Carpinteria Valley Association

Anderson, Sarah

From: Anna Carrillo <annacarp@cox.net>
Sent: Monday, August 1, 2022 7:46 PM
To: Steele, Jessica
Subject: Re: Preparation for EIR Housing Element

Caution: This email originated from a source outside of the County of Santa Barbara. Do not click links or open attachments unless you verify the sender and know the content is safe.

Thank you for letting me know.

> On Aug 1, 2022, at 4:22 PM, Steele, Jessica <jsteele@countyofsb.org> wrote:

>

> Good afternoon Ana:

>

> We ran into some issues with releasing the Notice of Preparation (NOP) and scoping document and, as a result, we will be releasing a revised NOP on our website by next Thursday, August 11. The revised NOP comment period will run from Thursday, August 11 through Friday, September 9.

>

> With regard to the sites inventory, we are still working on the inventory and plan to release it for public review sometime in August.

>

> Please let me know if you have any additional questions.

>

> Thank you,

>

>

> Jessi Steele

> Planner III

> Planning & Development

> Long Range Planning Division

> 123 E. Anapamu St.

> Santa Barbara, CA 93101

> 805-884-8082

> jsteele@countyofsb.org

> <http://www.countyofsb.org/plndev/home.sbc>

>

>

> -----Original Message-----

> From: Anna Carrillo <annacarp@cox.net>

> Sent: Friday, July 29, 2022 12:16 PM

> To: Steele, Jessica <jsteele@countyofsb.org>

> Subject: Preparation for EIR Housing Element

>

> Caution: This email originated from a source outside of the County of Santa Barbara. Do not click links or open attachments unless you verify the sender and know the content is safe.

>

> Hi Jessi,

- > In yesterday's News-Press I saw the announcement for the notice of preparation for the EIR for the Housing Element Update. When I went to the website listed, I was looking for the list of Suitable Sites Inventory but I couldn't find that. Is it on the website yet? I did watch the presentation to the 6/8 County Planning Commission meeting.
- >
- > I'm a resident in Carpinteria Valley and would like to know the sites that are being considered here in the Carpinteria Valley.
- >
- > Thank you,
- > Anna Carrillo

Santa Barbara County, Buellton, Solvang Affordable Housing Incentives, 2015-2023

In reviewing the 2015-2023 Housing Elements for Buellton, Solvang and Santa Barbara County, WE Watch found 18 incentive categories plus, under Development Standards Modifications, 9 more specific incentives. (Items are alphabetized.) These Housing Elements are being rewritten for 2023-2031. After the State approves them in 2023, we will prepare a new document.

Housing income levels are abbreviated below using the following symbols: Above moderate – AM, Workforce-WF, moderate – M, Low – L, Very Low – VL, Extremely Low - EL

1.Affordable Housing Overlay

County (abbreviation – AH). Includes modification of development standards (see below)

Buellton – In 2015 identified 8 sites, minimum density 25 units/Acre, 20% affordable units -M, L, VL

Solvang – No Affordable Housing Overlay

2.Affordable Housing Incentive Program

County – Farmworker housing streamlining, waive certain fees for affordable housing

Buellton – 15% inclusionary requirement for residential, 20% for AHOZ sites (Affordable Housing Overlay Zone),target incentives for large lot development

Solvang – Deferral of certain development fees, density bonuses

3.Density bonus

County – Chap 46, Building Code, 46A-5. 1 unit over base density for each M or WF unit included.

Buellton – At least 10% of total units are affordable for Lower Income or 5% if VL or 100% affordable for qualifying residents or 10% of common interest residential projects are for sale to M households or developer donates 1A of land meeting required criteria limits (Sec.6915-h). See Housing Element chart. Additional incentives case by case basis.

Solvang – Adopted CA requirement. Will allow maximum of 3 additional incentives, 2 incentives if 20% for Lower Income, 10% for VL, 20% M if common interest development (for sale). See Housing Element charts.

4.Development standards modifications

a.Building coverage – FAR (Floor Area Ratio)

County – only mandatory FAR is in Summerland.

Buellton – Can provide changes, case by case basis

Solvang - ?

b. Building heights

County – Is 25-30' but can raise up to 50'

Buellton – Can change requirements, case by case basis

Solvang - Height maximum if 35'. Can allow exceptions

c. Infill Incentives

County –

Buellton –

Solvang - Was to develop ordinance with flexible development standards, waivers or deferrals of certain development fees.

d. Lot area, width –

County – ?

Buellton – Can provide lot size reductions, case by case basis

Solvang - In PRD district, permit smaller lot sizes. In City, encourage lot consolidation primarily ministerial & flexibility in development standards, higher density.

e. Open space

County – Reduce from 40% to 25% for rental projects

Buellton – Can provide reductions, case by case basis

Solvang – No information

f. Parking

County – Single family housing, is 2 non-tandem spaces, multi-family uses # of bedrooms. Reductions are discretionary.

Buellton – Can reduce requirements, case by case basis

Solvang – Single & 2 family unit is 2 garage spaces. Multi family is based on # of bedrooms. Reduced parking requirement if include affordable housing

g. Process streamlining

County – Can do this as incentive. Use programmatic EIRs, fixed fees for ministerial permits

Buellton – Can reduce or waive certain fees. Development impact fees lower than median and average for SB County cities.

Solvang - Mixed use projects get priority processing if include affordable or senior units.

h. Setbacks

County – Front setback is 20'. Can reduce to 10. Side setback is 5-14' & can reduce to 0'.

Buellton – Can reduce setbacks, case by case basis

Solvang - ?

i.Site improvements

County – Can use discretion to reduce aspects of site improvements.

Buellton – ?

Solvang - ?

5.Fee reductions

County-

Buellton –

Solvang -

6.Housing Trust Fund

County – County Housing Trust Fund

Buellton – Use Housing Trust Fund to increase supply of VL, L & M housing. Can use for property or buildings acquisition, off site improvements, insurance premiums, principal & interest, debt financing & carrying charges, preserving mobile homes, & subsidizing housing at risk, relocation assistance, other special purposes.

Solvang – No discussion of such a fund.

7.Housing, persons with special needs – seniors, farmworkers, transitional & supportive housing

County – Was to amend to provide for above groups with special zoning

Buellton – Was to amend ordinances to allow above housing

Solvang – Allowed with a CUP

8.Inclusionary zoning

County – May satisfy requirements by constructing for a lower income category than would otherwise be built. % of price restricted units, VL-2.5%, L-2.5%, Mod – 5% or WF – 5%.

Buellton - All residential & mixed use projects (limited exceptions) if minimum request of 15% affordable or provide in lieu fee or combination of 2. If city sponsored project, 30% affordable. # based on % of each income category in 275 RHNA assigned units (2015).

9. Land use (zoning) modifications, large lot development

County –

Buellton –

Solvang -

10.Mixed-Use Development

County – Has mixed use zoning in certain areas.

Buellton – Has mixed use zoning in certain areas

Solvang – Residence permitted use in TRC, C-2 & in PO district with CUP if subordinate to principal use. For C-2, max of 2 bedrooms/1,000 sq. ft. commercial use. One parking space/bedroom or shared parking in TRC. TRC Density bonus for senior (5% floor area

bonus) or low income housing (M – 10% floor area & L, VL – 15% floor area bonus). 30 year affordability if both bonus density & additional bonus or 20 years if just density bonus.

11.Mobile and manufactured homes.

County - – Zoning for mobile home parks, other developments.

Buellton – Zoning for mobile home parks.

Solvang – Zoning for mobile home parks

12.Preservation of at-risk housing

County – Preserve through County Housing Trust Fund, state & federal funds.

Buellton – Various tools to protect housing in danger of no longer being affordable.

Solvang – Housing Rehabilitation Assistance Program – provide assistance to low income & senior households, 15 renter occupied & 15 owner occupied, priority to correct code violations. Mobile Home Park zoning & allows mobile homes as single family residential

13.Public-Private Funding partnerships for developers

County - Soft second mortgages, other financial tools

Buellton – Work with County agencies

Solvang – Work with County agencies

14.Resource development

County –

Buellton –

Solvang -

15.Secondary units

County – Sales price restrictions apply for 45 years, restart up to 90 years upon resale of unit. ? if apply to units in rental buildings.

Buellton – Exempt for inclusionary requirements in exchange for agreement by property owners to affirmatively market to Sec. 8 income qualified tenants. Affordability requirement for 10 years.

Solvang. – **(Pre SB330)** Min. lot size, 6,000 sq.ft. for attached & 10,000 sq.ft. for detached units. Max. floor area – 1,000 sq.ft., 600 sq ft if 9,999 sq.ft. lot or less. No more than 1 per lot. Min. of 1 off street parking space/bedroom.

16.Targeted programs, targeted assistance

County –

Buellton –

Solvang -

17. Use of publicly owned land

County – Evaluate publicly owned land prior to sale for residential uses & contact public & non-profit affordable housing agencies.

Buellton - ?

Solvang - ?

18. Water & sewer service priority for affordable housing

County – Work with public & private providers re priority for affordable housing.

Buellton – ?

Solvang – ?

7/8/2022

From: James Bailard <jbailard1150@gmail.com>
Sent: Tuesday, September 6, 2022 3:27 PM
To: Steele, Jessica
Subject: Housing Element EIR Scoping Comments

Caution: This email originated from a source outside of the County of Santa Barbara. Do not click links or open attachments unless you verify the sender and know the content is safe.

Dear Ms Steele:

Regarding scoping of the subject EIR, I urge you to fully consider impacts to nearby farm operations, both on parcels immediately adjacent to a project site and on parcels further afield. This is particularly true in Carpinteria Valley where the coastal plain is narrow and traditional farms are being squeezed by creeping urbanization and industrial farming operations. Farming often involves the generation of dust, noise and odors as well as the application of legally approved pesticides. Even when using best practices, these sometimes objectionable elements can spill across property boundaries and even greater distances. This is one of the reasons for creating urban/rural buffer zones. Rezoning existing Ag land for high density housing or placing this type of housing next to ongoing Ag operations creates opportunities for conflict. Experience shows that farmers often come out on the losing end of these conflicts. I urge you to carefully consider this issue when carrying out the subject EIR process. Impacts to nearby farms can be more far ranging (say 1/2 mile) than what seems first obvious and more significant in terms of a farm's long-term viability. When combined with growing foreign competition and drought, conflicts with new neighbors could be a tipping point for many farms in Carpinteria Valley.

Sincerely,
James Bailard

--
Managing Member
Bailard Boys Farm, LLC
1150 Bailard Avenue
Carpinteria, CA 93013
jbailard1150@gmail.com
(805) 698-0050

From: brandon - Dragonette Cellars <brandon@dragonettecellars.com>
Sent: Sunday, September 4, 2022 2:47 PM
To: Steele, Jessica
Cc: Hartmann, Joan; Litten, Jefferson; Diethofer, Meighan
Subject: Housing Element Update: comments on scope of EIR
Attachments: Housing Element Update EIR Scoping Comments Brandon Sparks-Gillis.pdf; Suggested Solutions to SBC Housing Crisis.pdf

Caution: This email originated from a source outside of the County of Santa Barbara. Do not click links or open attachments unless you verify the sender and know the content is safe.

9/4/2022

Attn: Jessi Steele, Project Manager
Planning and Development Department
CC: Joan Hartmann, Supervisor, Third District

Dear Jessi,

My comments are attached, and inline here, below:

Thank you for the recent zoom meeting on 8/25/22. I appreciate both the updates and clarifications provided by staff, and the opportunity to comment on the scope of the upcoming EIR. I made verbal comments at the meeting, and would to add/expand upon those comments in this letter.

As a longtime Santa Ynez Valley resident (currently residing in Solvang), and a local small business owner, I would like to offer the following suggestions:

WATER: SUPPLY/QUALITY/DROUGHT:

This must be a primary focus of the EIR. While the HEU and the RHNA numbers are driven by state mandates, the County must help define the limits of our natural resources, water in particular, and be sure to direct policy to ensure water access to existing residents and agricultural businesses. I would hope the EIR would define where those limits are, and fight the state mandates if we do not have sufficient resources to allow new construction.

As a Solvang resident, I am acutely aware of our limitations in this regard. The already incredibly high price of water is set to increase dramatically over the next few years (and penalties are already being assessed for increased water usage). With water resources already stretched so thin, why should the county be required to increase housing numbers?

As a local vintner, I see firsthand the devastating impacts of drought on our local agriculture. Currently, access to water is the most fundamental consideration for the viability of viticulture on undeveloped agricultural land. We as vintners (a relatively low water use crop) are already seeing our water resources stretched thin. What would be the impact to the Santa Ynez Valley water supply of adding RHNA's proposed 1,522 units?

LAND USE AND PLANNING:

• **Agricultural Resources**

o As you mention in your scoping document, Agricultural Resources and Aesthetics and Visual Resources must be evaluated through the scope of the EIR. I have touched on Agricultural Resources via my water comments above, and would like to voice an additional concern about the concept of converting and/or re-zoning Ag land: as noted in the Comprehensive Plan, the priorities of agriculture, open space, and rural character must continue to be honored through this process. Continued agriculture is fundamental to ensure all three of those priorities. Encroaching on Ag land, even considering re-zoning Ag land for new residential development, should be a non-starter. Farmworker housing should be the only housing considered on Ag zoned land.

• **Aesthetics and Visual Resources**

o It is good to see this specifically addressed in the EIR. Santa Barbara County has an opportunity unique in Southern California: the ability to preserve the natural beauty which currently exists. These important resources need to be clearly defined (as in the Comprehensive Plan) in this EIR, and protected. As Sacramento continues to force growth on the County, the County needs to stand up for itself and continue to defend the aesthetic and visual resources which make the County unique. I think the vast majority of County residents would agree that we do not want Santa Barbara to resemble San Diego County, Orange County, Los Angeles County and even parts of Ventura County in terms of crowding, sprawl, traffic, noise, pollution, etc. The areas of Ag land and Open Space, in particular the Gaviota Coast, Santa Ynez Valley, Santa Maria Valley, and Capinteria coastal areas must be preserved at all costs.

• **Zoning: Short Term Rentals**

o Why is the state mandating new housing development in Santa Barbara County? Surely it is not to provide business opportunities to wealthy (mostly non-resident) investors seeking to maximize returns on residential property investments. Yet, time and time again, local real estate, including new construction, sells not to local residents, but wealthy outside investors. This has been a crisis in the Santa Ynez Valley for well over a decade and County Short Term Rental Policy has simply failed. If the State, and County, want to increase residential housing opportunities, this is the first place where policies should shift, in favor of long term rental and/or sale to local residents instead of short term rental use. Greater enforcement is one way to do this, but frankly, the current underlying policy simply favors Short Term Rentals unfairly. That should change.

• **Zoning: Hotels**

o Why are Short Term Rentals so popular? Because we do not have remotely enough hotel units (particularly in the Santa Ynez Valley). Perhaps the EIR can look into this issue, as surely, denser, higher occupancy hotel projects located in the various towns and cities would be far more environmentally efficient than a sprawling multitude of short term rental properties.

• **Build UP not OUT**

o If we must continue to develop new housing units (and I think that is an IF, see below), priority must be given to increasing density and locating the new units in close geographic proximity to jobs in order to reduce noise, traffic, carbon emissions and other pollutants.

HOW TO SOLVE THE HOUSING CRISIS WITHOUT RELYING ON NEW CONSTRUCTION:

For an in-depth summary of my ideas, I will direct staff to review my letter "**Suggestions for solving the housing crisis in Santa Barbara County**" dated 7/7/2022 (attached here).

While this might veer a bit off topic for the EIR, please do consider the following:

If current policies remain in place, new construction will simply be snapped up by wealthy outside investors and will not fundamentally improve access nor "affordability" to housing for local residents.

I think it is fundamentally important to ask: why is the State mandating the RHNA allocations? What is the goal of building new units? If that goal is to provide housing, then there are several policy options which the County (and, frankly, the State itself) could initiate or expand upon which would solve the housing crisis far more effectively and with much greater speed.

The possible tools the County can use to this effect are:

Short Term Rental Regulations and Tax Assessments: as noted above and in the attached letter

Deed Restrictions: highly effective technique used in many mountain towns, particularly for new construction. See attached letter for greater detail.

Tiered Property Tax Assessments: See attached letter for greater detail.

Ban Investment Company Ownership of Santa Barbara residential properties (at least in specific overlays such as the Santa Ynez Valley) See attached letter for greater detail.

Farmstay Ordinance & Ag Tiered Permitting: See attached letter for greater detail.

Secondary Dwellings: See attached letter for greater detail.

Finally, I would like to point staff to this recent Federal Reserve paper, which shows clear evidence that the recent Pandemic-induced housing boom was fueled by a demand surge, rather than supply constraints:

Again, we must, at every step of the Housing Element—including this EIR—examine what the goals of these mandates are, and work toward achieving the fundamental goals of affordability of housing rather than simply increasing supply.

Sincerely,
Brandon Sparks-Gillis,
Solvang, CA
brandonsparksgillis@gmail.com

brandon sparks-gillis
Dragonette Cellars
Mobile: (805) 722-0226
Mailing Address Tasting Room
PO Box 1932 2445 Alamo Pintado Ave
Santa Ynez, CA 93460 Los Olivos, CA 93441

7.7.22

Santa Barbara County
Attn: Long Range Planning Division
CC: Joan Hartmann, Supervisor, Third District
RE: Housing Element Update

Suggestions for solving the housing crisis in Santa Barbara County

Dear Long Range Planning Division and Supervisor Hartmann,

I am writing today to provide several suggestions which will help to solve the current housing crisis in Santa Barbara County. I would like to formally submit the suggestions below to the Long Range Planning Division for consideration as they undertake their Housing Element Updates for 2023 – 2031.

Prior to the suggestions, I would like state a strong opinion that the same guidelines and considerations which have preserved the wonderful balance of agriculture and open space alongside development, particularly in the Santa Ynez Valley and the Gaviota Coast, be fiercely protected. Your staff asked for suggestions about sites, and I would urge that the vast majority of sites be centered in such “urban” areas as Lompoc, Santa Maria, and Buellton along with eastern Goleta and Santa Barbara proper.

In the Santa Ynez Valley, the infrastructure (water in particular) and roadways area already stretched to the limit, particularly in rural areas between Lompoc and Buellton, and in Solvang, Santa Ynez and surrounding areas.

I would like to preface these suggestions on housing by sharing some observations regarding the Santa Ynez Valley (and Santa Barbara County) rental and housing market. The current crisis has reached unprecedented levels, particularly after the surge in demand during and following the COVID-19 pandemic, but this crisis is not new.

For well over a decade, local residents (*who are employed in the County*) have had to compete for home ownership (and rentals) with wealthy investors from outside of the County. After saving for over two decades, my wife and I spent a frustrating five years trying to buy our first home. Time and time again, our offers were rejected in favor of all-cash offers from other buyers based outside the county.

Then came the boom in Short Term Rentals, which has further incentivized outside investors to outbid local residents. Short Term Rentals have proved even more damaging to the County as they have displaced local residents in favor of visitors. The last cottage we rented (for over eight years) is an example of this; when we moved out, the property owners converted our former long-term rental to an AirBnb. (This trend illustrates the need for added hotel rooms in the County, but that is another topic.)

This dynamic is devastating, not only to low income County residents, whose rents are being artificially inflated upwards, but also to “middle class” County residents who are now watching their rents soar and their dreams of home ownership disappear. Critically, this is impacting the vast majority of County residents *who actually live, work, and engage daily in this community*.

While the RHNA is set by the State, the County must be acutely aware that ***increased housing supply alone will not solve the housing crisis. In fact, it may exacerbate it.*** If the current trend of wealthy investors buying second, third, or fourth properties used for vacation homes and short term rentals continues, increased units may only increase our growing traffic problems, water usage, etc, and do nothing to improve the availability of housing, nor stabilize the cost of rent or home ownership.

As such, I strongly urge you to implement the following suggestions, which will provide real, material solutions which will allow for an increase in affordable housing in the County. They will also bring more equitability, diversity, and fairness to our communities.

1. Farmstay Ordinance & Ag Tiered Permitting:

The lack of affordable rent and even greater lack of affordable options for home buyers is a potential existential threat to Santa Barbara County agriculture. The Farmstay Ordinance and Ag Tiered Permitting are issues which the Santa Barbara County Vintners Association has already been working on with you. Under both of these, there is potential to expand the ability for agricultural land owners to provide long term lodging for workers. I urge you to drastically reduce county regulations (and costs) for farm worker housing and expand these dwellings as much, and as soon, as possible.

The definition of Ag Tiered housing needs to be expanded to allow other Ag-related employees (for instance, sales and administrative employees) to qualify for these dwellings, in addition to field workers.

The Farmstay ordinance, if implemented in an expansive way, might offer lodging options for visitors which both provide agriculturally educational experiences, and help alleviate the Short Term Rental problem (more on that below). It makes far more sense to allow visitors to stay on a large agricultural property than it does to allow short term rentals within residentially zoned areas, as is currently the case in many Third District neighborhoods.

2. Secondary Dwellings:

In addition to the Ag sector, easing permit restrictions on “garage” or “grandmother” unit conversions to make such dwellings both legal and available for **long term** rental is a relatively easy action which would have an immediate impact on long term rental supply, and potentially rent prices.

3. Deed Restrictions:

It is absolutely essential that deed restrictions be required on as many of the 5000+ units under the RHNA, and any other new developments within the County. This is critical because it prevents outside investors, whether wealthy individuals or investment companies, from buying up all the new housing. It would also provide a path to home ownership for local residents, who work within their community.

Heavily touristed mountain towns have had to deal with the crisis of affordable housing for locals for decades, and can serve as a useful example for solutions. In Colorado, San Miguel County, and in particular the town of Telluride, offer very real examples of how such a program could work in Santa Barbara, particularly in the Santa Ynez Valley.

Here is a link to information including Affordable Housing Units, Employee Housing Units, and Town Constructed Units: <https://smrha.org/town-of-telluride/>

And a link to the very comprehensive Telluride Affordable Housing Guidelines: <https://smrha.org/wp-content/uploads/2022/06/TAHG-Amended-2019-08-13-AMI-Updated-2022-06-06.pdf>

Of utmost importance in the Deed Restriction conversation is how the County defines the percentage of AMI to qualify for such properties. ***These limits need to be adjusted upwards in our County to address the high cost of living here.*** There need to be opportunities for “Above Moderate” income levels (and even those a bit above that threshold) to qualify for support under Deed Restrictions and other initiatives.

4. Ban Investment Company Ownership of Santa Barbara residential properties (at least in specific overlays such as the Santa Ynez Valley)

Vancouver BC and New Zealand have successfully implemented similar programs which now prevent (or slow) foreign investors from buying local real estate and driving up prices. We should do the same here, and expand this beyond foreign nationals to include all for-profit outside investment companies.

5. Tiered Property Tax Assessments

Tiering Property Tax Assessments is one way to use the trend toward multiple property ownership to help fund affordable housing initiatives within the County. A primary home, used by a local resident full time would fall under the lowest property tax tier. Second home owners would be taxed at a higher rate, with those proceeds funding affordable housing, first time home buyer down payment loans programs, etc. Third home owners would be taxed even higher, and so on.

6. Short Term Rental Regulations and Tax Assessments

Short Term Rentals (AirBnb, VRBO, etc) have served to drastically push up home prices, increase rents, and they have sharply reduced long term rental supply. Short Term Rentals are needed since we have so few hotel rooms, but it creates a wildly unfair dynamic between locals looking

to buy or for long term rental, vs. outside investors running a business out of a residentially (or agriculturally) zoned location. One solution would be to assess an additional County tax on short term rentals, again using those funds towards subsidizing affordable housing initiatives.

Nationwide, the estimated gap in housing supply is “consistently near 1.7 million units.*” Short term rental properties are current estimated at about 8 million nationally.** The impact of this disparity is easily visible in Santa Barbara County rents and home prices. Airbnb alone lists over 1,000 available units in Santa Barbara County. VRBO lists over 300 properties. Those numbers, not surprisingly, make up much of the inventory quantities targeted under RHNA. ***A significant portion of the housing supply we need is already here, it is simply misused based on the failure of County zoning and enforcement of the issue.***

Here is what the Harvard Law & Policy Review says about Short Term Rentals:

Short-term Rentals “reduce(s) the affordable housing supply by distorting the housing market in two interconnected mechanisms. The first such mechanism is one of simple conversion: any housing unit that was previously occupied by a city resident, but is now listed on Airbnb year round, is a unit that has been removed from the rental market and has essentially been added to [the community’s] supply of hotel rooms. This leads to a real, but likely mild, increase in rents, an effect that is concentrated in affluent or gentrifying neighborhoods along the [community’s] central core. More disconcertingly, conversion reduces [the community’s] already-limited supply of affordable housing. The second mechanism is “hotelization.” So long as a property owner or leaseholder can rent out a room on Airbnb for cheaper than the price of a hotel room, while earning a substantial premium over the residential market or rent-controlled rent, there is an overpowering incentive to list each unit in a building on Airbnb rather than rent to [local] residents, thereby creating “cottage hotels.” This decreases the supply of housing and spurs displacement, gentrification, and segregation.”

*https://www.washingtonpost.com/realestate/the-conundrum-affordable-housing-poses-for-the-nation/2020/01/01/a5b360da-1b5f-11ea-8d58-5ac3600967a1_story.html

**<https://granicus.com/blog/are-short-term-vacation-rentals-contributing-to-the-housing-crisis/>

7. Rent Control: Rent Control is another area to look into, which may provide at least some degree of security for the working population in Santa Barbara County. This can be a very complex issue for property rights, but looking at the wild escalation of rent around here, it seems like it might be necessary. ****Very importantly, if rent controls are established, again, the percent of AMI to qualify for such properties needs to be expanded (increased) in Santa Barbara County to address the high cost of living here.***

I appreciate the opportunity for input on our Housing Element. Thank you for your time and attention, and for your consideration of these issues.

Sincerely,

Brandon Sparks-Gillis
Solvang, CA
brandonsparksgillis@gmail.com

APPENDIX B

Housing Element Site Inventory Program EIR Buildout

This page was intentionally left blank.

County of Santa Barbara Housing Element Update PEIR Build Out Assumptions

Existing, Vacant Sites

- Columns A through U include information provided by the County from the Housing Element Update housing site inventory that has not been modified for the EIR buildout analysis
- Max Capacity Units (Column V) is maximum dwelling units per acre (du/ac) allowed by zoning (Column I) multiplied by site acreage (Column J)
 - Where maximum du/ac multiplied by site acreage equals <1 , maximum capacity units is rounded to 1
 - Where maximum du/ac multiplied by site acreage equals >1 , maximum capacity units is rounded down
- Modified Capacity (Column W) indicates where Max Capacity Units (Column V) is to be a different calculation than described above. Detailed explanation of modification provided in WSP Notes Column AI
 - Capacity of Orcutt Key Sites and PRD zoned sites modified to be consistent with applicable Orcutt Community Plan policies (e.g., Policy KS32-1 restricts Key Site 32 to 16 dwelling units) and PRD zoning designation
 - Capacity of sites zoned commercial and mixed-use modified as follows:
 - Max Capacity Units (Column V) calculated as 50 % of gross site acreage (Column J) multiplied by square feet per acre, and divided by acreage size of each unit, rounded down. Residential units on commercial properties assumed to be average 500 square feet per unit.
 - Assumes 50% of gross site acreage built with 100 percent commercial uses on first floor and 100 percent residential buildout on second and third floors.
 - Residential: Use 100% allowed density for SFDs and MFDs
 - Capacity of R-2 zoned sites assume duplex (2 houses) per LUDC
 - Capacity of MT zoned sites reduced based on minimum parcel size and potential for subdivision consistent with LUDC standards. Assumes 1 dwelling unit per subdivided parcel
- SDBL Eligible (Column X) indicates where site would qualify for SDBL provisions.
 - Yes if Max Capacity Units (Column V) is at least 5 units or more.
 - No if Max Capacity Units (Column V) is less than 5 units.
- SDBL Add'l Units (Column AB) calculates additional units afforded through SDBL provisions if Max Capacity Units (Column V) is at least 5 units or more
 - Assumes 30% bonus density on Max Capacity Units (Column V) for sites zoned 20 units per acre or more

- Assumes 10% bonus density on Max Capacity Units (Column V) for sites zoned less than 20 units per acre
- Total Units with SDBL (Column AC) add together Max Capacity Units (Column V) and SDBL Add'l Units (Column AB)
- SDF or MFD (Column AD) indicates whether Total Units with SDBL (Column AC) would be SFDs or MFDs based on zoning and density
 - Assumes all MFD for sites zoned 20 units per acre or more
 - Assumes all SFD for sites zoned less than 20 units per acre
 - For example, sites zoned R-2 (duplexes) and C-1/C-2 (mixed use commercial) count as MFDs
- Commercial Buildout (Column AH) calculates commercial square footage of development, calculated as 50% of the gross site acreage (Column J) multiplied by square feet per acre
- WSP Notes (Column AI) provides notes and explanation for specific modifications or special considerations for the site

Rezoning

- Columns A through T include information provided by the County from the Housing Element Update housing site inventory that has not been modified for the EIR buildout analysis
- Max Capacity Units (Column U) is calculated as Maximum Density Allowed (Column N) multiplied by Parcel Size (Column J), rounded down
- Modified Capacity (Column V) indicates where Max Capacity Units (Column U) is to be a different calculation than described above. Detailed explanation of modification provided in WSP Notes Column AI
 - Capacity of sites zoned commercial and mixed-use modified as follows:
 - Max Capacity Units (Column U) calculated as 50 % of gross site acreage (Column J) multiplied by square feet per acre, and divided by acreage size of each unit, rounded down. Residential units on commercial properties assumed to be average 500 square feet per unit.
 - Assumes 50% of gross site acreage built with 100 percent commercial uses on first floor and 100 percent residential buildout on second and third floors.
 - Residential: Use 100% allowed density for SFDs and MFDs
- SDBL Add'l Units (Column Z) calculates additional units afforded through SDBL provisions, assuming all sites would qualify for 30% bonus density on Max Capacity Units (Column U)
- Total Units with SDBL (Column AA) add together Max Capacity Units (Column U) and SDBL Add'l Units (Column Z)

- EIR Buildout (Column AB) calculates net increase in units, subtracting Number of Existing Units Onsite (Column R) from Total Units with SDBL (Column AA)
 - Assumes all existing units onsite would be demolished to accommodate new development under the Housing Element Update
- SFD or MFD (Column AC) indicates whether EIR Buildout (Column AB) would be SFDs or MFDs based on Proposed Zoning (Column L)
 - For example, sites zoned DR-1.5 to be all SFD
- Commercial Buildout (Column AH) calculates commercial square footage of development, calculated as 50% of the gross site acreage (Column J) multiplied by square feet per acre
- WSP Notes (Column AI) provides notes and explanation for specific modifications or special considerations for the site

County-owned Sites

- Columns A through R include information provided by the County from the Housing Element Update housing site inventory that has not been modified for the EIR buildout analysis
- Max Capacity Units (Column S) equals Total Capacity (Column M)
- SFD or MFD (Column X) indicates whether Max Capacity Units (Column S) would be SFDs or MFDs
 - Assume all units would be MFDs

Pending Projects

- Columns A through Q include information provided by the County from the Housing Element Update housing site inventory that has not been modified for the EIR buildout analysis
- Max Capacity Units (Column R) equals Total Capacity (Column L)
- EIR Maximum Buildout (Column S) calculates net increase in units, subtracting Number of Existing Units Onsite (Column O) from Max Capacity Units (Column R)
- SFD or MFD (Column X) indicates whether EIR Maximum Buildout (Column S) would be SFDs or MFDs
 - MFD or SFD based on the pending project application, as provided by the County, for consistency with any pending development application.

This page was intentionally left blank.

Table Summaries of EIR Buildout Calculations

Summary of Housing Growth Related to the 2023-31 Housing Element for its Program EIR

EIR Calculated Existing Capacity/Zoning						
	South Coast	Lompoc	Santa Maria	Santa Ynez	Cuyama	Total
Total Units	528	143	2,929	544	-	4,144
Low Income	82	30	887	169	-	1,168
Moderate Income	35	12	408	86	-	541
Above Moderate Income	193	86	990	143	-	1,412
SDBL Add'l Units	41	16	524	102	-	683
EIR Maximum Buildout	528	143	2,929	544	-	4,144
MFDs	222	17	2,240	374	-	2,853
SFDs	306	126	689	170	-	1,291

EIR Calculated Rezone Capacity						
	South Coast	Lompoc	Santa Maria	Santa Ynez	Cuyama	Total
Max Capacity	12,405	330	7,664	235	1,394	22,028
Low Income	6,180	165	3,826	117	697	10,985
Moderate Income	3,083	81	1,909	58	348	5,479
Above Moderate Income	3,130	81	1,915	58	348	5,532
SDBL Add'l Units	3,700	98	2,293	70	418	6,579
EIR Maximum Buildout	16,102	428	9,911	305	1,812	28,558
MFDs	16,029	428	9,902	305	1,812	28,476
SFDs	73	-	9	-	-	82

EIR Calculated County-Owned Sites Capacity (Assumed All MFDs)						
	South Coast	Lompoc	Santa Maria	Santa Ynez	Cuyama	Total
EIR Maximum Buildout	320	--	--	--	--	320
Low Income	221	--	--	--	--	221
Moderate Income	50	--	--	--	--	50
Above Moderate Income	49	--	--	--	--	49

EIR Calculated Pending Projects Capacity (Project Description Analysis)						
	South Coast	Lompoc	Santa Maria	Santa Ynez	Cuyama	Total
EIR Maximum Buildout	1,092	350	-	61	33	1,536
Low Income	239	-	-	12	33	284
Moderate Income	45	-	-	-	-	45
Above Moderate Income	822	350	-	57	-	1,229
MFDs	1,092	350	-	61	33	1,536
SFDs	-	-	-	-	-	-
MFD and SFD	-	-	-	-	-	-

Total EIR Calculated Housing Capacity						
	South Coast	Lompoc	Santa Maria	Santa Ynez	Cuyama	Total
EIR Maximum Buildout	18,042	921	12,840	910	1,845	34,558
Low Income	6,722	195	4,713	298	730	12,658
Moderate Income	3,213	93	2,317	144	348	6,115
Above Moderate Income	4,194	517	2,905	258	348	8,222
SDBL Add'l Units	3,741	114	2,817	172	418	7,262
MFDs	17,663	795	12,142	740	1,845	33,185
SFDs	379	126	698	170	-	1,373
MFD and SFD	-	-	-	-	-	-

Total Proposed ADUs (CEQA Exempt)						
	South Coast	Lompoc	Santa Maria	Santa Ynez	Cuyama	Total
Total ADUs	452	23	221	101	3	800

Pending Project Capacity (Cumulative Project Analysis)						
	South Coast	Lompoc	Santa Maria	Santa Ynez	Cuyama	Total
EIR Maximum Buildout	848	108	300	75	-	1,331
Low Income	32	49	61	60	-	202
Moderate Income	460	-	88	-	-	548
Above Moderate Income	372	59	152	15	-	598
MFDs	823	49	176	75	-	1,123
SFDs	25.0	59	124	-	-	208
MFD and SFD	-	-	-	-	-	-

Summary of Housing Growth Calculated for 2023-31 Housing Element

County Calculated Housing Capacity (Existing Capacity/Zoning)						
	South Coast	Lompoc	Santa Maria	Santa Ynez	Cuyama	Total
Max Capacity	405	109	1,089	197	-	1,800
Low Income	14	-	-	-	-	14
Moderate Income	34	4	332	103	-	473
Above Moderate Income	357	105	757	94	-	1,313

County Calculated Housing Capacity (Rezones)						
	South Coast	Lompoc	Santa Maria	Santa Ynez	Cuyama	Total
Max Capacity	6,359	132	1,997	121	50	8,659
Low Income	3,250	58	219	-	-	3,527
Moderate Income	1,539	46	292	-	50	1,927
Above Moderate Income	1,570	28	263	-	-	1,861

County Calculated Housing Capacity (County-Owned Sites)						
	South Coast	Lompoc	Santa Maria	Santa Ynez	Cuyama	Total
Max Capacity	320	-	-	-	-	320
Low Income	221	-	-	-	-	221
Moderate Income	50	-	-	-	-	50
Above Moderate Income	49	-	-	-	-	49

County Calculated Housing Capacity (Pending Projects)						
	South Coast	Lompoc	Santa Maria	Santa Ynez	Cuyama	Total
Total Units	1,970	458	301	144	33	2,906
Low Income	271	49	61	72	33	486
Moderate Income	505	-	88	-	-	593
Above Moderate Income	1,194	409	152	72	-	1,827

County Proposed Housing Capacity						
	South Coast	Lompoc	Santa Maria	Santa Ynez	Cuyama	Total
Total Units	9,054	699	3,387	462	83	13,685
Low Income	3,756	107	280	72	33	4,248
Moderate Income	2,128	50	712	103	50	3,043
Above Moderate Income	3,170	542	1,172	166	-	5,050

County Proposed ADUs						
	South Coast	Lompoc	Santa Maria	Santa Ynez	Cuyama	Total
Total ADUs	452	23	221	101	3	800

Difference in Calculated Housing Growth

Difference in Calculated Housing Capacity (Existing Capacity/Zoning)						
	South Coast	Lompoc	Santa Maria	Santa Ynez	Cuyama	Total
Max Capacity	123	34	1,840	347	-	2,344
Low Income	68	30	887	169	-	1,154
Moderate Income	1	8	76	(17)	-	68
Above Moderate Income	(164)	(19)	233	49	-	99

Difference in Calculated Housing Capacity (Rezones)						
	South Coast	Lompoc	Santa Maria	Santa Ynez	Cuyama	Total
Max Capacity	6,046	198	5,667	114	1,344	13,369
Low Income	2,930	107	3,607	117	697	7,458
Moderate Income	1,544	35	1,617	58	298	3,552
Above Moderate Income	1,560	53	1,652	58	348	3,671

Difference in Calculated Housing Capacity (County-Owned Sites)						
	South Coast	Lompoc	Santa Maria	Santa Ynez	Cuyama	Total
Max Capacity	-	-	-	-	-	-
Low Income	-	-	-	-	-	-
Moderate Income	-	-	-	-	-	-
Above Moderate Income	-	-	-	-	-	-

Difference in Calculated Housing Capacity (Pending Projects)						
	South Coast	Lompoc	Santa Maria	Santa Ynez	Cuyama	Total
Total Units	(878)	(108)	(301)	(83)	-	(1,370)
Low Income	(32)	(49)	(61)	(60)	-	(202)
Moderate Income	(460)	-	(88)	-	-	(548)
Above Moderate Income	(372)	(59)	(152)	(15)	-	(598)

Difference in Proposed Housing Capacity						
	South Coast	Lompoc	Santa Maria	Santa Ynez	Cuyama	Total
Total Units	8,988	222	9,453	448	1,762	20,873
Low Income	2,966	88	4,433	226	697	8,410
Moderate Income	1,085	43	1,605	41	298	3,072
Above Moderate Income	1,024	(25)	1,733	92	348	3,172

Difference in Proposed ADUs						
	South Coast	Lompoc	Santa Maria	Santa Ynez	Cuyama	Total
Total ADUs	-	-	-	-	-	-

This page was intentionally left blank.

Table A.1 - South Coast Vacant Sites Inventory Buildout

Site Address	Zoning Designation (Current)	Maximum Density Allowed (units/acre)	Acres	RHNA Subregion	Max Capacity Units (DU/AC x Acres)	Modified Capacity?	SDBL Eligible (5 or more units)	SDBL Add'l Units (30% or 10%)	Total Units with SDBL	SPD or MFD	Commercial Buildout	WSP Notes
3735 SANTA CLAUD LN CARPINTERIA, CA 93013	C-1		0.46	South Coast	1	N				1 SPD		Max Capacity modified consistent with LUDC Sec 35.24.040 C-1 residential development standards, restricting residential density to 1 DU/site
652 VIA TREPADORA SANTA BARBARA, CA 93110	1.5-EX-1	0.6667	2.02	South Coast	1	N				1 SPD		
4653 VIA HUERTO SANTA BARBARA, CA 93110	1.5-EX-1	0.6667	2	South Coast	1	N				1 SPD		
3907 VIA LAGUNA SANTA BARBARA, CA 93110	1.5-EX-1	0.6667	2.44	South Coast	1	N				1 SPD		
3919 VIA LAGUNA SANTA BARBARA, CA 93110	1.5-EX-1	0.6667	2.68	South Coast	1	N				1 SPD		
946 MONTE DR SANTA BARBARA, CA 93110	1.5-EX-1	0.6667	2	South Coast	1	N				1 SPD		
	1.5-EX-1	0.6667	2.6	South Coast	1	N				1 SPD		
	10-E-1	0.1	14.42	South Coast	1	N				1 SPD		
501 SAND POINT RD CARPINTERIA, CA 93013	10-R-1	4.36	8.95	South Coast	39	Y		3		42 SPD		
	10-R-1	4.356	1.5	South Coast	6	Y		1		7 SPD		
3701 SANTA CLAUD LN CARPINTERIA, CA 93013	10-R-1	4.356	1.14	South Coast	4	N				4 SPD		
LA RAMADA/TURNPIKE/VALA RD SANTA BARBARA, CA 93108	10-R-1	4.356	0.68	South Coast	2	N				2 SPD		
	10-R-1	4.356	0.88	South Coast	3	N				3 SPD		
171 EVANS AVE SUMMERLAND, CA 93067	10-R-1	4.356	0.57	South Coast	2	N				2 SPD		
	10-R-1	4.356	0.56	South Coast	2	N				2 SPD		
	10-R-1	4.356	0.5	South Coast	2	N				2 SPD		
2202 CALLE CULEBRA SUMMERLAND, CA 93067	10-R-1	4.356	0.26	South Coast	1	N				1 SPD		
	10-R-1	4.356	0.38	South Coast	1	N				1 SPD		
	10-R-1	4.356	0.38	South Coast	1	N				1 SPD		
SANTA CLAUD LN CARPINTERIA, CA 93013	10-R-1	4.356	0.3	South Coast	1	N				1 SPD		
	10-R-1	4.356	0.3	South Coast	1	N				1 SPD		
	10-R-1	4.356	0.29	South Coast	1	N				1 SPD		
BANNER AVE SUMMERLAND, CA 93067	10-R-2	8.712	0.14	South Coast	1	N				1 SPD		
2264 VARLEY ST SUMMERLAND, CA 93067	10-R-2	8.712	0.2	South Coast	1	N				1 SPD		
BANNER AVE SUMMERLAND, CA 93067	10-R-2	8.712	0.21	South Coast	1	N				1 SPD		
2465 VARLEY ST SUMMERLAND, CA 93067	10-R-2	8.712	0.24	South Coast	2	N				2 SPD		
1060 WINTHER WAY SANTA BARBARA, CA 93110	15-R-1	2.904	2.13	South Coast	6	Y		1		7 SPD		
	1-E-1	1	8.01	South Coast	8	Y		1		9 SPD		
	1-E-1	1	7.28	South Coast	7	Y		1		8 SPD		
	1-E-1	1	7.67	South Coast	7	Y		1		8 SPD		
2243 LAS Canoas Rd Santa Barbara, CA 93105	1-E-1	1	2.9	South Coast	2	N				2 SPD		
651 STODDARD LN SANTA BARBARA, CA 93108	1-E-1	1	3.41	South Coast	3	N				3 SPD		
2025 CREEKSIDE RD SANTA BARBARA, CA 93108	1-E-1	1	2.49	South Coast	2	N				2 SPD		
	1-E-1	1	2.05	South Coast	2	N				2 SPD		
	1-E-1	1	2.77	South Coast	2	N				2 SPD		
	1-E-1	1	2.59	South Coast	2	N				2 SPD		
1001 LA SENDA RD SANTA BARBARA, CA 93105	1-E-1	1	2.05	South Coast	2	N				2 SPD		
	1-E-1	1	2.81	South Coast	2	N				2 SPD		
744 VEREDA DEL CIERVO GOLETA, CA 93117	1-E-1	1	2.1	South Coast	2	N				2 SPD		
319 ORTEGA RIDGE RD SANTA BARBARA, CA 93108	1-E-1	1	1.86	South Coast	1	N				1 SPD		
	1-E-1	1	1.13	South Coast	1	N				1 SPD		
	1-E-1	1	1.23	South Coast	1	N				1 SPD		
	1-E-1	1	1.27	South Coast	1	N				1 SPD		
125 DEERFIELD RD SANTA BARBARA, CA 93108	1-E-1	1	1.4	South Coast	1	N				1 SPD		
TUNNEL RD SANTA BARBARA, CA 93111	1-E-1	1	1.29	South Coast	1	N				1 SPD		
1210 SAN ANTONIO CRK RD SANTA BARBARA, CA 93108	1-E-1	1	1.59	South Coast	1	N				1 SPD		
4696 PENNELL RD SANTA BARBARA, CA 93111	1-E-1	1	1.55	South Coast	1	N				1 SPD		
535 TORO CANYON RD SANTA BARBARA, CA 93108	1-E-1	1	1.15	South Coast	1	N				1 SPD		
8389 VEREDA ESCOLAR GOLETA, CA 93117	1-E-1	1	1.36	South Coast	1	N				1 SPD		
VEREDA ESCOLAR GOLETA, CA 93117	1-E-1	1	1.38	South Coast	1	N				1 SPD		
776 VEREDA DEL CIERVO GOLETA, CA 93117	1-E-1	1	1.7	South Coast	1	N				1 SPD		
	1-E-1	1	2.73	South Coast	2	N				2 SPD		
VIA ROBLADA SANTA BARBARA, CA	2.5-EX-1	0.4	16.55	South Coast	6	Y		1		7 SPD		
4677 VIA ROBLADA SANTA BARBARA, CA 93110	2.5-EX-1	0.4	8.69	South Coast	3	N				3 SPD		
VIA ROBLADA SANTA BARBARA, CA 93110	2.5-EX-1	0.4	6.06	South Coast	2	N				2 SPD		
	2.5-EX-1	0.4	6.27	South Coast	2	N				2 SPD		
939 VIA TRANQUILA SANTA BARBARA, CA 93110	2.5-EX-1	0.4	2.81	South Coast	1	N				1 SPD		
	2.5-EX-1	0.4	3.77	South Coast	1	N				1 SPD		
	20-R-1	2.178	4.04	South Coast	8	Y		1		9 SPD		
3175 LAUREL CANYON RD SANTA BARBARA, CA 93108	20-R-1	2.178	1.93	South Coast	4	N				4 SPD		
3165 LAUREL CANYON RD SANTA BARBARA, CA 93108	20-R-1	2.178	1.47	South Coast	3	N				3 SPD		
	20-R-1	2.178	1.12	South Coast	2	N				2 SPD		
236 MIRAMAR AVE SANTA BARBARA, CA 93108	20-R-1	2.178	0.85	South Coast	1	N				1 SPD		
MISSION OAKS LN SANTA BARBARA, CA 93105	20-R-1	2.178	0.87	South Coast	1	N				1 SPD		
	20-R-1	2.178	0.73	South Coast	1	N				1 SPD		
PUESTA DEL SOL SANTA BARBARA, CA 93105	20-R-1	2.178	0.77	South Coast	1	N				1 SPD		
LAS ENCINAS RD SANTA BARBARA, CA 93105	20-R-1	2.178	0.84	South Coast	1	N				1 SPD		
	20-R-1	2.178	0.73	South Coast	1	N				1 SPD		
1791 OCEAN OAKS RD CARPINTERIA, CA 93013	20-R-1	2.178	0.57	South Coast	1	N				1 SPD		
	20-R-1	2.178	0.66	South Coast	1	N				1 SPD		
	2-E-1	0.5	10.98	South Coast	5	Y		1		6 SPD		
EAST VALLEY RD SANTA BARBARA, CA 93108	2-E-1	0.5	14	South Coast	2	N				2 SPD		
4 SUNRISE HILL LN MONTECITO, CA 93108	2-E-1	0.5	3.94	South Coast	1	N				1 SPD		
812 PARK HILL LN SANTA BARBARA, CA 93108	2-E-1	0.5	2.64	South Coast	1	N				1 SPD		
	2-E-1	0.5	2.29	South Coast	1	N				1 SPD		
	2-E-1	0.5	2.45	South Coast	1	N				1 SPD		
2920 SYCAMORE CANYON RD SANTA BARBARA, CA 93108	2-E-1	0.5	3.15	South Coast	1	N				1 SPD		
289 SAN YSIDRO RD MONTECITO, CA 93108	2-E-1	0.5	2.97	South Coast	1	N				1 SPD		
SYCAMORE CANYON RD SANTA BARBARA, CA 93108	2-E-1	0.5	3.25	South Coast	1	N				1 SPD		
780 ASHLEY RD SANTA BARBARA, CA 93108	2-E-1	0.5	2.76	South Coast	1	N				1 SPD		
293 E MOUNTAIN DR SANTA BARBARA, CA 93108	2-E-1	0.5	2.51	South Coast	1	N				1 SPD		
1000 COLD SPRINGS RD SANTA BARBARA, CA 93108	2-E-1	0.5	2.91	South Coast	1	N				1 SPD		
1658 EAST VALLEY RD SANTA BARBARA, CA 93108	2-E-1	0.5	3.1	South Coast	1	N				1 SPD		
	3.5-EX-1	0.2857	7.3	South Coast	2	N				2 SPD		
	3.5-EX-1	0.2857	5.27	South Coast	1	N				1 SPD		
4365 LLANO AVE SANTA BARBARA, CA 93110	3.5-EX-1	0.2857	6.58	South Coast	1	N				1 SPD		
ROBLE DR SANTA BARBARA, CA 93110	3.5-EX-1	0.2857	5.21	South Coast	1	N				1 SPD		
2090 CREEKSIDE RD SANTA BARBARA, CA 93108	3-E-1	0.3333	12.46	South Coast	4	N				4 SPD		
1315 SAN MARCOS PASS RD SANTA BARBARA, CA 93108	3-E-1	0.3333	14.47	South Coast	4	N				4 SPD		
160 E MOUNTAIN DR SANTA BARBARA, CA 93108	3-E-1	0.3333	9.54	South Coast	3	N				3 SPD		
	3-E-1	0.3333	9.64	South Coast	3	N				3 SPD		
	3-E-1	0.3333	11.58	South Coast	3	N				3 SPD		
	3-E-1	0.3333	6.65	South Coast	2	N				2 SPD		
	3-E-1	0.3333	7.51	South Coast	2	N				2 SPD		
2080 CREEKSIDE RD SANTA BARBARA, CA 93108	3-E-1	0.3333	4.65	South Coast	1	N				1 SPD		
2085 CREEKSIDE RD SANTA BARBARA, CA 93108	3-E-1	0.3333	5.28	South Coast	1	N				1 SPD		
1000 HOT SPRINGS RD SANTA BARBARA, CA 93108	3-E-1	0.3333	4.02	South Coast	1	N				1 SPD		
1496 E MOUNTAIN DR SANTA BARBARA, CA 93108	3-E-1	0.3333	4.17	South Coast	1	N				1 SPD		
	3-E-1	0.3333	4.6	South Coast	1	N				1 SPD		
286 E MOUNTAIN DR SANTA BARBARA, CA 93108	3-E-1	0.3333	4.71	South Coast	1	N				1 SPD		
	3-E-1	0.3333	4.22	South Coast	1	N				1 SPD		
	3-E-1	0.3333	4.69	South Coast	1	N				1 SPD		
	3-E-1	0.3333	3.43	South Coast	1	N				1 SPD		
	3-E-1	0.3333	5	South Coast	1	N				1 SPD		
	3-E-1	0.3333	3.92	South Coast	1	N				1 SPD		
	3-E-1	0.3333	4.35	South Coast	1	N				1 SPD		
1088 E MOUNTAIN DR SANTA BARBARA, CA 93108	5-E-1	0.2	12.1	South Coast	2	N				2 SPD		
295 SHEFFIELD DR SANTA BARBARA, CA 93108	5-E-1	0.2	14.33	South Coast	2	N				2 SPD		
582 ORTEGA RIDGE RD SANTA BARBARA, CA 93108	5-E-1	0.2	16.33	South Coast	3	N				3 SPD		
817 ROMERO CANYON RD MONTECITO, CA 93108	15.5-E-1	0.2	6.84	South Coast	1	N				1 SPD		

Table A.1 - South Coast Vacant Sites Inventory Buildout (Cont.)

Site Address	Zoning Designation (Current)	Maximum Density Allowed (units/acre)	Acres	RHNA Subregion	Max Capacity Units (DU/AC x Acres)	Modified Capacity?	SDBL Eligible (5 or more units)	SDBL Add'l Units (30% or 10%)	Total Units with SDBL	SFD or MFD	Commercial Buildout	WSP Notes
41 VIA ALICIA MONTECITO, CA 93108	5-E-1	0.2	8.94	South Coast	1	N			1	SFD		
1770 EAST VALLEY RD SANTA BARBARA, CA 93108	5-E-1	0.2	6.78	South Coast	1	N			1	SFD		
1181 EDMOND DR SANTA BARBARA, CA 93105	7-R-1	6.2223	0.42	South Coast	2	N			2	SFD		
	7-R-1	6.2223	0.45	South Coast	2	N			2	SFD		
	7-R-1	6.2223	0.29	South Coast	1	N			1	SFD		
1189 EDMOND DR SANTA BARBARA, CA 93105	7-R-1	6.2223	0.21	South Coast	1	N			1	SFD		
EDGEMOUND DR SANTA BARBARA, CA 93105	7-R-1	6.2223	0.21	South Coast	1	N			1	SFD		
	7-R-1	6.2223	0.22	South Coast	1	N			1	SFD		
1021 CHELTENHAM RD SANTA BARBARA, CA 93105	7-R-1	6.2223	0.29	South Coast	1	N			1	SFD		
2945 KENMORE PL SANTA BARBARA, CA 93105	7-R-1	6.2223	0.23	South Coast	1	N			1	SFD		
2982 GLEN ALBYN DR SANTA BARBARA, CA 93105	7-R-1	6.2223	0.2	South Coast	1	N			1	SFD		
FOOTHILL RD SANTA BARBARA, CA 93105	7-R-1	6.2223	0.19	South Coast	1	N			1	SFD		
2255 WHITNEY AVE SUMMERLAND, CA 93067	7-R-1	6.2223	0.19	South Coast	1	N			1	SFD		
2251 WHITNEY AVE SUMMERLAND, CA 93067	7-R-1	6.2223	0.21	South Coast	1	N			1	SFD		
	8-R-1	5.445	2	South Coast	10	Y		1	11	MFD		
3920 PUEBLO AVE SANTA BARBARA, CA 93110	8-R-1	5.445	0.7	South Coast	3	N			3	SFD		
820 CATHEDRAL VISTA LN SANTA BARBARA, CA 93110	8-R-1	5.445	0.51	South Coast	2	N			2	SFD		
N LA CUMBRE RD SANTA BARBARA, CA 93110	8-R-1	5.445	0.37	South Coast	2	N			2	SFD		
	8-R-1	5.445	0.38	South Coast	2	N			2	SFD		
	8-R-1	5.445	0.53	South Coast	2	N			2	SFD		
3270 BEACH CLUB RD CARPINTERIA, CA 93013	8-R-1	5.445	0.4	South Coast	2	N			2	SFD		
N LA CUMBRE RD SANTA BARBARA, CA 93110	8-R-1	5.445	0.31	South Coast	1	N			1	SFD		
N LA CUMBRE RD SANTA BARBARA, CA 93110	8-R-1	5.445	0.35	South Coast	1	N			1	SFD		
866 WALNUT RD SANTA BARBARA, CA 93110	8-R-1	5.445	0.24	South Coast	1	N			1	SFD		
	8-R-1	5.445	0.27	South Coast	1	N			1	SFD		
5207 CALLE BARQUERO SANTA BARBARA, CA 93111	8-R-1	5.445	0.21	South Coast	1	N			1	SFD		
3271 PADARO LN CARPINTERIA, CA 93013	8-R-1	5.445	0.35	South Coast	1	N			1	SFD		
	C-2		0.23	South Coast	20	Y		6	26	MFD	5,009.40	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.
	C-2		0.2	South Coast	17	Y		5	22	MFD	4,356.00	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.
	C-2		0.23	South Coast	20	Y		6	26	MFD	5,009.40	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.
LN	DR-1	1	11.52	South Coast	11	Y		1	12	MFD		
	DR-1	1	6	South Coast	6	Y		1	7	MFD		
	DR-1.8	1.8	0.97	South Coast	1	N			1	SFD		
	DR-1.8	1.8	0.75	South Coast	1	N			1	SFD		
	DR-12.3	12.3	0.6	South Coast	7	Y		1	8	MFD		
HOLLISTER AVE SANTA BARBARA, CA 93110	DR-20	20	0.78	South Coast	15	Y		1	16	MFD		
955 TORO CANYON RD SANTA BARBARA, CA 93108	MT-TORO-100	0.1	40	South Coast	1	Y	N		1	SFD		Max Capacity modified to calculate based on 1 unit per minimum lot area, accounting for potential subdivision of lot consistent with zone designation.
1078 TORO CANYON RD SANTA BARBARA, CA 93108	MT-TORO-100	0.1	16.58	South Coast	1	Y	N		1	SFD		Max Capacity modified to calculate based on 1 unit per minimum lot area, accounting for potential subdivision of lot consistent with zone designation.
3574 TORO CANYON PARK RD SANTA BARBARA, CA 93108	MT-TORO-40	0.025	55.78	South Coast	1	Y	N		1	SFD		Max Capacity modified to calculate based on 1 unit per minimum lot area, accounting for potential subdivision of lot consistent with zone designation.
415 MEADOWBROOK DR SANTA BARBARA, CA 93108	PRD	1	1.8	South Coast	1	N			1	SFD		
	PRD-70	2	106.6	South Coast	70	Y	Y	7	77	MFD		Max Capacity modified to match PRD-70 designation.
	RR-5	0.2	14.85	South Coast	2	N			2	SFD		
	RR-5	0.2	6.14	South Coast	1	N			1	SFD		
	SR-H-20	20	0.82	South Coast	16	Y		1	17	MFD		
	SR-M-18	18	0.11	South Coast	1	N			1	SFD		
6730 DEL PLAYA DR UNIT 101 GOLETA, CA 93117	SR-M-18	18	0.11	South Coast	1	N			1	SFD		
	SR-M-18	18	0.12	South Coast	2	N			2	SFD		
6767 SABADO TARDE RD GOLETA, CA 93117 4905	SR-M-18	18	0.11	South Coast	1	N			1	SFD		
6510 DEL PLAYA DR GOLETA, CA	SR-M-18	18	0.12	South Coast	2	N			2	SFD		

Table A.2 - North County Vacant Sites Inventory Buildout

Site Address	Zoning Designation (Current)	Maximum Density Allowed (units/acre)	Acres	RHNA Subregion	Max Capacity Units (DU/AC x Acres)	Modified Capacity?	SDBL Eligible (5 or more units)	SDBL Add'l Units (30% or 10%)	Total Units with SDBL	SFD or MFD	Commercial Buildout	WSP Notes
Key Site 32	DR-3.3	4	12.97	Santa Maria	16	Y	Y	2	18	SFD		Max Capacity modified consistent with Orcutt Community Plan Policy KS2-1 which restricts maximum capacity to 16 units
520 BELL ST UNIT 220 LOS ALAMOS, CA 93440	CM-LA	N/A	0.12	Santa Ynez	10	Y	Y	3	13	MFD	2,613.60	Max Capacity modified to calculate residential development based on typical 50% gross floor area, assuming residential on second story of development, with average 500 sf per DU.
MEYER MIXED USE PROJECT 630 E CLARK AVE ORCUTT, CA 93455	CM-LA OT-R-14/GC	N/A 14	0.44 0.15	Santa Ynez Santa Ynez	38 2	Y N	Y N	12 2	50 2	MFD SFD	9,583.20	Max Capacity modified to calculate residential development based on typical 50% gross floor area, assuming residential on second story of development, with average 500 sf per DU.
Key Site 2	C-2	N/A	12.37	Santa Maria	1,077	Y	Y	324	1401	MFD	269,418.60	Max Capacity modified to calculate residential development based on typical 50% gross floor area, assuming residential on second story of development, with average 500 sf per DU.
Key Site C	1-E-1	1	47	Santa Maria	47	Y	Y	5	52	SFD		Capacity calculation modified consistent with Orcutt Community Plan language limiting residential development to 14 acres.
Key Site D	1-E-1 and 3-E-1 DR-4.6	4.6	80.99 18.32	Santa Maria Lompoc	14 84	Y Y	Y Y	2 9	16 93	SFD SFD		Key Site 21 designated for 150 units per Orcutt Community Plan Policy KS21-1. DevSTD KS21-2 includes condition for reducing unit capacity to 70 if site is developed with up to 20 acres of Resort Visitor Serving Commercial uses.
Key Site 21	PRD		211	Santa Maria	150	Y	Y	15	165	SFD		
Key Site 31	DR-6	10	3.68	Santa Maria	36	Y	Y	4	40	SFD		
	10-R-1	4.356	0.76	Santa Maria	3	N	N		3	SFD		
160 PATTERSON RD SANTA MARIA, CA 93455	10-R-1	4.356	0.35	Santa Maria	1	N	N		1	SFD		
1563 TURQUOISE CT SANTA MARIA, CA 93455	10-R-1	4.356	0.31	Santa Maria	1	N	N		1	SFD		
STILLWELL RD SANTA MARIA, CA 93455	10-R-1	4.356	0.37	Santa Maria	1	N	N		1	SFD		
995 FLAGSTONE DR SANTA MARIA, CA 93455	10-R-1	4.356	0.31	Santa Maria	1	N	N		1	SFD		
MANDA DR SANTA MARIA, CA 93455	10-R-1	4.356	0.32	Santa Maria	1	N	N		1	SFD		
	10-R-1	4.356	0.39	Santa Maria	1	N	N		1	SFD		
	10-R-1	4.356	0.34	Santa Maria	1	N	N		1	SFD		
	10-R-1	4.356	0.26	Santa Maria	1	N	N		1	SFD		
	10-R-1	4.356	0.26	Santa Maria	1	N	N		1	SFD		
4138 ORCUTT RD SANTA MARIA, CA 93455	10-R-1	4.356	0.28	Santa Maria	1	N	N		1	SFD		
	10-R-1	4.356	3.21	Santa Ynez	13	Y	Y	2	15	SFD		
	10-R-1	4.356	2.4	Santa Ynez	10	Y	Y	1	11	SFD		
	10-R-1	4.356	2.12	Santa Ynez	9	Y	Y	1	10	SFD		
	10-R-1	4.356	1	Santa Ynez	4	N	N		4	SFD		
3463 SAGUNTO ST SANTA YNEZ, CA 93460	10-R-1	4.356	0.95	Santa Ynez	4	N	N		4	SFD		
	10-R-1	4.356	0.74	Santa Ynez	3	N	N		3	SFD		
1187 LINCOLN ST SANTA YNEZ, CA 93460	10-R-1	4.356	0.46	Santa Ynez	2	N	N		2	SFD		
	10-R-1	4.356	0.39	Santa Ynez	1	N	N		1	SFD		
1306 EDISON ST SANTA YNEZ, CA 93460	10-R-1	4.356	0.26	Santa Ynez	1	N	N		1	SFD		
3651 WILLOW ST SANTA YNEZ, CA 93460	10-R-1	4.356	0.3	Santa Ynez	1	N	N		1	SFD		
	10-R-1	4.356	0.29	Santa Ynez	1	N	N		1	SFD		
3475 CERRITO ST SANTA YNEZ, CA 93460	10-R-1	4.356	0.29	Santa Ynez	1	N	N		1	SFD		
355 PRICE RANCH RD LOS ALAMOS, CA 93440	10-R-1	4.356	0.27	Santa Ynez	1	N	N		1	SFD		
	10-R-1	4.356	0.27	Santa Ynez	1	N	N		1	SFD		
	10-R-2	8.712	0.22	Santa Ynez	1	N	N		1	SFD		
TIVOLA ST SANTA YNEZ, CA 93460	10-R-2	8.712	0.27	Santa Ynez	2	N	N		2	SFD		
545 MILES AVE SANTA MARIA, CA 93455	15-R-1	2.904	0.39	Santa Maria	1	N	N		1	SFD		
2755 GRAND AVE LOS OLIVOS, CA 93441	15-R-1	2.904	1.14	Santa Ynez	3	N	N		3	SFD		
2235 JONATA ST LOS OLIVOS, CA 93441	15-R-1	2.904	0.52	Santa Ynez	1	N	N		1	SFD		
	1-E-1	1	2.16	Santa Maria	2	N	N		2	SFD		
APPALOOSA TRAIL ORCUTT, CA	1-E-1	1	1.43	Santa Maria	1	N	N		1	SFD		
5877 ROBIN CT SANTA MARIA, CA 93455	1-E-1	1	1.21	Santa Maria	1	N	N		1	SFD		
	1-E-1	1	1.2	Santa Maria	1	N	N		1	SFD		
970 OLD RANCH RD SOLVANG, CA 93463 9617	1-E-1	1	7.28	Santa Ynez	7	Y	Y	1	8	SFD		
	1-E-1	1	5	Santa Ynez	5	Y	Y		6	SFD		
	1-E-1	1	1.48	Santa Ynez	1	N	N		1	SFD		
	1-E-1	1	1.47	Santa Ynez	1	N	N		1	SFD		
	1-E-1	1	1.47	Santa Ynez	1	N	N		1	SFD		
2230 HILL HAVEN RD SOLVANG, CA 93463	1-E-1	1	1.25	Santa Ynez	1	N	N		1	SFD		
9160 HWY 101 LOS ALAMOS, CA 93440	1-E-1	1	1.22	Santa Ynez	1	N	N		1	SFD		
384 FALCON CREST DR LOMPOC, CA 93436	20-R-1	2.178	0.54	Lompoc	1	N	N		1	SFD		
4533 S BLOSSER RD SANTA MARIA, CA 93455	20-R-1	2.178	0.89	Santa Maria	1	N	N		1	SFD		
	20-R-1	2.178	1.01	Santa Maria	2	N	N		2	SFD		
	20-R-1	2.178	0.7	Santa Ynez	1	N	N		1	SFD		
1355 DEER HOLLOW LN SANTA MARIA, CA 93455	3-E-1	0.3333	4	Santa Maria	1	N	N		1	SFD		
	3-E-1	0.3333	4.16	Santa Ynez	1	N	N		1	SFD		
SAN MIGUELITO RD, LOMPOC, CA	7-R-1	6.2223	0.52	Lompoc	3	N	N		3	SFD		
	7-R-1	6.2223	1	Santa Maria	6	Y	Y	1	7	SFD		
	7-R-1	6.2223	0.85	Santa Maria	5	Y	Y	1	6	SFD		
	7-R-1	6.2223	0.59	Santa Maria	3	N	N		3	SFD		
3780 FOXEN CANYON RD SANTA MARIA, CA 93454	7-R-1	6.2223	0.36	Santa Maria	2	N	N		2	SFD		
	7-R-1	6.2223	0.36	Santa Maria	2	N	N		2	SFD		
3715 FOXEN CANYON RD SANTA MARIA, CA 93454	7-R-1	6.2223	0.34	Santa Maria	2	N	N		2	SFD		
4320 WICKS AVE SANTA MARIA, CA 93454	7-R-1	6.2223	0.28	Santa Maria	1	N	N		1	SFD		
	7-R-1	6.2223	0.27	Santa Maria	1	N	N		1	SFD		
	7-R-1	6.2223	0.23	Santa Maria	1	N	N		1	SFD		
	7-R-1	6.2223	0.24	Santa Maria	1	N	N		1	SFD		
	7-R-1	6.2223	0.25	Santa Maria	1	N	N		1	SFD		
FOXEN CANYON RD/UNION AVE SISQUOOC, CA 93454	7-R-1	6.2223	0.3	Santa Maria	1	N	N		1	SFD		
	7-R-1	6.2223	0.23	Santa Maria	1	N	N		1	SFD		
5093 FOXEN CANYON RD SANTA MARIA, CA 93454	7-R-1	6.2223	0.27	Santa Maria	1	N	N		1	SFD		
705 MAIN ST LOS ALAMOS, CA 93440	7-R-2	12.4446	0.84	Santa Ynez	10	Y	Y	1	11	SFD		
MAIN ST LOS ALAMOS, CA 93440	7-R-2	12.4446	0.25	Santa Ynez	3	N	N		3	SFD		
450 WAITE ST LOS ALAMOS, CA 93440	7-R-2	12.4446	0.21	Santa Ynez	2	N	N		2	SFD		
535 MAIN ST LOS ALAMOS, CA 93440	7-R-2	12.4446	0.22	Santa Ynez	2	N	N		2	SFD		
	7-R-2	12.4446	0.11	Santa Ynez	1	N	N		1	SFD		
	7-R-2	12.4446	0.11	Santa Ynez	1	N	N		1	SFD		
	8-R-1	5.445	0.68	Santa Maria	3	N	N		3	SFD		
	8-R-1	5.445	0.39	Santa Maria	2	N	N		2	SFD		
	8-R-1	5.445	0.53	Santa Maria	2	N	N		2	SFD		
4862 CEBRIAN AVE NEW CUYAMA, CA 93254	8-R-1	5.445	0.24	Santa Maria	1	N	N		1	SFD		
4985 PATO AVE NEW CUYAMA, CA 93254	8-R-1	5.445	0.26	Santa Maria	1	N	N		1	SFD		
75 PATO AVE NEW CUYAMA, CA 93254	8-R-1	5.445	0.27	Santa Maria	1	N	N		1	SFD		
	8-R-1	5.445	0.27	Santa Maria	1	N	N		1	SFD		
4891 CALIENTE AVE NEW CUYAMA, CA 93254	8-R-1	5.445	0.23	Santa Maria	1	N	N		1	SFD		
4897 CALIENTE AVE NEW CUYAMA, CA 93254	8-R-1	5.445	0.22	Santa Maria	1	N	N		1	SFD		
	C-1		0.19	Santa Maria	16	Y	Y	5	21	MFD	4,138.20	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.
	C-2		0.92	Santa Maria	80	Y	Y	24	104	MFD	20,037.60	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.

Table A.2 - North County Vacant Sites Inventory Buildout (Cont.)

Site Address	Zoning Designation (Current)	Maximum Density Allowed (units/acre)	Acres	RHNA Subregion	Max Capacity Units (DU/AC x Acres)	Modified Capacity?	SDBL Eligible (5 or more units)	SDBL Add'l Units (30% or 10%)	Total Units with SDBL	SFD or MFD	Commercial Buildout	WSP Notes
	C-2		0.79	Santa Maria	68	Y	Y	21	89	MFD	17,206.20	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.
	C-2		0.68	Santa Maria	59	Y	Y	18	77	MFD	14,810.40	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.
	C-2		0.44	Santa Maria	38	Y	Y	12	50	MFD	9,583.20	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.
	C-2		0.4	Santa Maria	34	Y	Y	11	45	MFD	8,712.00	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.
CONSTELLATION RD, LOMPOC, CA	C-2		0.16	Lompoc	13	Y	Y	4	17	MFD	3,484.80	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.
3355 HWY 166 CUYAMA, CA 93254	C-2		0.22	Santa Maria	19	Y	Y	6	25	MFD	4,791.60	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.
	C-2		0.19	Santa Maria	16	Y	Y	5	21	MFD	4,138.20	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.
STILLWELL RD SANTA MARIA, CA 93455	C-2		0.14	Santa Maria	12	Y	Y	4	16	MFD	3,049.20	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.
265 LESLIE ST LOS ALAMOS, CA 93440	C-3		0.23	Santa Ynez	20	Y	Y	6	26	MFD	5,009.40	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.
245 LESLIE ST LOS ALAMOS, CA 93440	C-3		0.22	Santa Ynez	19	Y	Y	6	25	MFD	4,791.60	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.
	C-3		0.11	Santa Ynez	9	Y	Y	9	9	SFD	2,395.80	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.
130 CENTENNIAL ST LOS ALAMOS, CA 93440	C-3		0.11	Santa Ynez	9	Y	Y	9	9	SFD	2,395.80	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.
	CM-LA	20	0.94	Santa Ynez	81	Y	Y	25	106	MFD	20,473.20	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.
230 AUGUSTA ST LOS ALAMOS, CA 93440	CM-LA	20	0.73	Santa Ynez	63	Y	Y	19	82	MFD	15,899.40	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.
205 BELL ST LOS ALAMOS, CA 93440	CM-LA	20	0.41	Santa Ynez	35	Y	Y	11	46	MFD	8,929.80	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.
	CM-LA	30	0.23	Santa Ynez	20	Y	Y	6	26	MFD	5,009.40	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.
	CM-LA	20	0.11	Santa Ynez	9	Y	Y	3	12	SFD	2,395.80	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.
Key Site 13	DR-1	1	6.01	Santa Maria	6	Y	Y	1	7	SFD		
RUCKER RD, LOMPOC, CA	DR-1.8	1.8	6.02	Lompoc	10	Y	Y	1	11	SFD		
	DR-3.3	3.3	10.84	Santa Maria	35	Y	Y	4	39	SFD		
	DR-3.3	3.3	6.71	Santa Maria	22	Y	Y	3	25	SFD		
	DR-3.3	3.3	4.75	Santa Maria	15	Y	Y	2	17	SFD		
	DR-3.3	3.3	1.04	Santa Maria	3	N	N		3	SFD		
	DR-3.3	3.3	0.92	Santa Maria	3	N	N		3	SFD		
	DR-3.3	3.3	0.47	Santa Maria	1	N	N		1	SFD		
ADOBE FALLS RD, LOMPOC, CA	DR-4.6	4.6	1.59	Lompoc	7	Y	Y	1	8	SFD		
ONSTOTT RD AND HARRIS GRADE RD, LOMPOC, CA	DR-4.6	4.6	1.5	Lompoc	6	Y	Y	1	7	SFD		
Key Site G	DR-4.6	4.6	8.46	Santa Maria	38	Y	Y	4	42	SFD		
	DR-4.6	4.6	4.89	Santa Ynez	22	Y	Y	3	25	SFD		
	DR-4.6	4.6	1.62	Santa Ynez	7	Y	Y	1	8	SFD		
OAKWOOD CT, LOMPOC, CA	DR-5	5	0.46	Lompoc	2	N	N		2	SFD		
Key Site 34	DR-6	6	2.04	Santa Maria	12	Y	Y	2	14	SFD		
	DR-6	6	0.5	Santa Maria	3	N	N		3	SFD		
	DR-6	6	0.34	Santa Maria	2	N	N		2	SFD		
	DR-6	6	0.38	Santa Maria	2	N	N		2	SFD		
	DR-6	6	0.2	Santa Maria	1	N	N		1	SFD		
	DR-6	6	0.2	Santa Maria	1	N	N		1	SFD		
	DR-6	6	0.2	Santa Maria	1	N	N		1	SFD		
	DR-6	6	0.2	Santa Maria	1	N	N		1	SFD		
	DR-6	6	0.2	Santa Maria	1	N	N		1	SFD		
	DR-6	6	0.25	Santa Maria	1	N	N		1	SFD		
	DR-6	6	0.22	Santa Maria	1	N	N		1	SFD		
	DR-6	6	0.24	Santa Maria	1	N	N		1	SFD		
	DR-6	6	0.25	Santa Maria	1	N	N		1	SFD		
3580 POINT SAL RD CASMALLIA, CA 93429	MHP	14	0.82	Santa Maria	11	Y	Y	2	13	SFD		
	MHP	4.6	2.5	Santa Maria	13	Y	Y	2	15	SFD		
	MHP	12.3	0.1	Santa Maria	1	N	N		1	SFD		
	OT-R-14	14	0.79	Santa Maria	11	Y	Y	2	13	SFD		
330 E CLARK AVE ORCUTT, CA 93455 5322	OT-R-14/GC	14	0.16	Santa Maria	2	N	N		2	SFD		
410 E CLARK AVE ORCUTT, CA 93455	OT-R-14/GC	14	0.13	Santa Maria	1	N	N		1	SFD		
245 S FIRST ST ORCUTT, CA 93455	OT-R-14/LC	14	0.18	Santa Maria	2	N	N		2	SFD		
225 S PACIFIC ST ORCUTT, CA 93455	OT-R-14/LC	14	0.16	Santa Maria	2	N	N		2	SFD		
1143 TRILOGY CIR SANTA MARIA, CA 93455	PRD	9	0.25	Santa Maria	2	N	N		2	SFD		
1184 SAGE CREST DR SANTA MARIA, CA 93455	PRD	9	0.22	Santa Maria	1	N	N		1	SFD		
1178 SAGE CREST DR SANTA MARIA, CA 93455	PRD	9	0.22	Santa Maria	1	N	N		1	SFD		
1166 SAGE CREST DR SANTA MARIA, CA 93455	PRD	9	0.23	Santa Maria	2	N	N		2	SFD		

Table A.2 - North County Vacant Sites Inventory Buildout (Cont.)

Site Address	Zoning Designation (Current)	Maximum Density Allowed (units/acre)	Acres	RHNA Subregion	Max Capacity Units (DU/AC x Acres)	Modified Capacity?	SDBL Eligible (5 or more units)	SDBL Add'l Units (30% or 10%)	Total Units with SDBL	SFD or MFD	Commercial Buildout	WSP Notes
1148 SAGE CREST DR SANTA MARIA, CA 93455	PRD	9	0.22	Santa Maria	1		N		1	SFD		
5826 LEAF SPRINGS PL SANTA MARIA, CA 93455	PRD	9	0.22	Santa Maria	1		N		1	SFD		
5833 LEAF SPRINGS PL SANTA MARIA, CA 93455	PRD	9	0.24	Santa Maria	2		N		2	SFD		
5845 LEAF SPRINGS PL SANTA MARIA, CA 93455	PRD	9	0.24	Santa Maria	2		N		2	SFD		
1131 TRILOGY CIR SANTA MARIA, CA 93455	PRD	9	0.19	Santa Maria	1		N		1	SFD		
1125 TRILOGY CIR SANTA MARIA, CA 93455	PRD	9	0.16	Santa Maria	1		N		1	SFD		
1113 TRILOGY CIR SANTA MARIA, CA 93455	PRD	9	0.2	Santa Maria	1		N		1	SFD		
1107 TRILOGY CIR SANTA MARIA, CA 93455	PRD	9	0.19	Santa Maria	1		N		1	SFD		
1101 TRILOGY CIR SANTA MARIA, CA 93455	PRD	9	0.2	Santa Maria	1		N		1	SFD		
1214 SAGE CREST DR SANTA MARIA, CA 93455	PRD	9	0.21	Santa Maria	1		N		1	SFD		
1208 SAGE CREST DR SANTA MARIA, CA 93455	PRD	9	0.2	Santa Maria	1		N		1	SFD		
1202 SAGE CREST DR SANTA MARIA, CA 93455	PRD	9	0.18	Santa Maria	1		N		1	SFD		
1196 SAGE CREST DR SANTA MARIA, CA 93455	PRD	9	0.18	Santa Maria	1		N		1	SFD		
1190 SAGE CREST DR SANTA MARIA, CA 93455	PRD	9	0.19	Santa Maria	1		N		1	SFD		
1172 SAGE CREST DR SANTA MARIA, CA 93455	PRD	9	0.21	Santa Maria	1		N		1	SFD		
1160 SAGE CREST DR SANTA MARIA, CA 93455	PRD	9	0.17	Santa Maria	1		N		1	SFD		
1154 SAGE CREST DR SANTA MARIA, CA 93455	PRD	9	0.2	Santa Maria	1		N		1	SFD		
1511 COPPERBERRY WAY SANTA MARIA, CA 93455	PRD	9	0.14	Santa Maria	1		N		1	SFD		
5874 LEAF SPRINGS PL SANTA MARIA, CA 93455	PRD	9	0.19	Santa Maria	1		N		1	SFD		
5868 LEAF SPRINGS PL SANTA MARIA, CA 93455	PRD	9	0.19	Santa Maria	1		N		1	SFD		
5862 LEAF SPRINGS PL SANTA MARIA, CA 93455	PRD	9	0.2	Santa Maria	1		N		1	SFD		
5856 LEAF SPRINGS PL SANTA MARIA, CA 93455	PRD	9	0.18	Santa Maria	1		N		1	SFD		
5850 LEAF SPRINGS PL SANTA MARIA, CA 93455	PRD	9	0.18	Santa Maria	1		N		1	SFD		
5844 LEAF SPRINGS PL SANTA MARIA, CA 93455	PRD	9	0.18	Santa Maria	1		N		1	SFD		
5838 LEAF SPRINGS PL SANTA MARIA, CA 93455	PRD	9	0.17	Santa Maria	1		N		1	SFD		
5832 LEAF SPRINGS PL SANTA MARIA, CA 93455	PRD	9	0.18	Santa Maria	1		N		1	SFD		
5839 LEAF SPRINGS PL SANTA MARIA, CA 93455	PRD	9	0.19	Santa Maria	1		N		1	SFD		
1499 LAMBS EAR WAY SANTA MARIA, CA 93455	PRD	9	0.16	Santa Maria	1		N		1	SFD		
1493 LAMBS EAR WAY SANTA MARIA, CA 93455	PRD	9	0.18	Santa Maria	1		N		1	SFD		
1487 LAMBS EAR WAY SANTA MARIA, CA 93455	PRD	9	0.17	Santa Maria	1		N		1	SFD		
1475 LAMBS EAR WAY SANTA MARIA, CA 93455	PRD	9	0.16	Santa Maria	1		N		1	SFD		
1463 LAMBS EAR WAY SANTA MARIA, CA 93455	PRD	9	0.17	Santa Maria	1		N		1	SFD		
Key Site 14	PRD	1.5	85.76	Santa Maria	128		Y	13	141	MFD		
	PRD	4	2.87	Santa Maria	11		Y	2	13	MFD		
	PRD	4	0.54	Santa Maria	2		N		2	SFD		
	PRD	4	0.49	Santa Maria	1		N		1	SFD		
	PRD	4	0.68	Santa Maria	2		N		2	SFD		
5873 LEAF SPRINGS PL SANTA MARIA, CA 93455	PRD	4	0.27	Santa Maria	1		N		1	SFD		
5819 LADY BELLS DR SANTA MARIA, CA 93455	PRD	4	0.29	Santa Maria	1		N		1	SFD		
1356 JOSHUA CT SANTA MARIA, CA 93455	PRD	4	0.38	Santa Maria	1		N		1	SFD		
1308 JOSHUA CT SANTA MARIA, CA 93455	PRD	4	0.3	Santa Maria	1		N		1	SFD		
Key Site 15	PRD-2.2	2.2	88	Santa Maria	200	Y	Y	20	220	MFD		
SAGAN CT, LOMPOC, CA	RR-5	0.2	6.61	Lompoc	1		N		1	SFD		
	RR-5	0.2	7.15	Santa Ynez	1		N		1	SFD		
Key Site F	RR-5	0.2	161.3	Santa Maria	32		Y		4	36	SFD	
	SLP	7	1.31	Santa Maria	9		Y	1	10	SFD		
	SLP	7	0.5	Santa Maria	3		N		3	SFD		
1649 TUSCAN WAY SANTA MARIA, CA 93454	SLP	7	0.24	Santa Maria	1		N		1	SFD		
1637 TUSCAN WAY SANTA MARIA, CA 93454	SLP	7	0.22	Santa Maria	1		N		1	SFD		
1643 TUSCAN WAY SANTA MARIA, CA 93454	SLP	7	0.25	Santa Maria	1		N		1	SFD		
1648 TUSCAN WAY SANTA MARIA, CA 93454	SLP	7	0.21	Santa Maria	1		N		1	SFD		
1642 TUSCAN WAY SANTA MARIA, CA 93454	SLP	7	0.21	Santa Maria	1		N		1	SFD		
1613 TUSCAN WAY SANTA MARIA, CA 93454	SLP	7	0.22	Santa Maria	1		N		1	SFD		
1601 TUSCAN WAY SANTA MARIA, CA 93454	SLP	7	0.22	Santa Maria	1		N		1	SFD		
1607 TUSCAN WAY SANTA MARIA, CA 93454	SLP	7	0.22	Santa Maria	1		N		1	SFD		
1619 TUSCAN WAY SANTA MARIA, CA 93454	SLP	7	0.21	Santa Maria	1		N		1	SFD		
1625 TUSCAN WAY SANTA MARIA, CA 93454	SLP	7	0.21	Santa Maria	1		N		1	SFD		
1631 TUSCAN WAY SANTA MARIA, CA 93454	SLP	7	0.21	Santa Maria	1		N		1	SFD		
1618 TUSCAN WAY SANTA MARIA, CA 93454	SLP	7	0.19	Santa Maria	1		N		1	SFD		
1612 TUSCAN WAY SANTA MARIA, CA 93454	SLP	7	0.18	Santa Maria	1		N		1	SFD		
1624 TUSCAN WAY SANTA MARIA, CA 93454	SLP	7	0.2	Santa Maria	1		N		1	SFD		
1630 TUSCAN WAY SANTA MARIA, CA 93454	SLP	7	0.2	Santa Maria	1		N		1	SFD		
1636 TUSCAN WAY SANTA MARIA, CA 93454	SLP	7	0.19	Santa Maria	1		N		1	SFD		
Key Site 27	DR-3.3	3.3	4.6	Santa Maria	15		Y	2	17	MFD		

Key Site 15 designated for 200 units per Orcutt Community Plan Policy KS15-1. Policy KS15-1 also includes consideration of 6-8 du/ac SLP designation for developable area fronting Rice Ranch Road.

Table B - Rezone Sites Inventory Buildout

Site Name	Parcel Size (Acres)	Current Zoning	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Vacant/Nonvacant	Number of Existing Units Onsite	RHNA Subregion	Max Capacity Total Parcel (Acres)	Modified Capacity?	SDBL Units (30%)	Total Units with SDBL	EIR Buildout	SFD or MFD	Commercial Buildout	WSP Notes
Giorgi Farm	64.8	AG-10	DR-30/40	30	40	Nonvacant		South Coast	2,592		777	3,369	3,369	MFD		
St. Athanasius Church	20.56	AG-10	DR-30/40	30	40	Nonvacant		South Coast	822		246	1,068	1,068	MFD		
Scott	9.38	AG-10	DR-30/40	30	40	Nonvacant		South Coast	375		112	487	487	MFD		
Elwell	8.23	AG-10	DR-30/40	30	40	Nonvacant		South Coast	329		98	427	427	MFD		
Card 1	15.22	AG-10	DR-20/25	20	25	Nonvacant		South Coast	380		114	494	494	MFD		
Card 2	15.85	AG-10	DR-20/25	20	25	Nonvacant		South Coast	396		118	514	514	MFD		
Card 3	60.83	AG-10	DR-20/25 and AG-10	20	25	Nonvacant		South Coast	1,038	Y	311	1,349	1,349	MFD		Capacity calculated only for acreage zoned DR-20/25 (41.53ac)
San Marcos Growers 1	27.37	AG-5	DR-30/40	30	40	Nonvacant		South Coast	1,094		328	1,422	1,422	MFD		
San Marcos Growers 2	5.7	AG-5	DR-30/40	30	40	Nonvacant		South Coast	228		68	296	296	MFD		
McCloskey Lelande	6.85	AG-5	DR-30/40	30	40	Nonvacant		1 South Coast 1 South Coast	276		83	361	361	(1) MFD		Capacity calculation modified to be split by zone (Zone 1 = 44.7ac; Zone 2 = 50 ac). For portion of the rezoned that includes SFDs, reduced SDBL of 10% applied.
Glen Annie	94.7	AG-H-40	DR-1.5 and DR-30/40	30 and 0	1.5 and 40	Nonvacant		South Coast	67	Y	6	73	73	SFD		Capacity calculation modified to be split by zone (Zone 1 = 44.7ac; Zone 2 = 50 ac)
St. Vincent's - East	15.69	DR-1 and DR-20/30	DR-20/30	20	30	Vacant		South Coast	470		141	611	611	MFD		
St. Vincent's - West	33.37	DR-1	DR-20/30	20	30	Vacant		South Coast	1,001		300	1,301	1,301	MFD		
Hope Community Church	2.95	RR-1	DR-20/30	20	30	Nonvacant		South Coast	88		26	114	114	MFD		
Van Wingerden 1	15.1	AG-5	DR-20/30	20	30	Nonvacant		South Coast	453		135	588	588	MFD		
Van Wingerden 2	9.68	AG-10	DR-20/30	20	30	Nonvacant		South Coast	290		87	377	377	MFD		
Montessori	11.4	AG-5	DR-30/40	30	40	Nonvacant		1 South Coast	456		136	592	592	MFD		
Friendship Manor	1.2	SRH-20	DR-30/40	30	40	Vacant		South Coast	48		14	62	62	MFD		
Key Site 1	24.71	C-2	C-2 and MR-O	N/A	N/A	Vacant		Santa Maria	1,615	Y	484	2,099	2,099	MFD		Capacity calculation modified for site mixed zoning designation.
Key Site 3	8	MR-O	DR-1	N/A	N/A	1 Vacant		Santa Maria	8		1	9	9	SFD		Reduced SDBL of 10% applied.
Key Site 10	16.7	PRD	DR-20/30	20	30	Vacant		Santa Maria	501		150	651	651	MFD		
Key Site 11	21.43	C-2 and REC	DR-20/30 and C-2	20	30	Vacant		Santa Maria	727	Y	218	945	945	MFD		Capacity calculation modified for site mixed zoning designation.
Key Site 16	11.79	SC	DR-30/40 and C-2	30	40	Vacant		Santa Maria	588	Y	176	764	764	MFD		Capacity calculation modified for site mixed zoning designation.
Key Site 26	43.67	C-2	C-2 and DR-30/40	30	40	Vacant		Santa Maria	2,599	Y	752	3,351	3,261	MFD		Capacity calculation modified for site mixed zoning designation.
Mariposa Real	10.83	DR-3.3	DR-20/25	20	25	Vacant	26	Santa Maria	270		81	351	325	MFD		
Northpint HOA	8.75	DR-3.3	DR-20/25	20	25	Vacant		Santa Maria	218		65	283	283	MFD		
Boys and Girls Club	14.9	DR-3.3	DR-20/25	20	25	Vacant		Santa Maria	372		111	483	483	MFD		
Woodmere Villas HOA	17.55	DR-3.3	DR-20/25	20	25	Nonvacant		Santa Maria	438		131	569	569	MFD		
Hummel Cottages	4.47	DR-4.6	DR-20/25	20	25	Nonvacant	20	Santa Maria	111		33	144	124	MFD		
Latter Day Saints	4.83	RR-1	DR-30/40	30	40	Vacant		Santa Maria	193		57	250	250	MFD		
Fong 1	2.367	RR-1	DR-30/40	30	40	Vacant		Lompoc	94		28	122	122	MFD		
Fong 2	2.357	RR-1	DR-30/40	30	40	Vacant		Lompoc	94		28	122	122	MFD		
Alexander 1	1.63	SC	C-2	N/A	N/A	Vacant		Lompoc	142	Y	42	184	184	MFD		Max Capacity modified to calculate residential development based on gross lot coverage of 0.5, assuming 100% lot coverage and 3 additional stories of residential, with average 500 sf per DU.
Chumash, LLC	5.89	C-2 and REC	DR-30/40	30	40	Vacant		Santa Ynez	235		70	305	305	MFD		
Blue Sky Property	37.89	AG-10	C-2 and DR-20	N/A	N/A	20 Vacant		Coyama	1,384	Y	418	1,812	1,812	MFD		Capacity calculation modified for site mixed zoning designation.
Element Church	3.83	DR-1	DR-20/30	20	30	Nonvacant		Santa Maria	114		34	148	148	MFD		

Table C - County-owned Sites Inventory Buildout

Site Address/ Intersection	Parcel Size (Acres)	Current and Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Vacant/ Nonvacant	RHNA Subregion	Max Capacity Units	SFD or MFD
4500 Hollister Ave, Santa Barbara, CA 93110	11.08	REC	30	40	Nonvacant	South Coast	75	MFD
4570 Hollister Ave, Santa Barbara, CA 93110	0.57	REC	0	20	Vacant	South Coast	36	MFD
123 E Carrillo St, Santa Barbara, CA 93101	0.97	N/A	50	60	Nonvacant	South Coast	48	MFD
1016 Santa Barbara St, Santa Barbara, CA 93101	0.22	N/A	60	70	Nonvacant	South Coast	13	MFD
4554 Hollister Ave, Santa Barbara, CA 93110	0.35	REC	40	50	Nonvacant	South Coast	14	MFD
4540 Hollister Ave, Santa Barbara, CA 93110	20.38	REC	40	50	Nonvacant	South Coast	18	MFD
260 San Antonio Rd, Santa Barbara, CA 93110	61.86	REC	40	50	Nonvacant	South Coast	59	MFD
	61.86	REC	40	50	Nonvacant	South Coast	18	MFD
	61.86	REC	40	50	Nonvacant	South Coast	39	MFD

Table D - Pending Project Sites Inventory Buildout

Site Name	Site Address/ Intersection	Parcel Size (Acres)	Current Zoning	Proposed Zoning	Number of Existing Units Onsite	RHNA Subregion	Max Capacity Units	EIR Maximum Buildout	SFD or MFD	Commercial Buildout
Bailard	1101 Bailard Ave, Carpinteria, CA 93013	6.98	3-E-1	DR-20	4	South Coast	168	164	MFD	
4555 Hollister Apartments	4555 Hollister Ave, Santa Barbara, CA 93110	1.1	DR-20	N/A	5	South Coast	21	16	MFD	
4085 State Street	4085 State st, Santa Barbara, CA 93110	1.71	MU	N/A		South Coast	24	24	MFD	
Hillside House	1235 Veronica Springs Rd, Santa Barbara, CA 93105	24.32	DR-4.6	N/A	5	South Coast	168	163	MFD	
MTD	149 N San Antonio Rd, Santa Barbara, CA 93111	18.56	DR-0.2 and DR-20	N/A		South Coast	333	333	MFD	
Tatum	4750 Hollister Ave, Santa Barbara, CA 93110	23	DR-20 and 10- E-1	DR-20/30		South Coast	332	332	MFD	
Miramar	96 Eucalyptus Ln, Santa Barbara, CA 93108	1	C-V	N/A		South Coast	20	20	MFD	
Biltmore	1212 Hill Rd, Santa Barbara, CA 93108	2	C-V	N/A		South Coast	40	40	MFD	
Apollo Way	3965 Apollo Way, Lompoc, CA 93436	26.11	C-2 and DR- 12	DR-12		Lompoc	302	302	MFD	
Constellation	Immediately northeast of 3734 Constellation Rd, Lompoc, CA 93436	5.16	SC	C-2		Lompoc	48	48	MFD	48,290.00
Perkins Place	60 Perkins Rd, New Cuyama, CA 93254	1.08	C-2	N/A		Cuyama	33	33	MFD	1,110.00
Price Ranch	477 Price Canyon Rd, Los Alamos, CA 93440	17.79	PRD-46	N/A	8	Santa Ynez	69	61	MFD	

This page was intentionally left blank.

Table B - Rezone Sites Inventory Buildout (Reduced Project A Alternative)

Site Name	APN	Parcel Size (Acres)	Current Zoning	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/Nonvacant	Number of Existing Units Onsite	RHNA Subregion	Max Capacity Units (DU/JAC x Total Parcel Area)	Modified Capacity?	SBDL Adrt Units (90%)	Total Units with SBDL	ER Buildout	SFD or MFD	WSP Notes	Commercial SF
Georg Farm	071-140-064	64.8	AGH-10	DR-30/40	30	40	1212	Nonvacant		South Coast	2,592	--	777	3,369	3,369	MFD		
St. Athanasius Church	071-140-072	20.56	AGH-10	DR-30/40	30	40	303	Nonvacant		South Coast	--	--	--	--	--	--	Rezone site removed under AH 1	
Scott	071-140-071	9.38	AGH-10	DR-30/40	30	40	248	Nonvacant		South Coast	--	--	--	--	--	--	Rezone site removed under AH 1	
Edwall	071-140-048	8.23	AGH-10	DR-30/40	30	40	219	Nonvacant		South Coast	--	--	--	--	--	--	Rezone site removed under AH 1	
Carlot 1	065-090-081	15.22	AGH-10	DR-20/25	20	25	192	Nonvacant		South Coast	--	--	--	--	--	--	Rezone site removed under AH 1	
Carlot 2	065-230-012	15.85	AGH-10	DR-20/25	20	25	76	Nonvacant		South Coast	--	--	--	--	--	--	Rezone site removed under AH 1	
Carlot 3	071-190-036	60.83	AGH-10	DR-20/25 and AGH-10	20	25	399	Nonvacant		South Coast	--	--	--	--	--	--	Rezone site removed under AH 1	
San Marcos Growers 1	065-040-041	27.37	AGH-5	DR-30/40	30	40	821	Nonvacant		South Coast	1,094	--	269	1,422	1,422	MFD		
San Marcos Growers 2	065-030-012	5.7	AGH-5	DR-30/40	30	40	150	Nonvacant		South Coast	228	--	69	296	296	MFD		
McCloskey Lelande	065-060-010				30	40				South Coast								
	065-060-011	6.95	AGH-5	DR-30/40	30	40	200	Nonvacant	1	South Coast	278	--	83	361	360	MFD		
Glen Avrite	077-530-021	76.52								South Coast	67 Y	67 Y	6	73	73	SFD	Capacity calculation modified to be split by zone (Zone 1 = 44.76; Zone 2 = 50.80) for portion of the rezoned that includes 29.76 reduced SBDL or less applied	
	077-530-020	17.62			30 and 0	1.5 and 40	1536	Nonvacant		South Coast	2,000 Y	2,000 Y	600	2,600	2,600	MFD	Capacity calculation modified to be split by zone (Zone 1 = 44.76; Zone 2 = 50.80)	
	077-530-012	10.58	AGH-10	DR-1.5 and DR-30/40	30 and 0	1.5 and 40	1536	Nonvacant		South Coast	2,000 Y	2,000 Y	600	2,600	2,600	MFD	Capacity calculation modified to be split by zone (Zone 1 = 44.76; Zone 2 = 50.80)	
St. Vincent's - East	059-130-011	15.89	DR-1 and DR-20/30	DR-20/30	20	30	75	Vacant		South Coast	470	--	141	611	611	MFD		
St. Vincent's - West	059-130-014	4.61	DR-1	DR-20/30	20	30	100	Vacant		South Coast	1,001	--	300	1,301	1,301	MFD		
	059-130-015	28.76	DR-1	DR-20/30	20	30	50	Nonvacant		South Coast	88	--	26	114	114	MFD		
Hope Community Church	057-143-001	2.95	B-R-1	DR-20/30	20	30	236	Nonvacant		South Coast	453	--	135	588	588	MFD		
Van Wingenen 1	004-013-023	15.1	AGH-5	DR-20/30	20	30	180	Nonvacant		South Coast	290	--	87	377	377	MFD		
Van Wingenen 2	064-035-061	9.68	AGH-10	DR-20/30	20	30	341	Nonvacant	1	South Coast	456	--	136	592	591	MFD		
Montessori	065-090-008	11.4	AGH-5	DR-30/40	30	40	38	Vacant		South Coast	48	--	14	62	62	MFD		
	065-090-009	11.4	AGH-5	DR-30/40	30	40	38	Vacant		South Coast	48	--	14	62	62	MFD		
Friendship Manor	075-020-055	1.2	SRH-20	DR-30/40	30	40	34	Vacant		South Coast	1,615 Y	1,615 Y	464	2,099	2,099	MFD	Capacity calculation modified for site mixed zoning designation	363,945.80
Key Site 1	129-120-024	24.71	C-2	C-2 and MRO	N/A	N/A	8	Vacant		Santa Maria	8	--	1	9	9	SFD	Reduced SBDL of 10% applied.	
Key Site 3	128-151-026	9.8	MRO	DR-1	N/A	N/A	172	Vacant		Santa Maria	501	--	150	651	651	MFD		
Key Site 10	103-740-016	6.9	RD	DR-20/30	20	30	96	Vacant		Santa Maria	727 Y	727 Y	218	945	945	MFD	Capacity calculation modified for site mixed zoning designation	32,670.00
Key Site 11	103-740-017	21.43	REC	DR-20/30 and C-2	20	30	96	Vacant		Santa Maria	727 Y	727 Y	218	945	945	MFD	Capacity calculation modified for site mixed zoning designation	54,014.40
Key Site 16	105-330-001	9.3	SC	DR-30/40 and C-2	30	40	117	Vacant		Santa Maria	988 Y	988 Y	176	764	764	MFD	Capacity calculation modified for site mixed zoning designation	115,626
Key Site 26	107-250-019	2.27			30	40	596	Vacant		Santa Maria	141 Y	141 Y	42	183	183	MFD	Rezone site removed under AH 1. Buildout assumed consistent with Orcutt Community Plan.	
	107-250-020	1.2			30	40	98	Vacant		Santa Maria	270	270	81	351	325	MFD	Rezone site removed under AH 1. Buildout assumed consistent with existing zoning.	
	107-250-022	37.4	C-2	C-2 and DR-30/40	20	25	98	Vacant	26	Santa Maria	270	270	81	351	325	MFD	Rezone site removed under AH 1. Buildout assumed consistent with existing zoning.	
Mariposa Real	107-590-001	4.79	DR-3.3	DR-20/25	20	25	95	Vacant		Santa Maria	28	28	2	30	30	SFD		
	107-590-027	6.04	DR-3.3	DR-20/25	20	25	60	Vacant		Santa Maria	49	49	4	53	53	SFD		
Northport HOA	107-470-003	8.75	DR-3.3	DR-20/25	20	25	258	Nonvacant		Santa Maria	438	438	131	569	569	MFD		
Boys and Girls Club	107-470-011	14.9	DR-3.3	DR-20/25	20	25	39	Nonvacant		Santa Maria	111	111	33	144	124	MFD		
Woodmere Villas HOA	107-250-017	10.84	DR-3.3	DR-20/25	20	25	258	Nonvacant		Santa Maria	438	438	131	569	569	MFD		
Hammel Cottages	107-770-027	6.71	DR-4.6	DR-20/25	20	25	39	Nonvacant	20	Santa Maria	111	111	33	144	124	MFD		
Unlter Day Saints	109-040-001	4.83	B-R-1	DR-30/40	30	40	114	Vacant		Santa Maria	193	193	57	250	250	MFD		
Fong 1	097-491-007	2.36	F-R-1	DR-30/40	30	40	70	Vacant		Lompoc	94	94	28	122	122	MFD		
Fong 2	097-492-007	2.35	F-R-1	DR-30/40	30	40	45	Vacant		Lompoc	94	94	28	122	122	MFD		
Alexander 1	097-374-071	1.63	SC	C-2	N/A	N/A	17	Vacant		Lompoc	142 Y	142 Y	42	184	184	MFD	Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 600 sq ft per DU	35,501.40
Chumash, LLC	143-220-005	2.90	C-2 and REC	DR-30/40	30	40	121	Vacant		Santa Ynez	235	235	70	305	305	MFD		
Blue Sky Property	149-290-001	37.88	AGH-10	C-2 and DR-20	N/A	N/A	50	Vacant		Coyama	1,394 Y	1,394 Y	418	1,812	1,812	MFD	Capacity calculation modified for site mixed zoning designation	206,910.00
Element Church	103-080-048	3.83	10-R-1	DR-20/30	20	30	30	Nonvacant		Santa Maria	114	114	34	148	148	MFD		

Table B - Rezone Sites Inventory Buildout (Reduced Project B Alternative)

Site Name	APN	Parcel Size (Acres)	Current Zoning	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/Nonvacant	Number of Existing Units On-site	RHNA Subregion	Max Capacity Units (DU/AC x Total Parcel Acres)	Modified Capacity (%)	SDBL Adit Units with SDBL	Total Units with SDBL	EIR Buildout	SFD or MFD	WSP Notes	Commercial SF
Gorgi Farm	07-1-140-064	64.8	AG-H-10	DR-30/40	30	40	1212	Nonvacant		South Coast	2,592	777	3,369	3,369	MFD			
St. Athanasius Church	07-1-140-071	20.56	AG-H-10	DR-30/40	30	40	300	Nonvacant		South Coast							Rezone site removed under AI 2	
Scott	07-1-140-072	9.38	AG-H-10	DR-30/40	30	40	246	Nonvacant		South Coast							Rezone site removed under AI 2	
Evell	07-1-140-048	8.23	AG-H-10	DR-30/40	30	40	218	Nonvacant		South Coast							Rezone site removed under AI 2	
Calet 1	06-5-990-031	15.22	AG-H-10	DR-20/25	20	25	192	Nonvacant		South Coast	380	114	494	494	MFD			
Calet 2	06-5-230-012	15.85	AG-H-10	DR-20/25	20	25	76	Nonvacant		South Coast	396	118	514	514	MFD			
Calet 3	07-1-190-036	60.83	AG-H-10	DR-20/25 and AG-H-10	20	25	390	Nonvacant		South Coast	1,038	311	1,349	1,349	MFD		Capacity calculated only for acreage zoned DR-20/25 (41.53ac)	
San Marcos Growers 1	06-5-940-041	27.37	AG-H-5	DR-30/40	30	40	821	Nonvacant		South Coast	1,094	328	1,422	1,422	MFD			
San Marcos Growers 2	06-5-030-012	5.7	AG-H-5	DR-30/40	30	40	150	Nonvacant		South Coast	228	68	296	296	MFD			
McDonkey Lelande	06-5-080-010	6.95	AG-H-5	DR-30/40	30	40	200	Nonvacant		South Coast	278	83	361	361	MFD			
07-7-530-021	07-7-530-021	7.62	DR-1	DR-20/30	30	40	158	Nonvacant		South Coast							Rezone site removed under AI 2	
07-7-530-020	07-7-530-020	7.82	DR-1	DR-20/30	30	40	158	Nonvacant		South Coast							Rezone site removed under AI 2	
07-7-530-012	07-7-530-012	10.36	AG-H-40	DR-1.5 and DR-30/40	30 and 0	1.5 and 40	1536	Nonvacant		South Coast							Rezone site removed under AI 2	
St. Vincent's - East	059-130-011	15.69	DR-1 and DR-20/30	DR-20/30	20	30	75	Vacant		South Coast	470	141	611	611	MFD			
059-130-014	059-130-014	4.81	DR-1	DR-20/30	20	30	100	Vacant		South Coast	1,001	300	1,301	1,301	MFD			
St. Vincent's - West	059-130-015	28.76	DR-1	DR-20/30	20	30	50	Nonvacant		South Coast	88	26	114	114	MFD			
Hope Community Church	057-143-001	2.95	DR-1	DR-20/30	20	30	236	Nonvacant		South Coast	453	135	588	588	MFD			
Van Wiergarden 1	00-4-113-023	15.1	AG-H-5	DR-20/30	20	30	180	Nonvacant		South Coast	290	87	377	377	MFD			
Van Wiergarden 2	00-4-005-001	9.88	AG-H-10	DR-20/30	20	30	341	Nonvacant	1	South Coast	456	136	592	591	MFD			
06-5-080-024	06-5-080-024	11.4	AG-H-5	DR-30/40	30	40	36	Vacant		South Coast	48	14	62	62	MFD		Rezone site removed under AI 2	375,000.00
06-5-080-009	06-5-080-009	1.2	SRR-H-20	DR-30/40	30	40	341	Vacant		South Coast							Rezone site removed under AI 2	
Friendship Manor	07-5-020-035	24.71	C-2 and MR-O	C-2 and MR-O	N/A	N/A	341	Vacant		Santa Maria							Rezone site removed under AI 2	
Key Site 1	129-120-024	24.71	C-2 and MR-O	C-2 and MR-O	N/A	N/A	341	Vacant		Santa Maria							Rezone site removed under AI 2	
Key Site 3	129-151-026	8	MR-O	DR-1	N/A	1	8	Vacant		Santa Maria	8	1	9	9	SFD		Reduced SDBL of 10% applied	
Key Site 10	103-740-016	9.8	PRD	DR-20/30	20	30	172	Vacant		Santa Maria	501	150	651	651	MFD		Capacity calculation modified for site mixed zoning designation	32,670.00
Key Site 11	103-740-017	6.9	PRD	DR-20/30	20	30	96	Vacant		Santa Maria	727	218	945	945	MFD		Rezone site removed under AI 2	128,284.20
Key Site 16	103-181-006	21.43	REC	DR-20/30 and C-2	20	30	117	Vacant		Santa Maria							Rezone site removed under AI 2	
07-5-930-001	07-5-930-001	9.3	SC	DR-30/40 and C-2	30	40	586	Vacant		Santa Maria	2,235	670	2,905	2,905	MFD		Rezone site zoning modified to DR-20/30 under AI 2	353,489.40
07-5-930-015	07-5-930-015	2.77	SC	DR-30/40 and C-2	30	40	90	Vacant		Santa Maria	270	81	351	325	MFD			
07-5-930-016	07-5-930-016	2.77	SC	DR-30/40 and C-2	30	40	90	Vacant		Santa Maria	270	81	351	325	MFD			
07-5-930-018	07-5-930-018	1.8	C-2	C-2 and DR-30/40	30	40	586	Vacant		Santa Maria	218	65	283	283	MFD			
07-5-930-021	07-5-930-021	12.2	C-2	C-2 and DR-30/40	30	40	586	Vacant		Santa Maria	218	65	283	283	MFD			
07-5-930-022	07-5-930-022	27.4	DR-3.3	DR-20/25	20	25	90	Vacant	26	Santa Maria	372	111	483	483	MFD			
07-5-930-001	07-5-930-001	4.79	DR-3.3	DR-20/25	20	25	90	Vacant		Santa Maria	438	131	569	569	MFD			
07-5-930-027	07-5-930-027	16.04	DR-3.3	DR-20/25	20	25	90	Vacant		Santa Maria	438	131	569	569	MFD			
Northpoint HOA	107-470-003	8.75	DR-3.3	DR-20/25	20	25	95	Vacant		Santa Maria	372	111	483	483	MFD			
Boys and Girls Club	107-470-011	14.9	DR-3.3	DR-20/25	20	25	60	Vacant		Santa Maria	372	111	483	483	MFD			
Woodmere Villas HOA	107-250-017	10.84	DR-3.3	DR-20/25	20	25	258	Nonvacant		Santa Maria	438	131	569	569	MFD			
107-770-027	107-770-027	6.71	DR-3.3	DR-20/25	20	25	258	Nonvacant		Santa Maria	438	131	569	569	MFD			
Hummel Cottages	107-270-051	4.47	DR-4.6	DR-20/25	20	25	30	Nonvacant	20	Santa Maria	111	33	144	124	MFD			
Lutter Day Saints	109-940-001	4.83	DR-1	DR-30/40	30	40	114	Vacant		Santa Maria	193	57	250	250	MFD			
Fong 1	097-481-007	2.36	DR-1	DR-30/40	30	40	70	Vacant		Lompoc	94	28	122	122	MFD			
Fong 2	097-482-007	2.35	DR-1	DR-30/40	30	40	45	Vacant		Lompoc	94	28	122	122	MFD			
Alexander 1	097-371-071	1.63	SC	C-2	N/A	N/A	17	Vacant		Lompoc	142	42	184	184	MFD		Max Capacity modified to calculate residential development based on gross lot acreage of 0.5, assuming ground floor commercial and up to 3 additional stories of residential, with average 500 sf per DU.	35,901.40
143-220-005	143-220-005	2.50	C-2 and REC	DR-30/40	30	40	121	Vacant		Santa Ynez	235	70	305	305	MFD			
143-261-002	143-261-002	3.00	REC	DR-30/40	30	40	121	Vacant		Santa Ynez	235	70	305	305	MFD			
Blue Sky Property	149-930-001	37.88	AG-H-10	C-2 and DR-20	N/A	20	50	Vacant		Cuyama	1,394	418	1,812	1,812	MFD		Capacity calculation modified for site mixed zoning designation	206,810.00
Element Church	103-980-048	3.85	DR-1	DR-20/30	20	30	30	Nonvacant		Santa Maria	114	34	148	148	MFD			

Table B - Rezone Sites Inventory Buildout (Reduced Project C Alternative)

Site Name	APN	Parcel Size (Acres)	Current Zoning	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/Nonvacant	Number of Existing Units Onsite	RHNA Subregion	Max Capacity Units (DUAC x Total Parcel Acres)	Modified Capacity (90%)	SDBL Adit Units (90%)	Total Units with SDBL	ER Buildout	SFD or MFD	WSP Nobes	Commercial SF
Georgi Farm																		
St. Athanasius Church	071-140-064	64.9 AG-H10	DR-30/40	DR-30/40	30	40	1212	Nonvacant		South Coast			246	1,068	MFD			
Scott	071-140-071	20.56 AG-H10	DR-30/40	DR-30/40	30	40	300	Nonvacant		South Coast	822		246	1,068	MFD			
Etwill	071-140-048	8.23 AG-H10	DR-30/40	DR-30/40	30	40	246	Nonvacant		South Coast	375		112	487	MFD			
Carld 1	065-090-031	15.22 AG-H10	DR-20/25	DR-20/25	20	25	192	Nonvacant		South Coast	329		98	427	MFD			
Carld 2	065-090-031	15.85 AG-H10	DR-20/25	DR-20/25	20	25	76	Nonvacant		South Coast	396		118	514	MFD			
Carld 3	071-190-036	60.83 AG-H10	DR-20/25 and AG-H10	DR-20/25	20	25	390	Nonvacant		South Coast	1,038	Y	311	1,349	MFD			
San Marcos Growers 1	065-030-041	27.37 AG-H5	DR-30/40	DR-30/40	30	40	821	Nonvacant		South Coast	1,094		328	1,422	MFD			
San Marcos Growers 2	065-030-012	5.7 AG-H5	DR-30/40	DR-30/40	30	40	150	Nonvacant		South Coast	228		68	286	MFD			
McCloskey Lelande										South Coast								
	065-080-011	6.95 AG-H5	DR-30/40	DR-30/40	30	40	200	Nonvacant		South Coast								
Gen Annie	077-530-021	76.52								South Coast	67	Y	6	73	SFD			
	077-530-020	7.82								South Coast	2,000	Y	600	2,600	MFD			
	077-530-012	10.36		DR-1.5 and DR-30/40	30 and 0	1.5 and 40	1536	Nonvacant		South Coast	470		141	611	MFD			
St. Vincent's - East	059-130-011	15.68 DR-1 and DR-20/30	DR-20/30	DR-20/30	20	30	75	Vacant		South Coast	1,001		300	1,301	MFD			
St. Vincent's - West	059-130-015	28.76 DR-1	DR-20/30	DR-20/30	20	30	100	Vacant		South Coast	88		26	114	MFD			
Hope Community Church	057-143-001	2.95 R-R-1	DR-20/30	DR-20/30	20	30	50	Nonvacant		South Coast	453		135	588	MFD			
Van Wiergeden 1	004-413-023	15.1 AG-H5	DR-20/30	DR-20/30	20	30	236	Nonvacant		South Coast	290		87	377	MFD			
Van Wiergeden 2	004-005-001	9.68 AG-H10	DR-20/30	DR-20/30	20	30	180	Nonvacant		South Coast								
Montessori										South Coast								
	065-080-024	11.4 AG-H5	DR-30/40	DR-30/40	30	40	341	Nonvacant		South Coast	48		14	62	MFD			
	065-080-009	11.4 AG-H5	DR-30/40	DR-30/40	30	40	36	Vacant		South Coast	1,615	Y	484	2,099	MFD			
Friendship Manor	075-020-035	1.2 SRH-20	DR-30/40	DR-30/40	30	40	36	Vacant		Santa Maria								
Key Site 1	128-120-024	24.71 C-2	C-2 and MR-O	C-2 and MR-O	N/A	N/A	341	Vacant		Santa Maria								
Key Site 3	128-151-026	8 MR-O	DR-1	DR-1	N/A	N/A	8	Vacant		Santa Maria	8		1	9	SFD			
Key Site 10	103-740-015	9.9 PRD	DR-20/30	DR-20/30	20	30	172	Vacant		Santa Maria	30		3	33	SFD			
Key Site 11	103-181-006	21.43 REC	C-2 and REC	DR-20/30 and C-2	20	30	96	Vacant		Santa Maria								
Key Site 16	107-330-001	3 SC	DR-30/40 and C-2	DR-30/40 and C-2	30	40	117	Vacant		Santa Maria	495		148	643	MFD			
Key Site 26	107-250-020	1.8	C-2	C-2 and DR-30/40	30	40	586	Vacant		Santa Maria	2,509	Y	752	3,261	MFD			
	107-250-021	12.2								Santa Maria	270		81	351	MFD			
	107-250-022	27.4								Santa Maria								
Mariposa Real	107-580-001	4.79	DR-3.3	DR-20/25	20	25	90	Vacant	20	Santa Maria								
	107-580-027	8.04								Santa Maria								
Northpoint HOA	107-470-003	8.75 DR-3.3	DR-20/25	DR-20/25	20	25	95	Vacant		Santa Maria	218		65	283	MFD			
Boys and Girls Club	107-470-011	14.9 DR-3.3	DR-20/25	DR-20/25	20	25	60	Vacant		Santa Maria	372		111	483	MFD			
Woodmere Villas HOA	107-250-017	10.84	DR-3.3	DR-20/25	20	25	258	Nonvacant		Santa Maria	438		131	569	MFD			
Hummel Cottages	107-270-051	4.47 DR-4.6	DR-20/25	DR-20/25	20	25	30	Nonvacant	20	Santa Maria	111		33	144	MFD			
Lutter Day Saints	109-540-001	4.85 R-R-1	DR-30/40	DR-30/40	30	40	114	Vacant		Santa Maria	193		57	250	MFD			
Fong 1	097-481-007	2.36 7-R-1	DR-30/40	DR-30/40	30	40	70	Vacant		Lompoc	94		28	122	MFD			
Fong 2	097-482-007	2.35 7-R-1	DR-30/40	DR-30/40	30	40	45	Vacant		Lompoc	94		28	122	MFD			
Alexander 1	097-371-071	1.63 SC	C-2	C-2	N/A	N/A	17	Vacant		Lompoc	142	Y	42	184	MFD			
Chumash, LLC	143-228-005	2.50	REC	DR-30/40	30	40	121	Vacant		Santa Ynez	235		70	305	MFD			
Blue Sky Property	149-280-001	37.88 AG-H10	C-2 and DR-20	C-2 and DR-20	N/A	N/A	50	Vacant		Cuyama	1,384	Y	418	1,812	MFD			
Element Church	103-980-048	3.85 10-R-1	DR-20/30	DR-20/30	20	30	30	Nonvacant		Santa Maria	114		34	148	MFD			

Table B - Rezone Sites Inventory Buildout (No Project Alternative)

Site Name	APN	Parcel Size (Acres)	Current Zoning	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/Nonvacant	Number of Existing Units Onsite	RHNA Subregion	Max Capacity Units (DU/AC x Total Parcel Acres)	Modified Capacity?	SDBL Add'l Units (50%)	Total Units with SDBL	EIR Buildout	SFD or MFD	WSP Notes	Commercial SF
Giorgi Farm	071-140-064	64.8	AGH-10	DR-30/40	30	40	1212	Nonvacant		South Coast	--	--	--	--	--	--		
St. Athanasius Church	071-140-072	20.56	AGH-10	DR-30/40	30	40	300	Nonvacant		South Coast	--	--	--	--	--	--		
Scott	071-140-071	9.38	AGH-10	DR-30/40	30	40	246	Nonvacant		South Coast	--	--	--	--	--	--		
Ekwill	071-140-048	8.23	AGH-10	DR-30/40	30	40	218	Nonvacant		South Coast	--	--	--	--	--	--		
Cañal 1	065-090-031	15.22	AGH-10	DR-20/25	20	25	192	Nonvacant		South Coast	--	--	--	--	--	--		
Cañal 2	065-200-012	15.85	AGH-10	DR-20/25	20	25	78	Nonvacant		South Coast	--	--	--	--	--	--		
Cañal 3	071-190-036	60.83	AGH-10	DR-20/25 and AGH-10	20	25	390	Nonvacant		South Coast	--	--	--	--	--	--		
San Marcos Growers 1	065-040-041	27.37	AGH-5	DR-30/40	30	40	821	Nonvacant		South Coast	--	--	--	--	--	--		
San Marcos Growers 2	065-040-012	5.7	AGH-5	DR-30/40	30	40	150	Nonvacant		South Coast	--	--	--	--	--	--		
McCloskey, Lelande	065-090-011	6.95	AGH-5	DR-30/40	30	40	200	Nonvacant	1	South Coast	--	--	--	--	--	--		
Glen Annie	077-530-021 077-530-020 077-530-012	76.52 7.82 10.36	AGH-10 AGH-10 AGH-10	DR-1.5 and DR-30/40	30 and 0	1.5 and 40	1536	Nonvacant		South Coast	--	--	--	--	--	--		
St. Vincent's - Eiel	054-130-011	15.69	DR-1 and DR-30/40	DR-20/30	20	30	75	Vacant		South Coast	72		7	79	79	MFD		
St. Vincent's - West	054-130-014 054-130-015	4.81 28.76	DR-1 DR-1	DR-20/30	20	30	100	Vacant		South Coast	33		3	36	36	SFD		
Hope Community Church	057-143-001	2.95	IR-1	DR-20/30	20	30	50	Nonvacant		South Coast	--	--	--	--	--	--		
Van Wingerden 1	004-073-023	15.1	AGH-5	DR-20/30	20	30	238	Nonvacant		South Coast	--	--	--	--	--	--		
Van Wingerden 2	004-005-001	9.88	AGH-10	DR-20/30	20	30	180	Nonvacant		South Coast	--	--	--	--	--	--		
Montessori	065-090-028 065-090-016 065-090-008	9.8 6.9 21.43	MR-O PRD C-2 and REC	DR-20/30 DR-20/30 and C-2	20 20	30 30	172	Vacant		Santa Maria	44		4	48	48	SFD		43,980
Key Site 16	107-250-002 107-250-019 107-250-018	9.7 2.8 27.7	SC	DR-30/40 and C-2	30	40	117	Vacant		Santa Maria	--	--	--	--	--	--		128,284
Key Site 26	107-250-020 107-250-021 107-250-022 107-250-027	1.8 1.2 27.4 4.79	C-2	C-2 and DR-30/40	30	40	586	Vacant		Santa Maria	141	Y	42	183	183	MFD		116,626
Mariposa Real	107-590-001 107-590-027	4.79 6.04	DR-3.3	DR-20/25	20	25	90	Vacant	26	Santa Maria	35		3	38	12	SFD		
Northpoint HOA	107-470-003	8.75	DR-3.3	DR-20/25	20	25	95	Vacant		Santa Maria	28		2	30	30	SFD		
Boys and Girls Club	107-470-011	14.9	DR-3.3	DR-20/25	20	25	60	Vacant		Santa Maria	49		4	53	53	SFD		
Woodmere Villas HOA	107-250-017 107-770-027	10.84 6.71	DR-3.3	DR-20/25	20	25	258	Nonvacant		Santa Maria	57	--	5	62	62	SFD		
Hummel Cottages	107-270-051	4.47	DR-4.6	DR-20/25	20	25	30	Nonvacant	20	Santa Maria	--	--	--	--	--	--		
Latter Day Saints	105-040-001	4.83	IR-1	DR-30/40	30	40	114	Vacant		Santa Maria	1		--	1	1	SFD		
Fong 1	097-481-007	2.36	FR-1	DR-30/40	30	40	70	Vacant		Lompoc	1		--	1	1	SFD		
Fong 2	097-482-007	2.35	FR-1	DR-30/40	30	40	45	Vacant		Lompoc	1		--	1	1	SFD		
Alexander 1	097-371-071 145-250-005 145-250-007 145-261-002	1.63 2.50 0.39 3.00	SC C-2 and REC C-2 and REC	C-2	N/A	N/A	17	Vacant		Lompoc	--	--	--	--	--	--		17,751
Blue Sky Property	145-290-001	37.88	AGH-10	C-2 and DR-20	N/A	40	121	Vacant		Santa Ynez	52	--	5	57	57	MFD		52,708
Element Church	105-090-048	3.83	10-R-1	DR-20/30	20	30	30	Nonvacant		Santa Maria	1		--	1	1	SFD		

APPENDIX C

CalEEMod Results

This page was intentionally left blank.

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi)
 Santa Barbara-South of Santa Ynez Range County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	3,369.00	Dwelling Unit	64.80	3,369,000.00	9736

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	37
Climate Zone	8			Operational Year	2029

Utility Company Southern California Edison

CO2 Intensity (lb/MW/hr)	390.98	CH4 Intensity (lb/MW/hr)	0.033	N2O Intensity (lb/MW/hr)	0.004
--------------------------	--------	--------------------------	-------	--------------------------	-------

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Land Use details reflect EIR buildout assumptions for Potential Rezone Site No. 1 (Giorgi). See EIR Buildout Assumptions/Methodology Appendix for detail.

Construction Phase - Site would involve greenfield development of a vacant agricultural parcel. No demolition assumed.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	PhaseEndDate	8/31/2029	5/25/2029
tblConstructionPhase	PhaseEndDate	2/2/2029	10/27/2028
tblConstructionPhase	PhaseEndDate	11/1/2024	7/26/2024
tblConstructionPhase	PhaseEndDate	5/18/2029	2/9/2029
tblConstructionPhase	PhaseEndDate	5/31/2024	2/23/2024
tblConstructionPhase	PhaseStartDate	5/19/2029	2/10/2029
tblConstructionPhase	PhaseStartDate	11/2/2024	7/27/2024

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	PhaseStartDate	6/1/2024	2/24/2024
tblConstructionPhase	PhaseStartDate	2/3/2029	10/28/2028
tblConstructionPhase	PhaseStartDate	4/6/2024	1/1/2024
tblLandUse	LotAcreage	88.66	64.80
tblLandUse	Population	9,164.00	9,736.00

2.0 Emissions Summary

**2.1 Overall Construction
Unmitigated Construction**

Year	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2024	0.6678	4.2603	5.6086	0.0161	1.8648	0.1419	2.0067	0.6623	0.1315	0.7937	0.0000	1,481.751 ₃	1,481.751 ₃	0.1880	0.0739	1,508,457 ₄
2025	0.9495	4.2774	8.1863	0.0270	2.2289	0.0902	2.3191	0.5986	0.0849	0.6834	0.0000	2,521.095 ₀	2,521.095 ₀	0.1572	0.1663	2,574,594 ₂
2026	0.9059	4.1848	7.7651	0.0263	2.2289	0.0893	2.3182	0.5986	0.0840	0.6826	0.0000	2,461.042 ₂	2,461.042 ₂	0.1540	0.1615	2,513,024 ₁
2027	0.8670	4.1015	7.4730	0.0257	2.2289	0.0885	2.3174	0.5985	0.0833	0.6818	0.0000	2,405.947 ₈	2,405.947 ₈	0.1514	0.1570	2,456,523 ₁
2028	0.7067	3.5125	6.2918	0.0213	1.8381	0.0817	1.9198	0.4936	0.0766	0.5703	0.0000	1,986.664 ₈	1,986.664 ₈	0.1376	0.1261	2,027,670 ₉
2029	13.2288	0.1905	0.5328	1.2400e-003	0.1137	8.6100e-003	0.1223	0.0302	8.0700e-003	0.0383	0.0000	111.9572	111.9572	0.0122	2.1000e-003	112.8899
Maximum	13.2288	4.2774	8.1863	0.0270	2.2289	0.1419	2.3191	0.6623	0.1315	0.7937	0.0000	2,521.095₀	2,521.095₀	0.1880	0.1663	2,574,594₂

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6	4-1-2025	6-30-2025	1.2690	1.2690
7	7-1-2025	9-30-2025	1.2830	1.2830
8	10-1-2025	12-31-2025	1.3309	1.3309
9	1-1-2026	3-31-2026	1.2679	1.2679
10	4-1-2026	6-30-2026	1.2368	1.2368
11	7-1-2026	9-30-2026	1.2503	1.2503
12	10-1-2026	12-31-2026	1.2961	1.2961
13	1-1-2027	3-31-2027	1.2373	1.2373
14	4-1-2027	6-30-2027	1.2078	1.2078
15	7-1-2027	9-30-2027	1.2210	1.2210
16	10-1-2027	12-31-2027	1.2648	1.2648
17	1-1-2028	3-31-2028	1.2239	1.2239
18	4-1-2028	6-30-2028	1.1823	1.1823
19	7-1-2028	9-30-2028	1.1953	1.1953
20	10-1-2028	12-31-2028	0.5847	0.5847
21	1-1-2029	3-31-2029	6.4599	6.4599
22	4-1-2029	6-30-2029	6.9529	6.9529
		Highest	6.9529	6.9529

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational
Unmitigated Operational

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	15.2255	0.2879	24.9915	1.3200e-003	0.1387	0.1387	0.1387	0.1387	0.1387	0.1387	0.0000	40.8619	40.8619	0.0391	0.0000	41.8402
Energy	0.2026	1.7309	0.7365	0.0111	0.1399	0.1399	0.1399	0.1399	0.1399	0.1399	0.0000	4,295.1342	4,295.1342	0.2318	0.0602	4,318.8630
Mobile	6.2000	6.9405	51.5245	0.0994	12.1560	0.0733	12.2292	3.2537	0.0685	3.3222	0.0000	9,194.9964	9,194.9964	0.6916	0.5055	9,362.9352
Waste						0.0000	0.0000		0.0000	0.0000	321.8243	0.0000	321.8243	15.9582	0.0000	720.7800
Water						0.0000	0.0000		0.0000	0.0000	77.6608	296.5352	374.1960	0.2923	0.1719	432.7366
Total	21.6280	8.9592	77.2526	0.1118	12.1560	0.3519	12.5079	3.2537	0.3471	3.6008	399.4851	13,827.5277	14,227.0128	17.2130	0.7376	14,877.1549

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

Category	tons/yr											MT/yr					CO2e
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Area	15.2255	0.2879	24.9915	1.3200e-003		0.1387	0.1387		0.1387	0.1387	0.0000	40.8619	40.8619	0.0391	0.0000	0.0000	41.8402
Energy	0.2026	1.7309	0.7365	0.0111		0.1399	0.1399		0.1399	0.1399	0.0000	4,295.1342	4,295.1342	0.2318	0.0602	0.0000	4,318.8630
Mobile	6.2000	6.9405	51.5245	0.0994	12.1560	0.0733	12.2292	3.2537	0.0685	3.3222	0.0000	9,194.9964	9,194.9964	0.6916	0.5055	0.0000	9,362.9352
Waste						0.0000	0.0000		0.0000	0.0000	321.8243	321.8243	321.8243	15.9582	0.0000	0.0000	720.7800
Water						0.0000	0.0000		0.0000	0.0000	77.6608	296.5352	374.1960	0.2923	0.1719	0.0000	432.7366
Total	21.6280	8.9592	77.2526	0.1118	12.1560	0.3519	12.5079	3.2537	0.3471	3.6008	399.4851	13,827.5277	14,227.0128	17.2130	0.7376	0.0000	14,877.1549

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2024	2/23/2024	5	40	
2	Grading	Grading	2/24/2024	7/26/2024	5	110	
3	Building Construction	Building Construction	7/27/2024	10/27/2028	5	1110	

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Paving	10/28/2028	2/9/2029	5	75
5	Architectural Coating	2/10/2029	5/25/2029	5	75

Acres of Grading (Site Preparation Phase): 60

Acres of Grading (Grading Phase): 330

Acres of Paving: 0

Residential Indoor: 6,822,225; Residential Outdoor: 2,274,075; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	2,426.00	360.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	485.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2024

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.3931	0.0000	0.3931	0.2021	0.0000	0.2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0532	0.5435	0.3667	7.6000e-004		0.0246	0.0246	0.0226	0.0226	0.0226	0.0000	66.9141	66.9141	0.0216	0.0000	67.4552
Total	0.0532	0.5435	0.3667	7.6000e-004	0.3931	0.0246	0.4177	0.2021	0.0226	0.2247	0.0000	66.9141	66.9141	0.0216	0.0000	67.4552

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Unmitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	8.7000e-004	5.9000e-004	6.5300e-003	2.0000e-005	2.2200e-003	1.0000e-005	2.2300e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.6398	1.6398	6.0000e-005	5.0000e-005	1.6575
Total	8.7000e-004	5.9000e-004	6.5300e-003	2.0000e-005	2.2200e-003	1.0000e-005	2.2300e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.6398	1.6398	6.0000e-005	5.0000e-005	1.6575

Mitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.3931	0.0000	0.3931	0.2021	0.0000	0.2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0532	0.5435	0.3667	7.6000e-004		0.0246	0.0246		0.0226	0.0226	0.0000	66.9141	66.9141	0.0216	0.0000	67.4551
Total	0.0532	0.5435	0.3667	7.6000e-004	0.3931	0.0246	0.4177	0.2021	0.0226	0.2247	0.0000	66.9141	66.9141	0.0216	0.0000	67.4551

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Mitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	8.7000e-004	5.9000e-004	6.5300e-003	2.0000e-005	2.2200e-003	1.0000e-005	2.2300e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.6398	1.6398	6.0000e-005	5.0000e-005	1.6575
Total	8.7000e-004	5.9000e-004	6.5300e-003	2.0000e-005	2.2200e-003	1.0000e-005	2.2300e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.6398	1.6398	6.0000e-005	5.0000e-005	1.6575

3.3 Grading - 2024

Unmitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.5062	0.0000	0.5062	0.2010	0.0000	0.2010	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1770	1.7807	1.5248	3.4100e-003		0.0735	0.0735	0.0676	0.0676	0.0676	0.0000	299.8574	299.8574	0.0970	0.0000	302.2819
Total	0.1770	1.7807	1.5248	3.4100e-003	0.5062	0.0735	0.5797	0.2010	0.0676	0.2685	0.0000	299.8574	299.8574	0.0970	0.0000	302.2819

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Unmitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	2.6500e-003	1.8000e-003	0.0200	5.0000e-005	6.7900e-003	3.0000e-005	6.8300e-003	1.8100e-003	3.0000e-005	1.8400e-003	0.0000	5.0104	5.0104	1.8000e-004	1.7000e-004	5.0646
Total	2.6500e-003	1.8000e-003	0.0200	5.0000e-005	6.7900e-003	3.0000e-005	6.8300e-003	1.8100e-003	3.0000e-005	1.8400e-003	0.0000	5.0104	5.0104	1.8000e-004	1.7000e-004	5.0646

Mitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.5062	0.0000	0.5062	0.2010	0.0000	0.2010	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1770	1.7807	1.5248	3.4100e-003		0.0735	0.0735		0.0676	0.0676	0.0000	299.8570	299.8570	0.0970	0.0000	302.2815
Total	0.1770	1.7807	1.5248	3.4100e-003	0.5062	0.0735	0.5797	0.2010	0.0676	0.2685	0.0000	299.8570	299.8570	0.0970	0.0000	302.2815

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	2.6500e-003	1.8000e-003	0.0200	5.0000e-005	6.7900e-003	3.0000e-005	6.8300e-003	1.8100e-003	3.0000e-005	1.8400e-003	0.0000	5.0104	5.0104	1.8000e-004	1.7000e-004	5.0646
Total	2.6500e-003	1.8000e-003	0.0200	5.0000e-005	6.7900e-003	3.0000e-005	6.8300e-003	1.8100e-003	3.0000e-005	1.8400e-003	0.0000	5.0104	5.0104	1.8000e-004	1.7000e-004	5.0646

3.4 Building Construction - 2024

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0824	0.7529	0.9053	1.5100e-003	0.0344	0.0344	0.0344	0.0323	0.0323	0.0323	0.0000	129.8355	129.8355	0.0307	0.0000	130.6031
Total	0.0824	0.7529	0.9053	1.5100e-003	0.0344	0.0344	0.0344	0.0323	0.0323	0.0323	0.0000	129.8355	129.8355	0.0307	0.0000	130.6031

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024
Unmitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0244	0.9583	0.3203	3.6100e-003	0.1174	5.5300e-003	0.1229	0.0339	5.2900e-003	0.0392	0.0000	359.6852	359.6852	0.0157	0.0531	375.8869
Worker	0.3273	0.2225	2.4650	6.7500e-003	0.8391	3.9700e-003	0.8431	0.2230	3.6500e-003	0.2266	0.0000	618.8090	618.8090	0.0227	0.0206	625.5082
Total	0.3517	1.1808	2.7853	0.0104	0.9565	9.5000e-003	0.9660	0.2569	8.9400e-003	0.2658	0.0000	978.4942	978.4942	0.0384	0.0736	1,001.3952

Mitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0824	0.7529	0.9053	1.5100e-003		0.0344	0.0344		0.0323	0.0323	0.0000	129.8353	129.8353	0.0307	0.0000	130.6029
Total	0.0824	0.7529	0.9053	1.5100e-003		0.0344	0.0344		0.0323	0.0323	0.0000	129.8353	129.8353	0.0307	0.0000	130.6029

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0244	0.9583	0.3203	3.6100e-003	0.1174	5.5300e-003	0.1229	0.0339	5.2900e-003	0.0392	0.0000	359.6852	0.0157	0.0531	0.0531	375.8869
Worker	0.3273	0.2225	2.4650	6.7500e-003	0.8391	3.9700e-003	0.8431	0.2230	3.6500e-003	0.2266	0.0000	618.8090	0.0227	0.0206	0.0206	625.5082
Total	0.3517	1.1808	2.7853	0.0104	0.9565	9.5000e-003	0.9660	0.2569	8.9400e-003	0.2658	0.0000	978.4942	0.0384	0.0736	0.0736	1,001.3952

3.4 Building Construction - 2025

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.1785	1.6273	2.0991	3.5200e-003	0.0689	0.0689	0.0689	0.0648	0.0648	0.0648	0.0000	302.6549	0.0711	0.0000	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003	0.0689	0.0689	0.0689	0.0648	0.0648	0.0648	0.0000	302.6549	0.0711	0.0000	0.0000	304.4335

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Unmitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0544	2.1851	0.7290	8.2400e-003	0.2735	0.0126	0.2861	0.0789	0.0120	0.0909	0.0000	823.1834	823.1834	0.0379	0.1216	860.3663
Worker	0.7167	0.4650	5.3582	0.0152	1.9554	8.8000e-003	1.9642	0.5196	8.1100e-003	0.5277	0.0000	1,395.2568	1,395.2568	0.0481	0.0448	1,409.7944
Total	0.7710	2.6501	6.0872	0.0235	2.2289	0.0214	2.2503	0.5985	0.0201	0.6187	0.0000	2,218.4402	2,218.4402	0.0860	0.1663	2,270.1607

Mitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025
Mitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0544	2.1851	0.7290	8.2400e-003	0.2735	0.0126	0.2861	0.0789	0.0120	0.0909	0.0000	823.1834	823.1834	0.0379	0.1216	860.3663
Worker	0.7167	0.4650	5.3582	0.0152	1.9554	8.8000e-003	1.9642	0.5196	8.1100e-003	0.5277	0.0000	1,395.2568	1,395.2568	0.0481	0.0448	1,409.7944
Total	0.7710	2.6501	6.0872	0.0235	2.2289	0.0214	2.2503	0.5985	0.0201	0.6187	0.0000	2,218.4402	2,218.4402	0.0860	0.1663	2,270.1607

3.4 Building Construction - 2026
Unmitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026
Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0522	2.1378	0.7147	8.0800e-003	0.2735	0.0122	0.2857	0.0789	0.0117	0.0906	0.0000	808.1508	808.1508	0.0391	0.1195	844.7525
Worker	0.6753	0.4196	4.9513	0.0147	1.9554	8.1900e-003	1.9636	0.5196	7.5400e-003	0.5272	0.0000	1,350.2365	1,350.2365	0.0437	0.0420	1,363.8381
Total	0.7274	2.5575	5.6660	0.0228	2.2289	0.0204	2.2493	0.5985	0.0192	0.6178	0.0000	2,158.3873	2,158.3873	0.0828	0.1615	2,208.5906

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026
Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0522	2.1378	0.7147	8.0800e-003	0.2735	0.0122	0.2857	0.0789	0.0117	0.0906	0.0000	808.1508	808.1508	0.0391	0.1195	844.7525
Worker	0.6753	0.4196	4.9513	0.0147	1.9554	8.1900e-003	1.9636	0.5196	7.5400e-003	0.5272	0.0000	1,350.2365	1,350.2365	0.0437	0.0420	1,363.8381
Total	0.7274	2.5575	5.6660	0.0228	2.2289	0.0204	2.2493	0.5985	0.0192	0.6178	0.0000	2,158.3873	2,158.3873	0.0828	0.1615	2,208.5906

3.4 Building Construction - 2027
Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027
Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0502	2.0923	0.7032	7.9000e-003	0.2735	0.0119	0.2854	0.0789	0.0114	0.0903	0.0000	791.9360	791.9360	0.0401	0.1173	827.8994
Worker	0.6383	0.3818	4.6707	0.0143	1.9554	7.7200e-003	1.9631	0.5196	7.1100e-003	0.5267	0.0000	1,311.3570	1,311.3570	0.0402	0.0397	1,324.1903
Total	0.6885	2.4742	5.3739	0.0222	2.2289	0.0196	2.2485	0.5985	0.0185	0.6170	0.0000	2,103.2929	2,103.2929	0.0803	0.1570	2,152.0896

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0502	2.0923	0.7032	7.9000e-003	0.2735	0.0119	0.2854	0.0789	0.0114	0.0903	0.0000	791.9360	791.9360	0.0401	0.1173	827.8994
Worker	0.6383	0.3818	4.6707	0.0143	1.9554	7.7200e-003	1.9631	0.5196	7.1100e-003	0.5267	0.0000	1,311.3570	1,311.3570	0.0402	0.0397	1,324.1903
Total	0.6885	2.4742	5.3739	0.0222	2.2289	0.0196	2.2485	0.5985	0.0185	0.6170	0.0000	2,103.2929	2,103.2929	0.0803	0.1570	2,152.0896

3.4 Building Construction - 2028

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.1470	1.3405	1.7291	2.9000e-003		0.0567	0.0567		0.0534	0.0534	0.0000	249.3134	249.3134	0.0586	0.0000	250.7786
Total	0.1470	1.3405	1.7291	2.9000e-003		0.0567	0.0567		0.0534	0.0534	0.0000	249.3134	249.3134	0.0586	0.0000	250.7786

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028
Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0399	1.6896	0.5722	6.3700e-003	0.2253	9.5300e-003	0.2348	0.0650	9.1100e-003	0.0741	0.0000	639.7513	639.7513	0.0338	0.0949	668.8717
Worker	0.4985	0.2890	3.6578	0.0115	1.6108	5.9800e-003	1.6168	0.4281	5.5100e-003	0.4336	0.0000	1,051.1964	1,051.1964	0.0306	0.0311	1,061.2397
Total	0.5385	1.9785	4.2300	0.0178	1.8360	0.0155	1.8516	0.4931	0.0146	0.5077	0.0000	1,690.9477	1,690.9477	0.0644	0.1260	1,730.1115

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.1470	1.3405	1.7291	2.9000e-003		0.0567	0.0567		0.0534	0.0534	0.0000	249.3131	249.3131	0.0586	0.0000	250.7783
Total	0.1470	1.3405	1.7291	2.9000e-003		0.0567	0.0567		0.0534	0.0534	0.0000	249.3131	249.3131	0.0586	0.0000	250.7783

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0399	1.6896	0.5722	6.3700e-003	0.2253	9.5300e-003	0.2348	0.0650	9.1100e-003	0.0741	0.0000	639.7513	639.7513	0.0338	0.0949	668.8717
Worker	0.4985	0.2890	3.6578	0.0115	1.6108	5.9800e-003	1.6168	0.4281	5.5100e-003	0.4336	0.0000	1,051.1964	1,051.1964	0.0306	0.0311	1,061.2397
Total	0.5385	1.9785	4.2300	0.0178	1.8360	0.0155	1.8516	0.4931	0.0146	0.5077	0.0000	1,690.9477	1,690.9477	0.0644	0.1260	1,730.1115

3.5 Paving - 2028

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0206	0.1931	0.3280	5.1000e-004		9.4200e-003	9.4200e-003		8.6600e-003	8.6600e-003	0.0000	45.0433	45.0433	0.0146	0.0000	45.4075
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0206	0.1931	0.3280	5.1000e-004		9.4200e-003	9.4200e-003		8.6600e-003	8.6600e-003	0.0000	45.0433	45.0433	0.0146	0.0000	45.4075

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2028

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	6.5000e-004	3.7000e-004	4.7300e-003	1.0000e-005	2.0800e-003	1.0000e-005	2.0900e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.3604	1.3604	4.0000e-005	4.0000e-005	1.3734
Total	6.5000e-004	3.7000e-004	4.7300e-003	1.0000e-005	2.0800e-003	1.0000e-005	2.0900e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.3604	1.3604	4.0000e-005	4.0000e-005	1.3734

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0206	0.1931	0.3280	5.1000e-004	9.4200e-003	9.4200e-003	9.4200e-003	8.6600e-003	8.6600e-003	8.6600e-003	0.0000	45.0433	45.0433	0.0146	0.0000	45.4075
Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0206	0.1931	0.3280	5.1000e-004	9.4200e-003	9.4200e-003	9.4200e-003	8.6600e-003	8.6600e-003	8.6600e-003	0.0000	45.0433	45.0433	0.0146	0.0000	45.4075

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2028

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	6.5000e-004	3.7000e-004	4.7300e-003	1.0000e-005	2.0800e-003	1.0000e-005	2.0900e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.3604	1.3604	4.0000e-005	4.0000e-005	1.3734
Total	6.5000e-004	3.7000e-004	4.7300e-003	1.0000e-005	2.0800e-003	1.0000e-005	2.0900e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.3604	1.3604	4.0000e-005	4.0000e-005	1.3734

3.5 Paving - 2029

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0137	0.1287	0.2187	3.4000e-004	6.2800e-003	6.2800e-003	6.2800e-003	5.7800e-003	5.7800e-003	5.7800e-003	0.0000	30.0289	30.0289	9.7100e-003	0.0000	30.2717
Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0137	0.1287	0.2187	3.4000e-004	6.2800e-003	6.2800e-003	6.2800e-003	5.7800e-003	5.7800e-003	5.7800e-003	0.0000	30.0289	30.0289	9.7100e-003	0.0000	30.2717

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2029

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					CO2e
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	
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	4.1000e-004	2.3000e-004	3.0100e-003	1.0000e-005	1.3900e-003	0.0000	1.3900e-003	3.7000e-004	0.0000	3.7000e-004	0.0000	0.8842	0.8842	2.0000e-005	3.0000e-005	0.8924
Total	4.1000e-004	2.3000e-004	3.0100e-003	1.0000e-005	1.3900e-003	0.0000	1.3900e-003	3.7000e-004	0.0000	3.7000e-004	0.0000	0.8842	0.8842	2.0000e-005	3.0000e-005	0.8924

Mitigated Construction On-Site

Category	tons/yr										MT/yr					CO2e
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	
Off-Road	0.0137	0.1287	0.2187	3.4000e-004	6.2800e-003	6.2800e-003	6.2800e-003	5.7800e-003	0.0000	5.7800e-003	0.0000	30.0289	30.0289	9.7100e-003	0.0000	30.2717
Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0137	0.1287	0.2187	3.4000e-004	6.2800e-003	6.2800e-003	6.2800e-003	5.7800e-003	0.0000	5.7800e-003	0.0000	30.0289	30.0289	9.7100e-003	0.0000	30.2717

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2029

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	4.1000e-004	2.3000e-004	3.0100e-003	1.0000e-005	1.3900e-003	0.0000	1.3900e-003	3.7000e-004	0.0000	3.7000e-004	0.0000	0.8842	0.8842	2.0000e-005	3.0000e-005	0.8924
Total	4.1000e-004	2.3000e-004	3.0100e-003	1.0000e-005	1.3900e-003	0.0000	1.3900e-003	3.7000e-004	0.0000	3.7000e-004	0.0000	0.8842	0.8842	2.0000e-005	3.0000e-005	0.8924

3.6 Architectural Coating - 2029

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	13.1754					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4100e-003	0.0430	0.0678	1.1000e-004	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	0.0000	9.5747	9.5747	5.2000e-004	0.0000	9.5878
Total	13.1818	0.0430	0.0678	1.1000e-004	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	0.0000	9.5747	9.5747	5.2000e-004	0.0000	9.5878

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2029
Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0329	0.0186	0.2433	7.8000e-004	0.1123	3.9000e-004	0.1127	0.0299	3.6000e-004	0.0302	0.0000	71.4695	71.4695	1.9700e-003	2.0800e-003	72.1380
Total	0.0329	0.0186	0.2433	7.8000e-004	0.1123	3.9000e-004	0.1127	0.0299	3.6000e-004	0.0302	0.0000	71.4695	71.4695	1.9700e-003	2.0800e-003	72.1380

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	13.1754					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4100e-003	0.0430	0.0678	1.1000e-004	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	0.0000	9.5747	9.5747	5.2000e-004	0.0000	9.5878
Total	13.1818	0.0430	0.0678	1.1000e-004	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	0.0000	9.5747	9.5747	5.2000e-004	0.0000	9.5878

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2029

Mitigated Construction Off-Site

Category	tons/yr										MT/yr				CO2e	
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4		N2O
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	0.0329	0.0186	0.2433	7.8000e-004	0.1123	3.9000e-004	0.1127	0.0299	3.6000e-004	0.0302	0.0000	71.4695	71.4695	1.9700e-003	2.0800e-003	72.1380
Total	0.0329	0.0186	0.2433	7.8000e-004	0.1123	3.9000e-004	0.1127	0.0299	3.6000e-004	0.0302	0.0000	71.4695	71.4695	1.9700e-003	2.0800e-003	72.1380

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	6.2000	6.9405	51.5245	0.0994	12.1560	0.0733	12.2292	3.2537	0.0685	3.3222	0.0000	9,194.9964	9,194.9964	0.6916	0.5055	9,362.9352
Unmitigated	6.2000	6.9405	51.5245	0.0994	12.1560	0.0733	12.2292	3.2537	0.0685	3.3222	0.0000	9,194.9964	9,194.9964	0.6916	0.5055	9,362.9352

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
Apartments Mid Rise	18,327.36	16,541.79	13,779.21	32,273,988	32,273,988	32,273,988	32,273,988
Total	18,327.36	16,541.79	13,779.21	32,273,988	32,273,988	32,273,988	32,273,988

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-C	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	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 Mid Rise	0.512325	0.057014	0.206318	0.140374	0.024305	0.006187	0.011219	0.006234	0.000948	0.000543	0.028133	0.003250	0.003150

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr											MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,290.6258	2,290.6258	0.1933	0.0234	2,302.4427
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,290.6258	2,290.6258	0.1933	0.0234	2,302.4427
NaturalGas Mitigated	0.2026	1.7309	0.7365	0.0111		0.1399	0.1399		0.1399	0.1399	0.0000	2,004.5085	2,004.5085	0.0384	0.0368	2,016.4202
NaturalGas Unmitigated	0.2026	1.7309	0.7365	0.0111		0.1399	0.1399		0.1399	0.1399	0.0000	2,004.5085	2,004.5085	0.0384	0.0368	2,016.4202

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBTU/yr	tons/yr											MT/yr			
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O
Apartments Mid Rise	3.75631e+007	0.2026	1.7309	0.7365	0.0111		0.1399	0.1399		0.1399	0.1399	0.0000	2,004.5085	0.0384	0.0368	2,016.4202
Total		0.2026	1.7309	0.7365	0.0111		0.1399	0.1399		0.1399	0.1399	0.0000	2,004.5085	0.0384	0.0368	2,016.4202

Mitigated

Land Use	NaturalGas Use kBTU/yr	tons/yr											MT/yr			
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O
Apartments Mid Rise	3.75631e+007	0.2026	1.7309	0.7365	0.0111		0.1399	0.1399		0.1399	0.1399	0.0000	2,004.5085	0.0384	0.0368	2,016.4202
Total		0.2026	1.7309	0.7365	0.0111		0.1399	0.1399		0.1399	0.1399	0.0000	2,004.5085	0.0384	0.0368	2,016.4202

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
Apartment Mid Rise	1,291,628	2,290,625	0.1933	0.0234	2,302,442
Total		2,290,625	0.1933	0.0234	2,302,442

Mitigated

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
Apartment Mid Rise	1,291,628	2,290,625	0.1933	0.0234	2,302,442
Total		2,290,625	0.1933	0.0234	2,302,442

6.0 Area Detail

6.1 Mitigation Measures Area

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Mitigated	15.2255	0.2879	24.9915	1.3200e-003		0.1387	0.1387		0.1387	0.1387	0.0000	40.8619	40.8619	0.0391	0.0000	41.8402
Unmitigated	15.2255	0.2879	24.9915	1.3200e-003		0.1387	0.1387		0.1387	0.1387	0.0000	40.8619	40.8619	0.0391	0.0000	41.8402
	MT/yr															

6.2 Area by SubCategory
Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Architectural Coating	1.3175					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	13.1576					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	0.7504	0.2879	24.9915	1.3200e-003		0.1387	0.1387		0.1387	0.1387	0.0000	40.8619	40.8619	0.0391	0.0000	41.8402
Total	15.2255	0.2879	24.9915	1.3200e-003		0.1387	0.1387		0.1387	0.1387	0.0000	40.8619	40.8619	0.0391	0.0000	41.8402
	MT/yr															

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

SubCategory	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	1.3175					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	13.1576					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	0.7504	0.2879	24.9915	1.3200e-003		0.1387	0.1387		0.1387	0.1387	0.0000	40.8619	40.8619	0.0391	0.0000	41.8402
Total	15.2255	0.2879	24.9915	1.3200e-003		0.1387	0.1387		0.1387	0.1387	0.0000	40.8619	40.8619	0.0391	0.0000	41.8402

7.0 Water Detail

7.1 Mitigation Measures Water

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	374.1960	0.2923	0.1719	432.7366
Unmitigated	374.1960	0.2923	0.1719	432.7366

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	219.504 / 138.383	374.1960	0.2923	0.1719	432.7366
Total		374.1960	0.2923	0.1719	432.7366

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

Land Use	Mgal	Total CO2	CH4	N2O	CO2e
Indoor/Outdoor Use					
Apartment Mid Rise	219,504 / 138,383	374,1960	0.2923	0.1719	432.7366
Total		374.1960	0.2923	0.1719	432.7366

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

Category/Year	Total CO2	CH4	N2O	CO2e
Mitigated	321.8243	15.9582	0.0000	720.7800
Unmitigated	321.8243	15.9582	0.0000	720.7800

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
		MT/yr			
Apartments Mid Rise	1549.74	321.8243	15.9582	0.0000	720.7800
Total		321.8243	15.9582	0.0000	720.7800

Mitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
		MT/yr			
Apartments Mid Rise	1549.74	321.8243	15.9582	0.0000	720.7800
Total		321.8243	15.9582	0.0000	720.7800

9.0 Operational Offroad

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

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

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

11.0 Vegetation

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi)
 Santa Barbara-South of Santa Ynez Range County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	3,369.00	Dwelling Unit	64.80	3,369,000.00	9736

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	37
Climate Zone	8			Operational Year	2029

Utility Company Southern California Edison

CO2 Intensity (lb/MW/hr)	390.98	CH4 Intensity (lb/MW/hr)	0.033	N2O Intensity (lb/MW/hr)	0.004
--------------------------	--------	--------------------------	-------	--------------------------	-------

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Land Use details reflect EIR buildout assumptions for Potential Rezone Site No. 1 (Giorgi). See EIR Buildout Assumptions/Methodology Appendix for detail.

Construction Phase - Site would involve greenfield development of a vacant agricultural parcel. No demolition assumed.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	PhaseEndDate	8/31/2029	5/25/2029
tblConstructionPhase	PhaseEndDate	2/2/2029	10/27/2028
tblConstructionPhase	PhaseEndDate	11/1/2024	7/26/2024
tblConstructionPhase	PhaseEndDate	5/18/2029	2/9/2029
tblConstructionPhase	PhaseEndDate	5/31/2024	2/23/2024
tblConstructionPhase	PhaseStartDate	5/19/2029	2/10/2029
tblConstructionPhase	PhaseStartDate	11/2/2024	7/27/2024

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	PhaseStartDate	6/1/2024	2/24/2024
tblConstructionPhase	PhaseStartDate	2/3/2029	10/28/2028
tblConstructionPhase	PhaseStartDate	4/6/2024	1/1/2024
tblLandUse	LotAcreage	88.66	64.80
tblLandUse	Population	9,164.00	9,736.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2024	7.6702	33.5455	65.1441	0.2142	19.7707	1.3360	21.0006	10.1326	1.2291	11.2641	0.0000	22,052.4381	22,052.4381	1.9471	1,4200	22,508.9371
2025	7.1967	31.8498	61.9535	0.2090	17.4556	0.6912	18.1467	4.6789	0.6503	5.3292	0.0000	21,522.7001	21,522.7001	1.3026	1,3779	21,965.8684
2026	6.8639	31.1901	58.7018	0.2039	17.4555	0.6839	18.1394	4.6788	0.6435	5.3224	0.0000	21,007.6254	21,007.6254	1.2776	1,3389	21,438.5505
2027	6.5674	30.5949	56.4689	0.1992	17.4555	0.6778	18.1332	4.6788	0.6378	5.3166	0.0000	20,535.4540	20,535.4540	1.2575	1,3023	20,954.9691
2028	6.3025	30.0767	54.6437	0.1949	17.4554	0.6717	18.1272	4.6788	0.6322	5.3110	0.0000	20,102.2771	20,102.2771	1.2414	1,2694	20,511.5938
2029	352.3763	8.5954	14.7743	0.0242	3.0630	0.4189	3.1250	0.8126	0.3853	0.8737	0.0000	2,423.3404	2,423.3404	0.7154	0.0570	2,442.0494
Maximum	352.3763	33.5455	65.1441	0.2142	19.7707	1.3360	21.0006	10.1326	1.2291	11.2641	0.0000	22,052.4381	22,052.4381	1.9471	1,4200	22,508.9371

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2024	2/23/2024	5	40	
2	Grading	Grading	2/24/2024	7/26/2024	5	110	
3	Building Construction	Building Construction	7/27/2024	10/27/2028	5	1110	
4	Paving	Paving	10/28/2028	2/9/2029	5	75	
5	Architectural Coating	Architectural Coating	2/10/2029	5/25/2029	5	75	

Acres of Grading (Site Preparation Phase): 60

Acres of Grading (Grading Phase): 330

Acres of Paving: 0

Residential Indoor: 6,822,225; Residential Outdoor: 2,274,075; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	2,426.00	360.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	485.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310		3,688.010	0	1.1928		3,717.829
Total	2.6609	27.1760	18.3356	0.0381	19.6570	1.2294	20.8864	10.1025	1.1310	11.2335		3,688.010	0	1.1928		3,717.829

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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
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
Worker	0.0427	0.0265	0.3215	9.1000e-004	0.1137	5.3000e-004	0.1142	0.0302	4.8000e-004	0.0306		92.1547	92.1547	3.1100e-003	2.8000e-003	93.0665
Total	0.0427	0.0265	0.3215	9.1000e-004	0.1137	5.3000e-004	0.1142	0.0302	4.8000e-004	0.0306		92.1547	92.1547	3.1100e-003	2.8000e-003	93.0665

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310	0.0000	3,688.0100	3,688.0100	1.1928		3,717.8294
Total	2.6609	27.1760	18.3356	0.0381	19.6570	1.2294	20.8864	10.1025	1.1310	11.2335	0.0000	3,688.0100	3,688.0100	1.1928		3,717.8294

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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
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
Worker	0.0427	0.0265	0.3215	9.1000e-004	0.1137	5.3000e-004	0.1142	0.0302	4.8000e-004	0.0306	92.1547	92.1547	92.1547	3.1100e-003	2.8000e-003	93.0665
Total	0.0427	0.0265	0.3215	9.1000e-004	0.1137	5.3000e-004	0.1142	0.0302	4.8000e-004	0.0306	92.1547	92.1547	92.1547	3.1100e-003	2.8000e-003	93.0665

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621	1.3354	1.3354	1.3354	1.2286	1.2286	1.2286		6,009.7487	6,009.7487	1.9437		6,058.3405
Total	3.2181	32.3770	27.7228	0.0621	9.2036	1.3354	10.5390	3.6538	1.2286	4.8823		6,009.7487	6,009.7487	1.9437		6,058.3405

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0475	0.0294	0.3573	1.0100e-003	0.1263	5.8000e-004	0.1269	0.0335	5.4000e-004	0.0341		102.3942	102.3942	3.4500e-003	3.1100e-003	103.4073
Total	0.0475	0.0294	0.3573	1.0100e-003	0.1263	5.8000e-004	0.1269	0.0335	5.4000e-004	0.0341		102.3942	102.3942	3.4500e-003	3.1100e-003	103.4073

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621	1.3354	1.3354	1.3354	1.2286	1.2286	1.2286	0.0000	6,009.748 ₇	6,009.748 ₇	1.9437		6,058.340 ₅
Total	3.2181	32.3770	27.7228	0.0621	9.2036	1.3354	10.5390	3.6538	1.2286	4.8823	0.0000	6,009.748₇	6,009.748₇	1.9437		6,058.340₅

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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
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
Worker	0.0475	0.0294	0.3573	1.0100e-003	0.1263	5.8000e-004	0.1269	0.0335	5.4000e-004	0.0341			102.3942	3.4500e-003	3.1100e-003	103.4073
Total	0.0475	0.0294	0.3573	1.0100e-003	0.1263	5.8000e-004	0.1269	0.0335	5.4000e-004	0.0341			102.3942	3.4500e-003	3.1100e-003	103.4073

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4391	16.5317	5.6407	0.0644	2.1343	0.0985	2.2328	0.6142	0.0943	0.7085		7,076.3292	7,076.3292	0.3099	1.0428	7,394.8303
Worker	5.7595	3.5700	43.3366	0.1229	15.3214	0.0709	15.3922	4.0647	0.0653	4.1299		12,420.4100	12,420.4100	0.4188	0.3772	12,543.2991
Total	6.1986	20.1017	48.9773	0.1873	17.4556	0.1694	17.6250	4.6789	0.1595	4.8384		19,496.7392	19,496.7392	0.7287	1.4200	19,938.1295

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.4716	13.4438	16.1668	0.0270	0.6133	0.6133	0.6133	0.5769	0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044	0.6044	2,570.8077
Total	1.4716	13.4438	16.1668	0.0270	0.6133	0.6133	0.6133	0.5769	0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044	0.6044	2,570.8077

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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	0.0000
Vendor	0.4391	16.5317	5.6407	0.0644	2.1343	0.0985	2.2328	0.6142	0.0943	0.7085	7,076.3292	7,076.3292	7,076.3292	0.3099	1.0428	7,394.8303
Worker	5.7595	3.5700	43.3366	0.1229	15.3214	0.0709	15.3922	4.0647	0.0653	4.1299	12,420.4100	12,420.4100	12,420.4100	0.4188	0.3772	12,543.2991
Total	6.1986	20.1017	48.9773	0.1873	17.4556	0.1694	17.6250	4.6789	0.1595	4.8384	19,496.7392	19,496.7392	19,496.7392	0.7287	1.4200	19,938.1295

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4897	16.0847	0.0270		0.5276	0.5276	0.4963	0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4897	16.0847	0.0270		0.5276	0.5276	0.4963	0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4207	16.1780	5.5081	0.0631	2.1342	0.0962	2.2304	0.6142	0.0920	0.7062		6,949.4390	6,949.4390	0.3207	1.0257	7,263.1268
Worker	5.4086	3.2021	40.3608	0.1189	15.3214	0.0674	15.3888	4.0647	0.0621	4.1268		12,016.7868	12,016.7868	0.3809	0.3521	12,131.2436
Total	5.8293	19.3801	45.8688	0.1820	17.4556	0.1636	17.6192	4.6789	0.1541	4.8329		18,966.2257	18,966.2257	0.7016	1.3779	19,394.3704

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276	0.4963	0.4963	0.9926	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276	0.4963	0.4963	0.9926	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0000
Vendor	0.4207	16.1780	5.5081	0.0631	2.1342	0.0962	2.2304	0.6142	0.0920	0.7062		6,949.4390	6,949.4390	0.3207	1.0257	7,263.1268
Worker	5.4086	3.2021	40.3608	0.1189	15.3214	0.0674	15.3888	4.0647	0.0621	4.1268		12,016.7868	12,016.7868	0.3809	0.3521	12,131.2436
Total	5.8293	19.3801	45.8688	0.1820	17.4556	0.1636	17.6192	4.6789	0.1541	4.8329		18,966.2257	18,966.2257	0.7016	1.3779	19,394.3704

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4897	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4897	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4041	15.8295	5.3993	0.0619	2.1342	0.0936	2.2277	0.6142	0.0895	0.7037		6,822.396 1	6,822.396 1	0.3309	1.0085	7,131.196 7
Worker	5.0923	2.8910	37.2178	0.1150	15.3214	0.0628	15.3841	4.0647	0.0578	4.1225		11,628.75 50	11,628.75 50	0.3457	0.3304	11,735.85 57
Total	5.4965	18.7205	42.6171	0.1769	17.4555	0.1563	17.6118	4.6788	0.1473	4.8261		18,451.15 10	18,451.15 10	0.6766	1.3389	18,867.05 24

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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	0.0000
Vendor	0.4041	15.8295	5.3993	0.0619	2.1342	0.0936	2.2277	0.6142	0.0895	0.7037		6,822.3961	6,822.3961	0.3309	1.0085	7,131.1967
Worker	5.0923	2.8910	37.2178	0.1150	15.3214	0.0628	15.3841	4.0647	0.0578	4.1225		11,628.7550	11,628.7550	0.3457	0.3304	11,735.8557
Total	5.4965	18.7205	42.6171	0.1769	17.4555	0.1563	17.6118	4.6788	0.1473	4.8261		18,451.1510	18,451.1510	0.6766	1.3389	18,867.0524

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3895	15.4938	5.3130	0.0605	2.1341	0.0910	2.2251	0.6142	0.0871	0.7012		6,685.3809	6,685.3809	0.3393	0.9898	6,988.8083
Worker	4.8105	2.6314	35.0712	0.1117	15.3214	0.0592	15.3805	4.0647	0.0545	4.1191		11,293.5987	11,293.5987	0.3173	0.3125	11,394.6628
Total	5.2000	18.1252	40.3842	0.1722	17.4555	0.1502	17.6057	4.6788	0.1415	4.8204		17,978.9796	17,978.9796	0.6565	1.3023	18,383.4710

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Mitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.3895	15.4938	5.3130	0.0605	2.1341	0.0910	2.2251	0.6142	0.0871	0.7012		6,685.380 9	6,685.380 9	0.3393	0.9898	6,988.808 3
Worker	4.8105	2.6314	35.0712	0.1117	15.3214	0.0592	15.3805	4.0647	0.0545	4.1191		11,293.59 87	11,293.59 87	0.3173	0.3125	11,394.66 28
Total	5.2000	18.1252	40.3842	0.1722	17.4555	0.1502	17.6057	4.6788	0.1415	4.8204		17,978.97 96	17,978.97 96	0.6565	1.3023	18,383.47 10

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3761	15.1887	5.2482	0.0592	2.1341	0.0885	2.2226	0.6141	0.0847	0.6988		6,556.0399	6,556.0399	0.3475	0.9717	6,854.3080
Worker	4.5590	2.4183	33.3109	0.1087	15.3214	0.0557	15.3770	4.0647	0.0513	4.1159		10,989.7628	10,989.7628	0.2929	0.2977	11,085.7877
Total	4.9351	17.6070	38.5590	0.1680	17.4554	0.1442	17.5996	4.6788	0.1359	4.8147		17,545.8027	17,545.8027	0.6405	1.2694	17,940.0957

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

Mitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.3761	15.1887	5.2482	0.0592	2.1341	0.0885	2.2226	0.6141	0.0847	0.6988		6,556.0399	6,556.0399	0.3475	0.9717	6,854.3080
Worker	4.5590	2.4183	33.3109	0.1087	15.3214	0.0557	15.3770	4.0647	0.0513	4.1159		10,989.7628	10,989.7628	0.2929	0.2977	11,085.7877
Total	4.9351	17.6070	38.5590	0.1680	17.4554	0.1442	17.5996	4.6788	0.1359	4.8147		17,545.8027	17,545.8027	0.6405	1.2694	17,940.0957

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2028

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 ₂	2,206.745 ₂	0.7137		2,224.587 ₈
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745₂	2,206.745₂	0.7137		2,224.587₈

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0282	0.0150	0.2060	6.7000e-004	0.0947	3.4000e-004	0.0951	0.0251	3.2000e-004	0.0255		67.9499	67.9499	1.8100e-003	1.8400e-003	68.5436
Total	0.0282	0.0150	0.2060	6.7000e-004	0.0947	3.4000e-004	0.0951	0.0251	3.2000e-004	0.0255		67.9499	67.9499	1.8100e-003	1.8400e-003	68.5436

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2028

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 ₂	2,206.745 ₂	0.7137		2,224.587 ₈
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745₂	2,206.745₂	0.7137		2,224.587₈

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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
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
Worker	0.0282	0.0150	0.2060	6.7000e-004	0.0947	3.4000e-004	0.0951	0.0251	3.2000e-004	0.0255			67.9499	1.8100e-003	1.8400e-003	68.5436
Total	0.0282	0.0150	0.2060	6.7000e-004	0.0947	3.4000e-004	0.0951	0.0251	3.2000e-004	0.0255			67.9499	1.8100e-003	1.8400e-003	68.5436

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2029

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 ₂	2,206.745 ₂	0.7137		2,224.587 ₈
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745₂	2,206.745₂	0.7137		2,224.587₈

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0266	0.0138	0.1963	6.6000e-004	0.0947	3.2000e-004	0.0951	0.0251	3.0000e-004	0.0254		66.2441	66.2441	1.6800e-003	1.7600e-003	66.8109
Total	0.0266	0.0138	0.1963	6.6000e-004	0.0947	3.2000e-004	0.0951	0.0251	3.0000e-004	0.0254		66.2441	66.2441	1.6800e-003	1.7600e-003	66.8109

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2029

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 ₂	2,206.745 ₂	0.7137		2,224.587 ₈
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745₂	2,206.745₂	0.7137		2,224.587₈

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	0.0266	0.0138	0.1963	6.6000e-004	0.0947	3.2000e-004	0.0951	0.0251	3.0000e-004	0.0254		66.2441	66.2441	1.6800e-003	1.7600e-003	66.8109
Total	0.0266	0.0138	0.1963	6.6000e-004	0.0947	3.2000e-004	0.0951	0.0251	3.0000e-004	0.0254		66.2441	66.2441	1.6800e-003	1.7600e-003	66.8109

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2029

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	351.3446				0.0000	0.0000	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	0.0515	0.0515		281.4481	281.4481	0.0154		281.6319
Total	351.5155	1.1455	1.8091	2.9700e-003	0.0515	0.0515	0.0515	0.0515	0.0515	0.0515		281.4481	281.4481	0.0154		281.6319

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	0.8608	0.4464	6.3467	0.0212	3.0630	0.0105	3.0735	0.8126	9.6300e-003	0.8222		2,141.8924	2,141.8924	0.0542	0.0570	2,160.2175
Total	0.8608	0.4464	6.3467	0.0212	3.0630	0.0105	3.0735	0.8126	9.6300e-003	0.8222		2,141.8924	2,141.8924	0.0542	0.0570	2,160.2175

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2029

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	351.3446				0.0000	0.0000	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	0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.6319
Total	351.5155	1.1455	1.8091	2.9700e-003	0.0515	0.0515	0.0515	0.0515	0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.6319

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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
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
Worker	0.8608	0.4464	6.3467	0.0212	3.0630	0.0105	3.0735	0.8126	9.6300e-003	0.8222		2,141.8924	2,141.8924	0.0542	0.0570	2,160.2175
Total	0.8608	0.4464	6.3467	0.0212	3.0630	0.0105	3.0735	0.8126	9.6300e-003	0.8222		2,141.8924	2,141.8924	0.0542	0.0570	2,160.2175

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	lb/day														
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O
Mitigated	36.9623	37.4857	280.7473	0.5833	71.8222	0.4239	72.2461	19.1895	0.3962	19.5857	59,479.5891	59,479.5891	4.1707	3.0850	60,503.1718
Unmitigated	36.9623	37.4857	280.7473	0.5833	71.8222	0.4239	72.2461	19.1895	0.3962	19.5857	59,479.5891	59,479.5891	4.1707	3.0850	60,503.1718

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Apartments Mid Rise	18,327.36	16,541.79	13,779.21	32,273,988	32,273,988
Total	18,327.36	16,541.79	13,779.21	32,273,988	32,273,988

4.3 Trip Type Information

Land Use	Miles						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 Mid Rise	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 Mid Rise	0.512325	0.057014	0.206318	0.140374	0.024305	0.006187	0.011219	0.006234	0.000948	0.000543	0.028133	0.003250	0.003150

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
NaturalGas Mitigated	1.1098	9.4841	4.0358	0.0605		0.7668	0.7668		0.7668	0.7668		12,107.35	53	12,107.35	0.2321	0.2220	12,179.30
NaturalGas Unmitigated	1.1098	9.4841	4.0358	0.0605		0.7668	0.7668		0.7668	0.7668		12,107.35	53	12,107.35	0.2321	0.2220	12,179.30

5.2 Energy by Land Use - NaturalGas Unmitigated

Land Use	NaturalGas Use	lb/day															
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Apartment's Rise	102913	1.1098	9.4841	4.0358	0.0605		0.7668	0.7668		0.7668		12,107.35	53	12,107.35	0.2321	0.2220	12,179.30
Total		1.1098	9.4841	4.0358	0.0605		0.7668	0.7668		0.7668		12,107.35	53	12,107.35	0.2321	0.2220	12,179.30

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	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
lb/day																	
Apartments Mid Rise	102.913	1.1098	9.4841	4.0358	0.0605	0.7668	0.7668	0.7668	0.7668	0.7668	0.7668	12,107.35	53	12,107.35	0.2321	0.2220	12,179.30
Total		1.1098	9.4841	4.0358	0.0605	0.7668	0.7668	0.7668	0.7668	0.7668	0.7668	12,107.35	53	12,107.35	0.2321	0.2220	12,179.30

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Mitigated	87.6533	3.1986	277.6834	0.0147	1.5408	1.5408	1.5408	1.5408	1.5408	1.5408	0.0000	500.4727	500.4727	0.4793	0.0000	512.4542
Unmitigated	87.6533	3.1986	277.6834	0.0147	1.5408	1.5408	1.5408	1.5408	1.5408	1.5408	0.0000	500.4727	500.4727	0.4793	0.0000	512.4542

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	7.2194					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	72.0966					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	8.3373	3.1986	277.6834	0.0147		1.5408	1.5408		1.5408	1.5408		500.4727	500.4727	0.4793		512.4542
Total	87.6533	3.1986	277.6834	0.0147		1.5408	1.5408		1.5408	1.5408	0.0000	500.4727	500.4727	0.4793	0.0000	512.4542

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	7.2194					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	72.0966					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	8.3373	3.1986	277.6834	0.0147		1.5408	1.5408		1.5408	1.5408		500.4727	500.4727	0.4793		512.4542
Total	87.6533	3.1986	277.6834	0.0147		1.5408	1.5408		1.5408	1.5408	0.0000	500.4727	500.4727	0.4793	0.0000	512.4542

7.0 Water Detail

7.1 Mitigation Measures Water

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

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

11.0 Vegetation

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi)
 Santa Barbara-South of Santa Ynez Range County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	3,369.00	Dwelling Unit	64.80	3,369,000.00	9736

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	37
Climate Zone	8			Operational Year	2029

Utility Company Southern California Edison

CO2 Intensity (lb/MW/hr)	390.98	CH4 Intensity (lb/MW/hr)	0.033	N2O Intensity (lb/MW/hr)	0.004
--------------------------	--------	--------------------------	-------	--------------------------	-------

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Land Use details reflect EIR buildout assumptions for Potential Rezone Site No. 1 (Giorgi). See EIR Buildout Assumptions/Methodology Appendix for detail.

Construction Phase - Site would involve greenfield development of a vacant agricultural parcel. No demolition assumed.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	PhaseEndDate	8/31/2029	5/25/2029
tblConstructionPhase	PhaseEndDate	2/2/2029	10/27/2028
tblConstructionPhase	PhaseEndDate	11/1/2024	7/26/2024
tblConstructionPhase	PhaseEndDate	5/18/2029	2/9/2029
tblConstructionPhase	PhaseEndDate	5/31/2024	2/23/2024
tblConstructionPhase	PhaseStartDate	5/19/2029	2/10/2029
tblConstructionPhase	PhaseStartDate	11/2/2024	7/27/2024

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	PhaseStartDate	6/1/2024	2/24/2024
tblConstructionPhase	PhaseStartDate	2/3/2029	10/28/2028
tblConstructionPhase	PhaseStartDate	4/6/2024	1/1/2024
tblLandUse	LotAcreage	88.66	64.80
tblLandUse	Population	9,164.00	9,736.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2024	8,1822	34,5730	67,1936	0,2118	19,7707	1,3360	21,0006	10,1326	1,2291	11,2641	0,0000	21,809,1070	21,809,1070	1,9475	1,4581	22,278,0463
2025	7,6887	32,8173	63,9677	0,2066	17,4556	0,6916	18,1471	4,6789	0,6507	5,3296	0,0000	21,288,3907	21,288,3907	1,3430	1,4134	21,743,1637
2026	7,3406	32,1057	60,6919	0,2016	17,4555	0,6843	18,1398	4,6788	0,6439	5,3227	0,0000	20,781,5845	20,781,5845	1,3150	1,3723	21,223,3924
2027	7,0285	31,4667	58,4081	0,1970	17,4555	0,6781	18,1336	4,6788	0,6381	5,3170	0,0000	20,316,6046	20,316,6046	1,2921	1,3339	20,746,4035
2028	6,7473	30,9123	56,5397	0,1928	17,4554	0,6721	18,1275	4,6788	0,6325	5,3113	0,0000	19,889,8737	19,889,8737	1,2735	1,2995	20,308,9745
2029	352,4638	8,5974	14,7848	0,0237	3,0630	0,4189	3,1250	0,8126	0,3853	0,8737	0,0000	2,380,0895	2,380,0895	0,7156	0,0623	2,400,5507
Maximum	352,4638	34,5730	67,1936	0,2118	19,7707	1,3360	21,0006	10,1326	1,2291	11,2641	0,0000	21,809,1070	21,809,1070	1,9475	1,4581	22,278,0463

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2024	2/23/2024	5	40	
2	Grading	Grading	2/24/2024	7/26/2024	5	110	
3	Building Construction	Building Construction	7/27/2024	10/27/2028	5	1110	
4	Paving	Paving	10/28/2028	2/9/2029	5	75	
5	Architectural Coating	Architectural Coating	2/10/2029	5/25/2029	5	75	

Acres of Grading (Site Preparation Phase): 60

Acres of Grading (Grading Phase): 330

Acres of Paving: 0

Residential Indoor: 6,822,225; Residential Outdoor: 2,274,075; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	2,426.00	360.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	485.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Unmitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310		3,688.0100	3,688.0100	1.1928		3,717.8294
Total	2.6609	27.1760	18.3356	0.0381	19.6570	1.2294	20.8864	10.1025	1.1310	11.2335		3,688.0100	3,688.0100	1.1928		3,717.8294

Unmitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0466	0.0303	0.3356	8.9000e-004	0.1137	5.3000e-004	0.1142	0.0302	4.8000e-004	0.0306		90.2822	90.2822	3.4400e-003	3.0600e-003	91.2813
Total	0.0466	0.0303	0.3356	8.9000e-004	0.1137	5.3000e-004	0.1142	0.0302	4.8000e-004	0.0306		90.2822	90.2822	3.4400e-003	3.0600e-003	91.2813

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310	0.0000	3,688.0100	3,688.0100	1.1928		3,717.8294
Total	2.6609	27.1760	18.3356	0.0381	19.6570	1.2294	20.8864	10.1025	1.1310	11.2335	0.0000	3,688.0100	3,688.0100	1.1928		3,717.8294

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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
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
Worker	0.0466	0.0303	0.3356	8.9000e-004	0.1137	5.3000e-004	0.1142	0.0302	4.8000e-004	0.0306			90.2822	3.4400e-003	3.0600e-003	91.2813
Total	0.0466	0.0303	0.3356	8.9000e-004	0.1137	5.3000e-004	0.1142	0.0302	4.8000e-004	0.0306			90.2822	3.4400e-003	3.0600e-003	91.2813

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621	1.3354	1.3354	1.3354	1.2286	1.2286	1.2286		6,009.7487	6,009.7487	1.9437		6,058.3405
Total	3.2181	32.3770	27.7228	0.0621	9.2036	1.3354	10.5390	3.6538	1.2286	4.8823		6,009.7487	6,009.7487	1.9437		6,058.3405

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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
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
Worker	0.0518	0.0336	0.3729	9.9000e-004	0.1263	5.8000e-004	0.1269	0.0335	5.4000e-004	0.0341		100.3135	100.3135	3.8300e-003	3.4000e-003	101.4237
Total	0.0518	0.0336	0.3729	9.9000e-004	0.1263	5.8000e-004	0.1269	0.0335	5.4000e-004	0.0341		100.3135	100.3135	3.8300e-003	3.4000e-003	101.4237

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621	1.3354	1.3354	1.3354	1.2286	1.2286	1.2286	0.0000	6,009.748 ₇	6,009.748 ₇	1.9437		6,058.340 ₅
Total	3.2181	32.3770	27.7228	0.0621	9.2036	1.3354	10.5390	3.6538	1.2286	4.8823	0.0000	6,009.748₇	6,009.748₇	1.9437		6,058.340₅

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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
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
Worker	0.0518	0.0336	0.3729	9.9000e-004	0.1263	5.8000e-004	0.1269	0.0335	5.4000e-004	0.0341			100.3135	3.8300e-003	3.4000e-003	101.4237
Total	0.0518	0.0336	0.3729	9.9000e-004	0.1263	5.8000e-004	0.1269	0.0335	5.4000e-004	0.0341			100.3135	3.8300e-003	3.4000e-003	101.4237

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.4716	13.4438	16.1668	0.0270	0.6133	0.6133	0.6133	0.5769	0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270	0.6133	0.6133	0.6133	0.5769	0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4320	17.0483	5.8000	0.0645	2.1343	0.0990	2.2332	0.6142	0.0947	0.7089		7,085.3761	7,085.3761	0.3086	1.0451	7,404.5433
Worker	6.2787	4.0809	45.2268	0.1204	15.3214	0.0709	15.3922	4.0647	0.0653	4.1299		12,168.0320	12,168.0320	0.4640	0.4130	12,302.6953
Total	6.7107	21.1292	51.0268	0.1849	17.4556	0.1698	17.6255	4.6789	0.1600	4.8388		19,253.4081	19,253.4081	0.7727	1.4581	19,707.2386

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Mitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

Mitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.4320	17.0483	5.8000	0.0645	2.1343	0.0990	2.2332	0.6142	0.0947	0.7089		7,085.3761	7,085.3761	0.3086	1.0451	7,404.5433
Worker	6.2787	4.0809	45.2268	0.1204	15.3214	0.0709	15.3922	4.0647	0.0653	4.1299		12,168.0320	12,168.0320	0.4640	0.4130	12,302.6953
Total	6.7107	21.1292	51.0268	0.1849	17.4556	0.1698	17.6255	4.6789	0.1600	4.8388		19,253.4081	19,253.4081	0.7727	1.4581	19,707.2386

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4897	16.0847	0.0270		0.5276	0.5276	0.4963	0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4897	16.0847	0.0270		0.5276	0.5276	0.4963	0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4128	16.6872	5.6655	0.0632	2.1342	0.0966	2.2308	0.6142	0.0924	0.7066		6,958.6931	6,958.6931	0.3194	1.0280	7,273.0258
Worker	5.9084	3.6604	42.2175	0.1165	15.3214	0.0674	15.3888	4.0647	0.0621	4.1268		11,773.2232	11,773.2232	0.4226	0.3854	11,898.6399
Total	6.3213	20.3476	47.8830	0.1797	17.4556	0.1640	17.6196	4.6789	0.1545	4.8333		18,731.9163	18,731.9163	0.7420	1.4134	19,171.6656

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4897	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4897	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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	0.0000
Vendor	0.4128	16.6872	5.6655	0.0632	2.1342	0.0966	2.2308	0.6142	0.0924	0.7066		6,958.6931	6,958.6931	0.3194	1.0280	7,273.0258
Worker	5.9084	3.6604	42.2175	0.1165	15.3214	0.0674	15.3888	4.0647	0.0621	4.1268		11,773.2232	11,773.2232	0.4226	0.3854	11,898.6399
Total	6.3213	20.3476	47.8830	0.1797	17.4556	0.1640	17.6196	4.6789	0.1545	4.8333		18,731.9163	18,731.9163	0.7420	1.4134	19,171.6656

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3954	16.3313	5.5549	0.0619	2.1342	0.0939	2.2281	0.6142	0.0899	0.7040		6,831.7995	6,831.7995	0.3296	1.0107	7,141.2259
Worker	5.5778	3.3047	39.0524	0.1127	15.3214	0.0628	15.3841	4.0647	0.0578	4.1225		11,393.3107	11,393.3107	0.3845	0.3616	11,510.6684
Total	5.9732	19.6360	44.6072	0.1746	17.4555	0.1567	17.6122	4.6788	0.1476	4.8265		18,225.1102	18,225.1102	0.7140	1.3723	18,651.8944

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0000
Vendor	0.3954	16.3313	5.5549	0.0619	2.1342	0.0939	2.2281	0.6142	0.0899	0.7040		6,831.7995	6,831.7995	0.3296	1.0107	7,141.2259
Worker	5.5778	3.3047	39.0524	0.1127	15.3214	0.0628	15.3841	4.0647	0.0578	4.1225		11,393.3107	11,393.3107	0.3845	0.3616	11,510.6684
Total	5.9732	19.6360	44.6072	0.1746	17.4555	0.1567	17.6122	4.6788	0.1476	4.8265		18,225.1102	18,225.1102	0.7140	1.3723	18,651.8944

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4897	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4897	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3800	15.9889	5.4658	0.0606	2.1341	0.0914	2.2255	0.6142	0.0874	0.7016		6,694.9001	6,694.9001	0.3379	0.9919	6,998.9374
Worker	5.2811	3.0082	36.8577	0.1095	15.3214	0.0592	15.3805	4.0647	0.0545	4.1191		11,065.2301	11,065.2301	0.3532	0.3420	11,175.9681
Total	5.6611	18.9970	42.3235	0.1701	17.4555	0.1506	17.6060	4.6788	0.1419	4.8207		17,760.1303	17,760.1303	0.6911	1.3339	18,174.9055

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Mitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.3800	15.9889	5.4658	0.0606	2.1341	0.0914	2.2255	0.6142	0.0874	0.7016		6,694.9001	6,694.9001	0.3379	0.9919	6,998.9374
Worker	5.2811	3.0082	36.8577	0.1095	15.3214	0.0592	15.3805	4.0647	0.0545	4.1191		11,065.2301	11,065.2301	0.3532	0.3420	11,175.9681
Total	5.6611	18.9970	42.3235	0.1701	17.4555	0.1506	17.6060	4.6788	0.1419	4.8207		17,760.1303	17,760.1303	0.6911	1.3339	18,174.9055

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3659	15.6780	5.3984	0.0593	2.1341	0.0888	2.2229	0.6141	0.0850	0.6991		6,565.6488	6,565.6488	0.3462	0.9739	6,864.5140
Worker	5.0140	2.7646	35.0567	0.1065	15.3214	0.0557	15.3770	4.0647	0.0513	4.1159		10,767.7505	10,767.7505	0.3264	0.3257	10,872.9624
Total	5.3799	18.4426	40.4551	0.1658	17.4554	0.1445	17.5999	4.6788	0.1362	4.8150		17,333.3993	17,333.3993	0.6726	1.2995	17,737.4765

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

Mitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.3659	15.6780	5.3984	0.0593	2.1341	0.0888	2.2229	0.6141	0.0850	0.6991		6,565.6488	6,565.6488	0.3462	0.9739	6,864.5140
Worker	5.0140	2.7646	35.0567	0.1065	15.3214	0.0557	15.3770	4.0647	0.0513	4.1159		10,767.7505	10,767.7505	0.3264	0.3257	10,872.9624
Total	5.3799	18.4426	40.4551	0.1658	17.4554	0.1445	17.5999	4.6788	0.1362	4.8150		17,333.3993	17,333.3993	0.6726	1.2995	17,737.4765

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2028

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	0.9152	8.5816	14.5780	0.0228	0.4185	0.4185	0.4185	0.3850	0.3850	0.3850		2,206.745 ₂	2,206.745 ₂	0.7137		2,224.587 ₈
Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228	0.4185	0.4185	0.4185	0.3850	0.3850	0.3850		2,206.745₂	2,206.745₂	0.7137		2,224.587₈

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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	0.0310	0.0171	0.2168	6.6000e-004	0.0947	3.4000e-004	0.0951	0.0251	3.2000e-004	0.0255		66.5772	66.5772	2.0200e-003	2.0100e-003	67.2277
Total	0.0310	0.0171	0.2168	6.6000e-004	0.0947	3.4000e-004	0.0951	0.0251	3.2000e-004	0.0255		66.5772	66.5772	2.0200e-003	2.0100e-003	67.2277

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2028

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 ₂	2,206.745 ₂	0.7137		2,224.587 ₈
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745₂	2,206.745₂	0.7137		2,224.587₈

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	0.0310	0.0171	0.2168	6.6000e-004	0.0947	3.4000e-004	0.0951	0.0251	3.2000e-004	0.0255			66.5772	2.0200e-003	2.0100e-003	67.2277
Total	0.0310	0.0171	0.2168	6.6000e-004	0.0947	3.4000e-004	0.0951	0.0251	3.2000e-004	0.0255			66.5772	2.0200e-003	2.0100e-003	67.2277

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2029

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 ₂	2,206.745 ₂	0.7137		2,224.587 ₈
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745₂	2,206.745₂	0.7137		2,224.587₈

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0293	0.0158	0.2068	6.4000e-004	0.0947	3.2000e-004	0.0951	0.0251	3.0000e-004	0.0254		64.9064	64.9064	1.8700e-003	1.9300e-003	65.5274
Total	0.0293	0.0158	0.2068	6.4000e-004	0.0947	3.2000e-004	0.0951	0.0251	3.0000e-004	0.0254		64.9064	64.9064	1.8700e-003	1.9300e-003	65.5274

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2029

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 ₂	2,206.745 ₂	0.7137		2,224.587 ₈
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745₂	2,206.745₂	0.7137		2,224.587₈

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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
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
Worker	0.0293	0.0158	0.2068	6.4000e-004	0.0947	3.2000e-004	0.0951	0.0251	3.0000e-004	0.0254		64.9064	64.9064	1.8700e-003	1.9300e-003	65.5274
Total	0.0293	0.0158	0.2068	6.4000e-004	0.0947	3.2000e-004	0.0951	0.0251	3.0000e-004	0.0254		64.9064	64.9064	1.8700e-003	1.9300e-003	65.5274

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2029

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Archit. Coating	351.3446					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	0.0154		281.6319
Total	351.5155	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515			281.4481	0.0154		281.6319

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	0.9484	0.5103	6.6869	0.0208	3.0630	0.0105	3.0735	0.8126	9.6300e-003	0.8222			2,098.6414	0.0605	0.0623	2,118.7188
Total	0.9484	0.5103	6.6869	0.0208	3.0630	0.0105	3.0735	0.8126	9.6300e-003	0.8222			2,098.6414	0.0605	0.0623	2,118.7188

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2029

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Archit. Coating	351.3446					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	0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.6319
Total	351.5155	1.1455	1.8091	2.9700e-003		0.0515	0.0515	0.0515	0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.6319

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Worker	0.9484	0.5103	6.6869	0.0208	3.0630	0.0105	3.0735	0.8126	9.6300e-003	0.8222		2,098.6414	2,098.6414	0.0605	0.0623	2,118.7188
Total	0.9484	0.5103	6.6869	0.0208	3.0630	0.0105	3.0735	0.8126	9.6300e-003	0.8222		2,098.6414	2,098.6414	0.0605	0.0623	2,118.7188

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	35.9664	40.4949	311.0519	0.5748	71.8222	0.4242	72.2465	19.1895	0.3965	19.5860	58,625.13	37	58,625.13	4.5569	3.2661	59,712.33
Unmitigated	35.9664	40.4949	311.0519	0.5748	71.8222	0.4242	72.2465	19.1895	0.3965	19.5860	58,625.13	37	58,625.13	4.5569	3.2661	59,712.33

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Apartments Mid Rise	18,327.36	16,541.79	13,779.21	32,273,988	32,273,988
Total	18,327.36	16,541.79	13,779.21	32,273,988	32,273,988

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 Mid Rise	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 Mid Rise	0.512325	0.057014	0.206318	0.140374	0.024305	0.006187	0.011219	0.006234	0.000948	0.000543	0.028133	0.003250	0.003150

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
NaturalGas Mitigated	1.1098	9.4841	4.0358	0.0605	0.7668	0.7668	0.7668	0.7668	0.7668	0.7668	12,107.35	53	12,107.35	0.2321	0.2220	12,179.30	33
NaturalGas Unmitigated	1.1098	9.4841	4.0358	0.0605	0.7668	0.7668	0.7668	0.7668	0.7668	0.7668	12,107.35	53	12,107.35	0.2321	0.2220	12,179.30	33

5.2 Energy by Land Use - NaturalGas Unmitigated

Land Use	NaturalGas Use	lb/day															
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Apartment's Rise	102913	1.1098	9.4841	4.0358	0.0605	0.7668	0.7668	0.7668	0.7668	0.7668	12,107.35	53	12,107.35	0.2321	0.2220	12,179.30	33
Total		1.1098	9.4841	4.0358	0.0605	0.7668	0.7668	0.7668	0.7668	0.7668	12,107.35	53	12,107.35	0.2321	0.2220	12,179.30	33

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	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
lb/day																	
Apartments Mid Rise	102.913	1.1098	9.4841	4.0358	0.0605	0.7668	0.7668	0.7668	0.7668	0.7668	0.7668	12,107.35	53	12,107.35	0.2321	0.2220	12,179.30
Total		1.1098	9.4841	4.0358	0.0605		0.7668	0.7668		0.7668	0.7668		53	12,107.35	0.2321	0.2220	12,179.30

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Mitigated	87.6533	3.1986	277.6834	0.0147	1.5408	1.5408	1.5408	1.5408	1.5408	1.5408	0.0000	500.4727	500.4727	0.4793	0.0000	512.4542
Unmitigated	87.6533	3.1986	277.6834	0.0147	1.5408	1.5408	1.5408	1.5408	1.5408	1.5408	0.0000	500.4727	500.4727	0.4793	0.0000	512.4542

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	7.2194					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	72.0966					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	8.3373	3.1986	277.6834	0.0147		1.5408	1.5408		1.5408	1.5408		500.4727	500.4727	0.4793		512.4542
Total	87.6533	3.1986	277.6834	0.0147		1.5408	1.5408		1.5408	1.5408	0.0000	500.4727	500.4727	0.4793	0.0000	512.4542

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	7.2194					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	72.0966					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	8.3373	3.1986	277.6834	0.0147		1.5408	1.5408		1.5408	1.5408		500.4727	500.4727	0.4793		512.4542
Total	87.6533	3.1986	277.6834	0.0147		1.5408	1.5408		1.5408	1.5408	0.0000	500.4727	500.4727	0.4793	0.0000	512.4542

7.0 Water Detail

7.1 Mitigation Measures Water

Santa Barbara HEU Construction Scenario - Rezone Site 1 (Giorgi) - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

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

11.0 Vegetation

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1)

Santa Barbara-North of Santa Ynez County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	2,099.00	Dwelling Unit	16.71	2,099,000.00	6066
Strip Mall	363.94	1000sqft	8.35	363,940.00	0
Parking Lot	728.00	Space	6.55	291,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.1	Precipitation Freq (Days)	37
Climate Zone	4			Operational Year	2030

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 -

Land Use - Land Use detail reflect EIR buildout assumptions for Potential Rezone Site No. 19 (Key Site 1). See EIR Buildout Assumptions/Methodology Appendix for detail

Construction Phase - Default construction phase durations recalculated to reflect proposed 5-year development scenario

Grading - Total acres graded revised to match total site area

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	35.00	75.00
tblConstructionPhase	NumDays	500.00	1,270.00
tblConstructionPhase	NumDays	45.00	100.00
tblConstructionPhase	NumDays	35.00	75.00

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	PhaseEndDate	7/17/2026	12/21/2029
tblConstructionPhase	PhaseEndDate	4/10/2026	5/25/2029
tblConstructionPhase	PhaseEndDate	5/10/2024	7/12/2024
tblConstructionPhase	PhaseEndDate	5/29/2026	9/7/2029
tblConstructionPhase	PhaseEndDate	3/8/2024	2/23/2024
tblConstructionPhase	PhaseStartDate	5/30/2026	9/8/2029
tblConstructionPhase	PhaseStartDate	5/11/2024	7/13/2024
tblConstructionPhase	PhaseStartDate	3/9/2024	2/24/2024
tblConstructionPhase	PhaseStartDate	4/11/2026	5/26/2029
tblConstructionPhase	PhaseStartDate	2/10/2024	1/1/2024
tblGrading	AcresOfGrading	300.00	24.71
tblGrading	AcresOfGrading	60.00	24.71
tblLandUse	LotAcreage	55.24	16.71
tblLandUse	Population	5,709.00	6,066.00

2.0 Emissions Summary

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

Year	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2024	0.5888	4.1222	5.0224	0.0145	1.4743	0.1375	1.6117	0.5784	0.1275	0.7059	0.0000	1,334.695 4	1,334.695 4	0.1771	0.0697	1,359.883 3
2025	0.7455	3.9778	6.6365	0.0221	1.6628	0.0868	1.7495	0.4476	0.0817	0.5293	0.0000	2,068.284 2	2,068.284 2	0.1408	0.1444	2,114.840 5
2026	0.7137	3.9015	6.3298	0.0216	1.6627	0.0860	1.7488	0.4476	0.0810	0.5286	0.0000	2,021.945 3	2,021.945 3	0.1388	0.1405	2,067.290 4
2027	0.6852	3.8323	6.1168	0.0211	1.6627	0.0854	1.7481	0.4476	0.0804	0.5280	0.0000	1,978.945 8	1,978.945 8	0.1371	0.1368	2,023.148 0
2028	0.6572	3.7574	5.9200	0.0206	1.6564	0.0844	1.7408	0.4459	0.0795	0.5254	0.0000	1,931.968 0	1,931.968 0	0.1353	0.1330	1,974.977 4
2029	12.8563	1.8737	3.1261	9.7100e-003	0.7535	0.0518	0.8052	0.2025	0.0485	0.2511	0.0000	903.7538	903.7538	0.0805	0.0540	921.8578
Maximum	12.8563	4.1222	6.6365	0.0221	1.6628	0.1375	1.7495	0.5784	0.1275	0.7059	0.0000	2,068.284 2	2,068.284 2	0.1771	0.1444	2,114.840 5

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Mitigated Construction

Year	tons/yr													MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
2024	0.5888	4.1222	5.0224	0.0145	1.4743	0.1375	1.6117	0.5784	0.1275	0.7059	0.0000	1,334.6948	1,334.6948	0.1771	0.0697	1,359.8827		
2025	0.7455	3.9778	6.6365	0.0221	1.6628	0.0868	1.7495	0.4476	0.0817	0.5293	0.0000	2,068.2838	2,068.2838	0.1408	0.1444	2,114.8401		
2026	0.7137	3.9015	6.3298	0.0216	1.6627	0.0860	1.7488	0.4476	0.0810	0.5286	0.0000	2,021.9450	2,021.9450	0.1388	0.1405	2,067.2901		
2027	0.6852	3.8323	6.1168	0.0211	1.6627	0.0854	1.7481	0.4476	0.0804	0.5280	0.0000	1,978.9455	1,978.9455	0.1371	0.1368	2,023.1477		
2028	0.6572	3.7574	5.9200	0.0206	1.6564	0.0844	1.7408	0.4459	0.0795	0.5254	0.0000	1,931.9676	1,931.9676	0.1353	0.1330	1,974.9770		
2029	12.8563	1.8737	3.1261	9.7100e-003	0.7535	0.0518	0.8052	0.2025	0.0485	0.2511	0.0000	903.7536	903.7536	0.0805	0.0540	921.8576		
Maximum	12.8563	4.1222	6.6365	0.0221	1.6628	0.1375	1.7495	0.5784	0.1275	0.7059	0.0000	2,068.2838	2,068.2838	0.1771	0.1444	2,114.8401		

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)					Maximum Mitigated ROG + NOX (tons/quarter)								
			ROG	NOx	CO	SO2	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
1	1-1-2024	3-31-2024					1.0484					1.0484				
2	4-1-2024	6-30-2024					1.1593					1.1593				
3	7-1-2024	9-30-2024					1.2185					1.2185				
4	10-1-2024	12-31-2024					1.2653					1.2653				
5	1-1-2025	3-31-2025					1.1735					1.1735				

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6	4-1-2025	6-30-2025	1.1491	1.1491
7	7-1-2025	9-30-2025	1.1617	1.1617
8	10-1-2025	12-31-2025	1.1996	1.1996
9	1-1-2026	3-31-2026	1.1465	1.1465
10	4-1-2026	6-30-2026	1.1234	1.1234
11	7-1-2026	9-30-2026	1.1358	1.1358
12	10-1-2026	12-31-2026	1.1720	1.1720
13	1-1-2027	3-31-2027	1.1222	1.1222
14	4-1-2027	6-30-2027	1.1002	1.1002
15	7-1-2027	9-30-2027	1.1123	1.1123
16	10-1-2027	12-31-2027	1.1471	1.1471
17	1-1-2028	3-31-2028	1.1129	1.1129
18	4-1-2028	6-30-2028	1.0798	1.0798
19	7-1-2028	9-30-2028	1.0917	1.0917
20	10-1-2028	12-31-2028	1.1252	1.1252
21	1-1-2029	3-31-2029	1.0804	1.0804
22	4-1-2029	6-30-2029	0.7665	0.7665
23	7-1-2029	9-30-2029	3.0033	3.0033
		Highest	3.0033	3.0033

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	11.3564	0.1793	15.5541	8.2000e-004		0.0865	0.0865		0.0865	0.0865	0.0000	25.4779	25.4779	0.0243	0.0000	26.0855
Energy	0.0995	0.8524	0.3800	5.4200e-003		0.0687	0.0687		0.0687	0.0687	0.0000	2.094.4658	2.094.4658	0.1985	0.0398	2,111.2926
Mobile	8.0209	8.2173	62.6663	0.1137	14.1195	0.0836	14.2031	3.7787	0.0781	3.8568	0.0000	10,522.9079	10,522.9079	0.8609	0.6145	10,727.5424
Waste						0.0000	0.0000		0.0000	0.0000	279.8638	0.0000	279.8638	13.8775	0.0000	626.8024
Water						0.0000	0.0000		0.0000	0.0000	57.9231	115.2345	173.1575	0.2180	0.1282	216.8183
Total	19.4768	9.2490	78.6004	0.1200	14.1195	0.2387	14.3582	3.7787	0.2333	4.0120	337.7869	12,758.0860	13,095.8729	15.1793	0.7825	13,708.5412

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	11.3564	0.1793	15.5541	8.2000e-004	0.0865	0.0865	0.0865	0.0865	0.0865	0.0865	0.0000	25.4779	25.4779	0.0243	0.0000	26.0855
Energy	0.0995	0.8524	0.3800	5.4200e-003	0.0687	0.0687	0.0687	0.0687	0.0687	0.0687	0.0000	2.094.4658	2.094.4658	0.1985	0.0398	2,111.2926
Mobile	8.0209	8.2173	62.6663	0.1137	14.1195	0.0836	14.2031	3.7787	0.0781	3.8568	0.0000	10,522.9079	10,522.9079	0.8609	0.6145	10,727.5424
Waste					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	279.8638	279.8638	13.8775	0.0000	0.0000	626.8024
Water					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	57.9231	115.2345	173.1575	0.2180	0.1282	216.8183
Total	19.4768	9.2490	78.6004	0.1200	14.1195	0.2387	14.3582	3.7787	0.2333	4.0120	337.7869	12,758.0860	13,095.8729	15.1793	0.7825	13,708.5412

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2024	2/23/2024	5	40	
2	Grading	Grading	2/24/2024	7/12/2024	5	100	
3	Building Construction	Building Construction	7/13/2024	5/25/2029	5	1270	

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Paving	5/26/2029	9/7/2029	5	75
5	Architectural Coating	9/8/2029	12/21/2029	5	75

Acres of Grading (Site Preparation Phase): 24.71

Acres of Grading (Grading Phase): 24.71

Acres of Paving: 6.55

Residential Indoor: 4,250,475; Residential Outdoor: 1,416,825; Non-Residential Indoor: 545,910; Non-Residential Outdoor: 181,970; Striped Parking Area: 17,472 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,750.00	332.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	350.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

**3.2 Site Preparation - 2024
Unmitigated Construction On-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.3744	0.0000	0.3744	0.2000	0.0000	0.2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0532	0.5435	0.3667	7.6000e-004		0.0246	0.0246		0.0226	0.0226	0.0000	66.9141	66.9141	0.0216	0.0000	67.4552
Total	0.0532	0.5435	0.3667	7.6000e-004	0.3744	0.0246	0.3990	0.2000	0.0226	0.2227	0.0000	66.9141	66.9141	0.0216	0.0000	67.4552

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Unmitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	8.7000e-004	5.9000e-004	6.5300e-003	2.0000e-005	2.2200e-003	1.0000e-005	2.2300e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.6398	1.6398	6.0000e-005	5.0000e-005	1.6575
Total	8.7000e-004	5.9000e-004	6.5300e-003	2.0000e-005	2.2200e-003	1.0000e-005	2.2300e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.6398	1.6398	6.0000e-005	5.0000e-005	1.6575

Mitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.3744	0.0000	0.3744	0.2000	0.0000	0.2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0532	0.5435	0.3667	7.6000e-004		0.0246	0.0246		0.0226	0.0226	0.0000	66.9141	66.9141	0.0216	0.0000	67.4551
Total	0.0532	0.5435	0.3667	7.6000e-004	0.3744	0.0246	0.3990	0.2000	0.0226	0.2227	0.0000	66.9141	66.9141	0.0216	0.0000	67.4551

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	8.7000e-004	5.9000e-004	6.5300e-003	2.0000e-005	2.2200e-003	1.0000e-005	2.2300e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.6398	1.6398	6.0000e-005	5.0000e-005	1.6575
Total	8.7000e-004	5.9000e-004	6.5300e-003	2.0000e-005	2.2200e-003	1.0000e-005	2.2300e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.6398	1.6398	6.0000e-005	5.0000e-005	1.6575

3.3 Grading - 2024

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.3142	0.0000	0.3142	0.1669	0.0000	0.1669	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1609	1.6189	1.3861	3.1000e-003	0.0668	0.0668	0.0668	0.0614	0.0614	0.0614	0.0000	272.5976	272.5976	0.0882	0.0000	274.8017
Total	0.1609	1.6189	1.3861	3.1000e-003	0.3142	0.0668	0.3810	0.1669	0.0614	0.2284	0.0000	272.5976	272.5976	0.0882	0.0000	274.8017

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Unmitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	2.4100e-003	1.6400e-003	0.0181	5.0000e-005	6.1800e-003	3.0000e-005	6.2100e-003	1.6400e-003	3.0000e-005	1.6700e-003	0.0000	4.5549	4.5549	1.7000e-004	1.5000e-004	4.6042
Total	2.4100e-003	1.6400e-003	0.0181	5.0000e-005	6.1800e-003	3.0000e-005	6.2100e-003	1.6400e-003	3.0000e-005	1.6700e-003	0.0000	4.5549	4.5549	1.7000e-004	1.5000e-004	4.6042

Mitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.3142	0.0000	0.3142	0.1669	0.0000	0.1669	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1609	1.6189	1.3861	3.1000e-003		0.0668	0.0668		0.0614	0.0614	0.0000	272.5973	272.5973	0.0882	0.0000	274.8014
Total	0.1609	1.6189	1.3861	3.1000e-003	0.3142	0.0668	0.3810	0.1669	0.0614	0.2284	0.0000	272.5973	272.5973	0.0882	0.0000	274.8014

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Mitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	2.4100e-003	1.6400e-003	0.0181	5.0000e-005	6.1800e-003	3.0000e-005	6.2100e-003	1.6400e-003	3.0000e-005	1.6700e-003	0.0000	4.5549	4.5549	1.7000e-004	1.5000e-004	4.6042
Total	2.4100e-003	1.6400e-003	0.0181	5.0000e-005	6.1800e-003	3.0000e-005	6.2100e-003	1.6400e-003	3.0000e-005	1.6700e-003	0.0000	4.5549	4.5549	1.7000e-004	1.5000e-004	4.6042

3.4 Building Construction - 2024

Unmitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0898	0.8201	0.9862	1.6400e-003	0.0374	0.0374	0.0374	0.0352	0.0352	0.0352	0.0000	141.4280	141.4280	0.0334	0.0000	142.2641
Total	0.0898	0.8201	0.9862	1.6400e-003	0.0374	0.0374	0.0374	0.0352	0.0352	0.0352	0.0000	141.4280	141.4280	0.0334	0.0000	142.2641

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0245	0.9626	0.3217	3.6300e-003	0.1179	5.5500e-003	0.1235	5.3100e-003	0.0340	0.0393	0.0000	361.3266	0.0158	0.0533	0.0533	377.6023
Worker	0.2572	0.1749	1.9369	5.3000e-003	0.6593	3.1200e-003	0.6625	2.8700e-003	0.1752	0.1781	0.0000	486.2344	0.0178	0.0162	0.0162	491.4984
Total	0.2817	1.1375	2.2587	8.9300e-003	0.7772	8.6700e-003	0.7859	8.1800e-003	0.2092	0.2174	0.0000	847.5610	0.0336	0.0695	0.0695	869.1007

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0898	0.8201	0.9862	1.6400e-003	0.0374	0.0374	0.0374	0.0352	0.0352	0.0352	0.0000	141.4278	0.0334	0.0000	0.0000	142.2639
Total	0.0898	0.8201	0.9862	1.6400e-003	0.0374	0.0374	0.0374	0.0352	0.0352	0.0352	0.0000	141.4278	0.0334	0.0000	0.0000	142.2639

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0245	0.9626	0.3217	3.6300e-003	0.1179	5.5500e-003	0.1235	0.0340	5.3100e-003	0.0393	0.0000	361.3266	0.0158	0.0533	0.0533	377.6023
Worker	0.2572	0.1749	1.9369	5.3000e-003	0.6593	3.1200e-003	0.6625	0.1752	2.8700e-003	0.1781	0.0000	486.2344	0.0178	0.0162	0.0162	491.4984
Total	0.2817	1.1375	2.2587	8.9300e-003	0.7772	8.6700e-003	0.7859	0.2092	8.1800e-003	0.2174	0.0000	847.5610	0.0336	0.0695	0.0695	869.1007

3.4 Building Construction - 2025

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.1785	1.6273	2.0991	3.5200e-003	0.0689	0.0689	0.0689	0.0648	0.0648	0.0648	0.0000	302.6549	0.0711	0.0000	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003	0.0689	0.0689	0.0689	0.0648	0.0648	0.0648	0.0000	302.6549	0.0711	0.0000	0.0000	304.4335

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Unmitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0501	2.0151	0.6723	7.6000e-003	0.2522	0.0116	0.2638	0.0728	0.0111	0.0839	0.0000	759.1580	759.1580	0.0350	0.1121	793.4489
Worker	0.5170	0.3354	3.8652	0.0110	1.4105	6.3500e-003	1.4169	0.3748	5.8500e-003	0.3807	0.0000	1,006.4713	1,006.4713	0.0347	0.0323	1,016.9581
Total	0.5671	2.3505	4.5375	0.0186	1.6628	0.0179	1.6807	0.4476	0.0169	0.4646	0.0000	1,765.6293	1,765.6293	0.0697	0.1444	1,810.4070

Mitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.1784	1.6273	2.0991	3.5200e-003	0.0689	0.0689	0.0689	0.0648	0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003	0.0689	0.0689	0.0689	0.0648	0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0501	2.0151	0.6723	7.6000e-003	0.2522	0.0116	0.2638	0.0728	0.0111	0.0839	0.0000	759.1580	759.1580	0.0350	0.1121	793.4489
Worker	0.5170	0.3354	3.8652	0.0110	1.4105	6.3500e-003	1.4169	0.3748	5.8500e-003	0.3807	0.0000	1,006.4713	1,006.4713	0.0347	0.0323	1,016.9581
Total	0.5671	2.3505	4.5375	0.0186	1.6628	0.0179	1.6807	0.4476	0.0169	0.4646	0.0000	1,765.6293	1,765.6293	0.0697	0.1444	1,810.4070

3.4 Building Construction - 2026

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.1785	1.6273	2.0991	3.5200e-003	0.0689	0.0689	0.0689	0.0648	0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003	0.0689	0.0689	0.0689	0.0648	0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Unmitigated Construction Off-Site

Category	tons/yr											MT/yr				CO2e
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	
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	0.0481	1.9715	0.6591	7.4500e-003	0.2522	0.0113	0.2635	0.0728	0.0108	0.0836	0.0000	745.2947	745.2947	0.0361	0.1103	779.0496
Worker	0.4871	0.3027	3.5717	0.0106	1.4105	5.9100e-003	1.4165	0.3748	5.4400e-003	0.3803	0.0000	973.9958	973.9958	0.0315	0.0303	983.8074
Total	0.5352	2.2743	4.2308	0.0181	1.6627	0.0172	1.6799	0.4476	0.0162	0.4638	0.0000	1,719.2904	1,719.2904	0.0676	0.1405	1,762.8569

Mitigated Construction On-Site

Category	tons/yr											MT/yr				CO2e
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689		0.0648	0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Mitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0481	1.9715	0.6591	7.4500e-003	0.2522	0.0113	0.2635	0.0728	0.0108	0.0836	0.0000	745.2947	745.2947	0.0361	0.1103	779.0496
Worker	0.4871	0.3027	3.5717	0.0106	1.4105	5.9100e-003	1.4165	0.3748	5.4400e-003	0.3803	0.0000	973.9958	973.9958	0.0315	0.0303	983.8074
Total	0.5352	2.2743	4.2308	0.0181	1.6627	0.0172	1.6799	0.4476	0.0162	0.4638	0.0000	1,719.2904	1,719.2904	0.0676	0.1405	1,762.8569

3.4 Building Construction - 2027

Unmitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.1785	1.6273	2.0991	3.5200e-003	0.0689	0.0689	0.0689	0.0648	0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003	0.0689	0.0689	0.0689	0.0648	0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0463	1.9296	0.6486	7.2900e-003	0.2522	0.0110	0.2632	0.0728	0.0105	0.0833	0.0000	730.3409	730.3409	0.0370	0.1082	763.5072
Worker	0.4604	0.2754	3.3692	0.0103	1.4105	5.5700e-003	1.4161	0.3748	5.1300e-003	0.3800	0.0000	945.9500	945.9500	0.0290	0.0286	955.2073
Total	0.5068	2.2050	4.0178	0.0176	1.6627	0.0165	1.6793	0.4476	0.0156	0.4632	0.0000	1,676.2910	1,676.2910	0.0660	0.1368	1,718.7145

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0463	1.9296	0.6486	7.2900e-003	0.2522	0.0110	0.2632	0.0728	0.0105	0.0833	0.0000	730.3409	730.3409	0.0370	0.1082	763.5072
Worker	0.4604	0.2754	3.3692	0.0103	1.4105	5.5700e-003	1.4161	0.3748	5.1300e-003	0.3800	0.0000	945.9500	945.9500	0.0290	0.0286	955.2073
Total	0.5068	2.2050	4.0178	0.0176	1.6627	0.0165	1.6793	0.4476	0.0156	0.4632	0.0000	1,676.2910	1,676.2910	0.0660	0.1368	1,718.7145

3.4 Building Construction - 2028

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671
Total	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

Unmitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0445	1.8843	0.6381	7.1000e-003	0.2512	0.0106	0.2619	0.0725	0.0102	0.0827	0.0000	713.4797	713.4797	0.0377	0.1058	745.9562
Worker	0.4349	0.2521	3.1908	0.0100	1.4051	5.2200e-003	1.4104	0.3734	4.8100e-003	0.3782	0.0000	916.9930	916.9930	0.0267	0.0272	925.7541
Total	0.4794	2.1363	3.8290	0.0171	1.6564	0.0159	1.6722	0.4459	0.0150	0.4609	0.0000	1,630.4727	1,630.4727	0.0644	0.1330	1,671.7103

Mitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4949	301.4949	0.0709	0.0000	303.2667
Total	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4949	301.4949	0.0709	0.0000	303.2667

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

Mitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0445	1.8843	0.6381	7.1000e-003	0.2512	0.0106	0.2619	0.0725	0.0102	0.0827	0.0000	713.4797	713.4797	0.0377	0.1058	745.9562
Worker	0.4349	0.2521	3.1908	0.0100	1.4051	5.2200e-003	1.4104	0.3734	4.8100e-003	0.3782	0.0000	916.9930	916.9930	0.0267	0.0272	925.7541
Total	0.4794	2.1363	3.8290	0.0171	1.6564	0.0159	1.6722	0.4459	0.0150	0.4609	0.0000	1,630.4727	1,630.4727	0.0644	0.1330	1,671.7103

3.4 Building Construction - 2029

Unmitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0718	0.6547	0.8444	1.4200e-003		0.0277	0.0277		0.0261	0.0261	0.0000	121.7577	121.7577	0.0286	0.0000	122.4733
Total	0.0718	0.6547	0.8444	1.4200e-003		0.0277	0.0277		0.0261	0.0261	0.0000	121.7577	121.7577	0.0286	0.0000	122.4733

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2029

Unmitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0174	0.7463	0.2550	2.8100e-003	0.1015	4.1800e-003	0.1056	0.0293	4.0000e-003	0.0333	0.0000	282.5314	282.5314	0.0156	0.0419	295.4196
Worker	0.1660	0.0940	1.2290	3.9400e-003	0.5675	1.9800e-003	0.5694	0.1508	1.8200e-003	0.1526	0.0000	361.0315	361.0315	9.9700e-003	0.0105	364.4086
Total	0.1834	0.8403	1.4840	6.7500e-003	0.6689	6.1600e-003	0.6751	0.1801	5.8200e-003	0.1859	0.0000	643.5629	643.5629	0.0255	0.0524	659.8282

Mitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0718	0.6547	0.8444	1.4200e-003	0.0277	0.0277	0.0277	0.0261	0.0261	0.0261	0.0000	121.7576	121.7576	0.0286	0.0000	122.4731
Total	0.0718	0.6547	0.8444	1.4200e-003	0.0277	0.0277	0.0277	0.0261	0.0261	0.0261	0.0000	121.7576	121.7576	0.0286	0.0000	122.4731

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2029

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0174	0.7463	0.2550	2.8100e-003	0.1015	4.1800e-003	0.1056	0.0293	4.0000e-003	0.0333	0.0000	282.5314	282.5314	0.0156	0.0419	295.4196
Worker	0.1660	0.0940	1.2290	3.9400e-003	0.5675	1.9800e-003	0.5694	0.1508	1.8200e-003	0.1526	0.0000	361.0315	361.0315	9.9700e-003	0.0105	364.4086
Total	0.1834	0.8403	1.4840	6.7500e-003	0.6689	6.1600e-003	0.6751	0.1801	5.8200e-003	0.1859	0.0000	643.5629	643.5629	0.0255	0.0524	659.8282

3.5 Paving - 2029

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0343	0.3218	0.5467	8.5000e-004		0.0157	0.0157		0.0144	0.0144	0.0000	75.0722	75.0722	0.0243	0.0000	75.6792
Paving	8.5800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0429	0.3218	0.5467	8.5000e-004		0.0157	0.0157		0.0144	0.0144	0.0000	75.0722	75.0722	0.0243	0.0000	75.6792

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2029

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					CO2e
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	
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	1.0200e-003	5.8000e-004	7.5200e-003	2.0000e-005	3.4700e-003	1.0000e-005	3.4900e-003	9.2000e-004	1.0000e-005	9.3000e-004	0.0000	2.2104	2.2104	6.0000e-005	6.0000e-005	2.2311
Total	1.0200e-003	5.8000e-004	7.5200e-003	2.0000e-005	3.4700e-003	1.0000e-005	3.4900e-003	9.2000e-004	1.0000e-005	9.3000e-004	0.0000	2.2104	2.2104	6.0000e-005	6.0000e-005	2.2311

Mitigated Construction On-Site

Category	tons/yr										MT/yr					CO2e
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	
Off-Road	0.0343	0.3218	0.5467	8.5000e-004	0.0157	0.0157	0.0157	0.0144	0.0144	0.0144	0.0000	75.0721	75.0721	0.0243	0.0000	75.6791
Paving	8.5800e-003				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0429	0.3218	0.5467	8.5000e-004	0.0157	0.0157	0.0157	0.0144	0.0144	0.0144	0.0000	75.0721	75.0721	0.0243	0.0000	75.6791

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2029

Mitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	1.0200e-003	5.8000e-004	7.5200e-003	2.0000e-005	3.4700e-003	1.0000e-005	3.4900e-003	9.2000e-004	1.0000e-005	9.3000e-004	0.0000	2.2104	2.2104	6.0000e-005	6.0000e-005	2.2311
Total	1.0200e-003	5.8000e-004	7.5200e-003	2.0000e-005	3.4700e-003	1.0000e-005	3.4900e-003	9.2000e-004	1.0000e-005	9.3000e-004	0.0000	2.2104	2.2104	6.0000e-005	6.0000e-005	2.2311

3.6 Architectural Coating - 2029

Unmitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	12.5271					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4100e-003	0.0430	0.0678	1.1000e-004	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	0.0000	9.5747	9.5747	5.2000e-004	0.0000	9.5878
Total	12.5335	0.0430	0.0678	1.1000e-004	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	0.0000	9.5747	9.5747	5.2000e-004	0.0000	9.5878

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2029

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0237	0.0134	0.1756	5.6000e-004	0.0811	2.8000e-004	0.0814	0.0215	2.6000e-004	0.0218	0.0000	51.5759	51.5759	1.4200e-003	1.5000e-003	52.0584
Total	0.0237	0.0134	0.1756	5.6000e-004	0.0811	2.8000e-004	0.0814	0.0215	2.6000e-004	0.0218	0.0000	51.5759	51.5759	1.4200e-003	1.5000e-003	52.0584

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	12.5271					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4100e-003	0.0430	0.0678	1.1000e-004	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	0.0000	9.5747	9.5747	5.2000e-004	0.0000	9.5878
Total	12.5335	0.0430	0.0678	1.1000e-004	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	1.9300e-003	0.0000	9.5747	9.5747	5.2000e-004	0.0000	9.5878

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2029

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0237	0.0134	0.1756	5.6000e-004	0.0811	2.8000e-004	0.0814	0.0215	2.6000e-004	0.0218	0.0000	51.5759	51.5759	1.4200e-003	1.5000e-003	52.0584
Total	0.0237	0.0134	0.1756	5.6000e-004	0.0811	2.8000e-004	0.0814	0.0215	2.6000e-004	0.0218	0.0000	51.5759	51.5759	1.4200e-003	1.5000e-003	52.0584

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	8.0209	8.2173	62.6663	0.1137	14.1195	0.0836	14.2031	3.7787	0.0781	3.8568	0.0000	10,522.9079	10,522.9079	0.8609	0.6145	10,727.5424
Unmitigated	8.0209	8.2173	62.6663	0.1137	14.1195	0.0836	14.2031	3.7787	0.0781	3.8568	0.0000	10,522.9079	10,522.9079	0.8609	0.6145	10,727.5424

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
Apartments Mid Rise	11,418.56	10,306.09	8584.91	20,107,777	20,107,777	20,107,777	20,107,777
Parking Lot	0.00	0.00	0.00	17,388,534	17,388,534	17,388,534	17,388,534
Strip Mall	16,129.82	15,300.04	7435.29	37,496,311	37,496,311	37,496,311	37,496,311
Total	27,548.38	25,606.13	16,020.20				

4.3 Trip Type Information

Land Use	Miles										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	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by	
Apartments Mid Rise	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				
Strip Mall	6.60	5.50	6.40	16.60	64.40	19.00	45	40	15				

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.514923	0.057522	0.206064	0.138974	0.023636	0.006062	0.011219	0.006223	0.000940	0.000535	0.027699	0.003185	0.003017
Parking Lot	0.514923	0.057522	0.206064	0.138974	0.023636	0.006062	0.011219	0.006223	0.000940	0.000535	0.027699	0.003185	0.003017

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Strip Mall	0.514923	0.057522	0.206064	0.138974	0.023636	0.006062	0.011219	0.006223	0.000940	0.000535	0.027699	0.003185	0.003017
------------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	tons/yr																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,110,182	9	1,110,182	0.1796	0.0218	1,121,160
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,110,182	9	1,110,182	0.1796	0.0218	1,121,160
NaturalGas Mitigated	0.0995	0.8524	0.3800	5.4200e-003	0.0687	0.0687	0.0687		0.0687	0.0687	0.0000	984.2830	984.2830	0.0189	0.0181	990.1321	
NaturalGas Unmitigated	0.0995	0.8524	0.3800	5.4200e-003	0.0687	0.0687	0.0687		0.0687	0.0687	0.0000	984.2830	984.2830	0.0189	0.0181	990.1321	

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBTU/yr	tons/yr										MT/yr					
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Apartments Mid Rise	1.75931e+007	0.0949	0.8107	0.3450	5.1700e-003	0.0655	0.0655	0.0655	0.0655	0.0655	0.0655	0.0000	0.0000	938.8373	0.0180	0.0172	944.4163
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	0.0000	0.0000
Strip Mall	851620	4.5900e-003	0.0418	0.0351	2.5000e-004	3.1700e-003	3.1700e-003	3.1700e-003	3.1700e-003	3.1700e-003	3.1700e-003	0.0000	45.4457	45.4457	8.7000e-004	8.3000e-004	45.7157
Total		0.0995	0.8524	0.3800	5.4200e-003	0.0687	0.0687	0.0687	0.0687	0.0687	0.0687	0.0000	984.2830	984.2830	0.0189	0.0180	990.1321

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use kBTU/yr	tons/yr										MT/yr							
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
Apartments Mid Rise	1.75931e+007	0.0949	0.8107	0.3450	5.1700e-003		0.0655	0.0655		0.0655		0.0655		0.0655	0.0000	938.8373	0.0180	0.0172	944.4163
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
Strip Mall	851620	4.5900e-003	0.0418	0.0351	2.5000e-004		3.1700e-003	3.1700e-003		3.1700e-003		3.1700e-003		3.1700e-003	0.0000	45.4457	8.7000e-004	8.3000e-004	45.7157
Total		0.0995	0.8524	0.3800	5.4200e-003		0.0687	0.0687		0.0687		0.0687		0.0687	0.0000	984.2830	0.0189	0.0180	990.1321

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
		MT/yr			
Apartments Mid Rise	8.11564e+006	750.8893	0.1215	0.0147	758.3143
Parking Lot	101920	9.4300	1.5300e-003	1.8000e-004	9.5233
Strip Mall	3.78134e+006	349.8635	0.0566	6.8600e-003	353.3231
Total		1,110.1828	0.1796	0.0218	1,121.1606

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
		MT/yr			
Apartments Mid Rise	8.11564e+006	750.8893	0.1215	0.0147	758.3143
Parking Lot	101920	9.4300	1.5300e-003	1.8000e-004	9.5233
Strip Mall	3.78134e+006	349.8635	0.0566	6.8600e-003	353.3231
Total		1,110.1828	0.1796	0.0218	1,121.1606

6.0 Area Detail

6.1 Mitigation Measures Area

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Mitigated	11.3564	0.1793	15.5541	8.2000e-004	0.0865	0.0865	0.0865	0.0865	0.0865	0.0865	0.0000	25.4779	25.4779	0.0243	0.0000	26.0855
Unmitigated	11.3564	0.1793	15.5541	8.2000e-004	0.0865	0.0865	0.0865	0.0865	0.0865	0.0865	0.0000	25.4779	25.4779	0.0243	0.0000	26.0855

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Architectural Coating	1.2527					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	9.6378					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	0.4659	0.1793	15.5541	8.2000e-004		0.0865	0.0865		0.0865	0.0865	0.0000	25.4779	25.4779	0.0243	0.0000	26.0855
Total	11.3564	0.1793	15.5541	8.2000e-004		0.0865	0.0865		0.0865	0.0865	0.0000	25.4779	25.4779	0.0243	0.0000	26.0855

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

SubCategory	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	1.2527					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	9.6378					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	0.4659	0.1793	15.5541	8.2000e-004		0.0865	0.0865		0.0865	0.0865	0.0000	25.4779	25.4779	0.0243	0.0000	26.0855
Total	11.3564	0.1793	15.5541	8.2000e-004		0.0865	0.0865		0.0865	0.0865	0.0000	25.4779	25.4779	0.0243	0.0000	26.0855

7.0 Water Detail

7.1 Mitigation Measures Water

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	173.1575	0.2180	0.1282	216.8183
Unmitigated	173.1575	0.2180	0.1282	216.8183

7.2 Water by Land Use

Unmitigated

Land Use	Indoor/Outdoor Use	Total CO2			CO2e
		Mgal	CH4	N2O	
Apartments Mid Rise	136.758 / 86.2172	144.7728	0.1821	0.1071	181.2456
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	26.958 / 16.5226	28.3847	0.0359	0.0211	35.5728
Total		173.1575	0.2180	0.1282	216.8183

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	Mgal	MT/yr			
Apartments Mid Rise	136.758 / 86.2172	144.7728	0.1821	0.1071	181.2456
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	26.958 / 16.5226	28.3847	0.0359	0.0211	35.5728
Total		173.1575	0.2180	0.1282	216.8183

8.0 Waste Detail

8.1 Mitigation Measures Waste

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	279.8638	13.8775	0.0000	626.8024
Unmitigated	279.8638	13.8775	0.0000	626.8024

8.2 Waste by Land Use

Unmitigated

Land Use	Waste Disposed	Total CO2	CH4	N2O	CO2e
	tons	MT/yr			
Apartments Mid Rise	965.54	200.5073	9.9425	0.0000	449.0701
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	382.14	79.3565	3.9350	0.0000	177.7323
Total		279.8638	13.8775	0.0000	626.8024

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

Land Use	Waste Disposed	Total CO2	CH4	N2O	CO2e
	tons	MT/yr			
Apartments Mid Rise	965.54	200.5073	9.9425	0.0000	449.0701
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	382.14	79.3565	3.9350	0.0000	177.7323
Total		279.8638	13.8775	0.0000	626.8024

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

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

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

11.0 Vegetation

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1)

Santa Barbara-North of Santa Ynez County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	2,099.00	Dwelling Unit	16.71	2,099,000.00	6066
Strip Mall	363.94	1000sqft	8.35	363,940.00	0
Parking Lot	728.00	Space	6.55	291,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.1	Precipitation Freq (Days)	37
Climate Zone	4			Operational Year	2030

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 -

Land Use - Land Use detail reflect EIR buildout assumptions for Potential Rezone Site No. 19 (Key Site 1). See EIR Buildout Assumptions/Methodology Appendix for detail

Construction Phase - Default construction phase durations recalculated to reflect proposed 5-year development scenario

Grading - Total acres graded revised to match total site area

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	35.00	75.00
tblConstructionPhase	NumDays	500.00	1,270.00
tblConstructionPhase	NumDays	45.00	100.00
tblConstructionPhase	NumDays	35.00	75.00

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	PhaseEndDate	7/17/2026	12/21/2029
tblConstructionPhase	PhaseEndDate	4/10/2026	5/25/2029
tblConstructionPhase	PhaseEndDate	5/10/2024	7/12/2024
tblConstructionPhase	PhaseEndDate	5/29/2026	9/7/2029
tblConstructionPhase	PhaseEndDate	3/8/2024	2/23/2024
tblConstructionPhase	PhaseStartDate	5/30/2026	9/8/2029
tblConstructionPhase	PhaseStartDate	5/11/2024	7/13/2024
tblConstructionPhase	PhaseStartDate	3/9/2024	2/24/2024
tblConstructionPhase	PhaseStartDate	4/11/2026	5/26/2029
tblConstructionPhase	PhaseStartDate	2/10/2024	1/1/2024
tblGrading	AcresOfGrading	300.00	24.71
tblGrading	AcresOfGrading	60.00	24.71
tblLandUse	LotAcreage	55.24	16.71
tblLandUse	Population	5,709.00	6,066.00

2.0 Emissions Summary

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)
Unmitigated Construction

Year	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2024	6.0311	32.4064	52.6297	0.1750	18.8351	1.3360	20.0649	10.0316	1.2291	11.1631	0.0000	18,041.13 48	18,041.13 48	1.9471	1.2338	18,438.61 87
2025	5.6569	29.6993	50.2787	0.1709	13.0203	0.6649	13.6852	3.4985	0.6259	4.1244	0.0000	17,633.73 48	17,633.73 48	1.1715	1.2000	18,020.61 20
2026	5.4135	29.1534	47.9112	0.1670	13.0203	0.6591	13.6794	3.4985	0.6205	4.1189	0.0000	17,236.66 55	17,236.66 55	1.1555	1.1684	17,613.72 93
2027	5.1966	28.6566	46.2831	0.1633	13.0202	0.6542	13.6744	3.4985	0.6158	4.1143	0.0000	16,868.54 14	16,868.54 14	1.1427	1.1382	17,236.29 54
2028	5.0029	28.2215	44.9535	0.1600	13.0202	0.6493	13.6695	3.4984	0.6113	4.1097	0.0000	16,530.08 77	16,530.08 77	1.1328	1.1109	16,889.44 86
2029	334.8484	27.8193	43.7752	0.1569	13.0201	0.6448	13.6649	3.4984	0.6070	4.1054	0.0000	16,213.38 30	16,213.38 30	1.1240	1.0851	16,564.83 64
Maximum	334.8484	32.4064	52.6297	0.1750	18.8351	1.3360	20.0649	10.0316	1.2291	11.1631	0.0000	18,041.13 48	18,041.13 48	1.9471	1.2338	18,438.61 87

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational
Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	64.8503	1.9921	172.8235	9.1500e-003	0.9607	0.9607	0.9607	0.9607	0.9607	0.9607	0.0000	312.0503	312.0503	0.2977	0.0000	319.4926
Energy	0.5450	4.6707	2.0824	0.0297	0.3765	0.3765	0.3765	0.3765	0.3765	0.3765	0	5,945.130	5,945.130	0.1140	0.1090	5,980.459
Mobile	49.1077	45.2682	345.4152	0.6793	84.9022	0.4922	85.3944	22.6809	0.4599	23.1408	69,273.42	42	69,273.42	5.2699	3.8205	70,543.67
Total	114.5030	51.9310	520.3210	0.7181	84.9022	1.8295	86.7316	22.6809	1.7972	24.4781	0.0000	75,530.60	75,530.60	5.6816	3.9295	76,843.62
												45	45			61

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	64.8503	1.9921	172.8235	9.1500e-003	0.9607	0.9607	0.9607	0.9607	0.9607	0.9607	0.0000	312.0503	312.0503	0.2977	0.0000	319.4926
Energy	0.5450	4.6707	2.0824	0.0297	0.3765	0.3765	0.3765	0.3765	0.3765	0.3765	0	5,945.130	5,945.130	0.1140	0.1090	5,980.459
Mobile	49.1077	45.2682	345.4152	0.6793	84.9022	0.4922	85.3944	22.6809	0.4599	23.1408	69,273.42	42	69,273.42	5.2699	3.8205	70,543.67
Total	114.5030	51.9310	520.3210	0.7181	84.9022	1.8295	86.7316	22.6809	1.7972	24.4781	0.0000	75,530.60	75,530.60	5.6816	3.9295	76,843.62
												45	45			61

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2024	2/23/2024	5	40	
2	Grading	Grading	2/24/2024	7/12/2024	5	100	
3	Building Construction	Building Construction	7/13/2024	5/25/2029	5	1270	
4	Paving	Paving	5/26/2029	9/7/2029	5	75	
5	Architectural Coating	Architectural Coating	9/8/2029	12/21/2029	5	75	

Acres of Grading (Site Preparation Phase): 24.71

Acres of Grading (Grading Phase): 24.71

Acres of Paving: 6.55

Residential Indoor: 4,250,475; Residential Outdoor: 1,416,825; Non-Residential Indoor: 545,910; Non-Residential Outdoor: 181,970; Striped Parking Area: 17,472 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,750.00	332.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	350.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					18.7214	0.0000	18.7214	10.0014	0.0000	10.0014			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310		3,688.010	0	1.1928		3,717.829
Total	2.6609	27.1760	18.3356	0.0381	18.7214	1.2294	19.9507	10.0014	1.1310	11.1324		3,688.010	0	1.1928		3,717.829

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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
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
Worker	0.0427	0.0265	0.3215	9.1000e-004	0.1137	5.3000e-004	0.1142	0.0302	4.8000e-004	0.0306		92.1547	92.1547	3.1100e-003	2.8000e-003	93.0665
Total	0.0427	0.0265	0.3215	9.1000e-004	0.1137	5.3000e-004	0.1142	0.0302	4.8000e-004	0.0306		92.1547	92.1547	3.1100e-003	2.8000e-003	93.0665

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					18.7214	0.0000	18.7214	10.0014	0.0000	10.0014			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294	1.1310	1.1310	1.1310	0.0000	3,688.0100	3,688.0100	1.1928		3,717.8294
Total	2.6609	27.1760	18.3356	0.0381	18.7214	1.2294	19.9507	10.0014	1.1310	11.1324	0.0000	3,688.0100	3,688.0100	1.1928		3,717.8294

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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
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
Worker	0.0427	0.0265	0.3215	9.1000e-004	0.1137	5.3000e-004	0.1142	0.0302	4.8000e-004	0.0306			92.1547	3.1100e-003	2.8000e-003	93.0665
Total	0.0427	0.0265	0.3215	9.1000e-004	0.1137	5.3000e-004	0.1142	0.0302	4.8000e-004	0.0306			92.1547	3.1100e-003	2.8000e-003	93.0665

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					6.2841	0.0000	6.2841	3.3385	0.0000	3.3385			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621	1.3354	1.3354	1.3354	1.2286	1.2286	1.2286		6,009.748 ₇	6,009.748 ₇	1.9437		6,058.340 ₅
Total	3.2181	32.3770	27.7228	0.0621	6.2841	1.3354	7.6195	3.3385	1.2286	4.5671		6,009.748₇	6,009.748₇	1.9437		6,058.340₅

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0475	0.0294	0.3573	1.0100e-003	0.1263	5.8000e-004	0.1269	0.0335	5.4000e-004	0.0341		102.3942	102.3942	3.4500e-003	3.1100e-003	103.4073
Total	0.0475	0.0294	0.3573	1.0100e-003	0.1263	5.8000e-004	0.1269	0.0335	5.4000e-004	0.0341		102.3942	102.3942	3.4500e-003	3.1100e-003	103.4073

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					6.2841	0.0000	6.2841	3.3385	0.0000	3.3385			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621	1.3354	1.3354	1.3354	1.2286	1.2286	1.2286	0.0000	6,009.748 ₇	6,009.748 ₇	1.9437		6,058.340 ₅
Total	3.2181	32.3770	27.7228	0.0621	6.2841	1.3354	7.6195	3.3385	1.2286	4.5671	0.0000	6,009.748₇	6,009.748₇	1.9437		6,058.340₅

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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
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
Worker	0.0475	0.0294	0.3573	1.0100e-003	0.1263	5.8000e-004	0.1269	0.0335	5.4000e-004	0.0341			102.3942	3.4500e-003	3.1100e-003	103.4073
Total	0.0475	0.0294	0.3573	1.0100e-003	0.1263	5.8000e-004	0.1269	0.0335	5.4000e-004	0.0341			102.3942	3.4500e-003	3.1100e-003	103.4073

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.4716	13.4438	16.1668	0.0270	0.6133	0.6133	0.6133	0.5769	0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270	0.6133	0.6133	0.6133	0.5769	0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4050	15.2459	5.2020	0.0594	1.9883	0.0909	2.0591	0.5664	0.0869	0.6534		6,525.9481	6,525.9481	0.2858	0.9617	6,819.6769
Worker	4.1546	2.5752	31.2609	0.0886	11.0521	0.0511	11.1032	2.9321	0.0471	2.9791		8,959.4878	8,959.4878	0.3021	0.2721	9,048.1342
Total	4.5596	17.8211	36.4629	0.1480	13.0204	0.1420	13.1623	3.4985	0.1340	3.6325		15,485.4359	15,485.4359	0.5879	1.2338	15,867.8110

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.4716	13.4438	16.1668	0.0270	0.6133	0.6133	0.6133	0.5769	0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270	0.6133	0.6133	0.6133	0.5769	0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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	0.0000
Vendor	0.4050	15.2459	5.2020	0.0594	1.9883	0.0909	2.0591	0.5664	0.0869	0.6534		6,525.9481	6,525.9481	0.2858	0.9617	6,819.6769
Worker	4.1546	2.5752	31.2609	0.0886	11.0521	0.0511	11.1032	2.9321	0.0471	2.9791		8,959.4878	8,959.4878	0.3021	0.2721	9,048.1342
Total	4.5596	17.8211	36.4629	0.1480	13.0204	0.1420	13.1623	3.4985	0.1340	3.6325		15,485.4359	15,485.4359	0.5879	1.2338	15,867.8110

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3880	14.9197	5.0797	0.0582	1.9882	0.0887	2.0569	0.5664	0.0848	0.6512		6,408.9270	6,408.9270	0.2958	0.9460	6,698.2169
Worker	3.9015	2.3099	29.1143	0.0858	11.0521	0.0487	11.1007	2.9321	0.0448	2.9769		8,668.3334	8,668.3334	0.2748	0.2540	8,750.8971
Total	4.2895	17.2296	34.1940	0.1440	13.0203	0.1373	13.1576	3.4985	0.1296	3.6281		15,077.2605	15,077.2605	0.5705	1.2000	15,449.1140

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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	0.0000
Vendor	0.3880	14.9197	5.0797	0.0582	1.9882	0.0887	2.0569	0.5664	0.0848	0.6512		6,408.9270	6,408.9270	0.2958	0.9460	6,698.2169
Worker	3.9015	2.3099	29.1143	0.0858	11.0521	0.0487	11.1007	2.9321	0.0448	2.9769		8,668.3334	8,668.3334	0.2748	0.2540	8,750.8971
Total	4.2895	17.2296	34.1940	0.1440	13.0203	0.1373	13.1576	3.4985	0.1296	3.6281		15,077.2605	15,077.2605	0.5705	1.2000	15,449.1140

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3727	14.5983	4.9794	0.0570	1.9882	0.0863	2.0544	0.5664	0.0825	0.6489		6,291.765 3	6,291.765 3	0.3052	0.9301	6,576.548 1
Worker	3.6734	2.0854	26.8471	0.0830	11.0521	0.0453	11.0974	2.9321	0.0417	2.9737		8,388.425 9	8,388.425 9	0.2494	0.2383	8,465.683 2
Total	4.0461	16.6837	31.8265	0.1400	13.0203	0.1315	13.1518	3.4985	0.1242	3.6227		14,680.19 11	14,680.19 11	0.5545	1.1684	15,042.23 13

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Mitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.474 ₄	2,556.474 ₄	0.6010	0.6010	2,571.498 ₁
Total	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.474₄	2,556.474₄	0.6010	0.6010	2,571.498₁

Mitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.3727	14.5983	4.9794	0.0570	1.9882	0.0863	2.0544	0.5664	0.0825	0.6489	6,291.765 ₃	6,291.765 ₃	6,291.765 ₃	0.3052	0.9301	6,576.548 ₁
Worker	3.6734	2.0854	26.8471	0.0830	11.0521	0.0453	11.0974	2.9321	0.0417	2.9737	8,388.425 ₉	8,388.425 ₉	8,388.425 ₉	0.2494	0.2383	8,465.683 ₂
Total	4.0461	16.6837	31.8265	0.1400	13.0203	0.1315	13.1518	3.4985	0.1242	3.6227	14,680.19₁₁	14,680.19₁₁	14,680.19₁₁	0.5545	1.1684	15,042.23₁₃

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3592	14.2887	4.8998	0.0558	1.9681	0.0840	2.0521	0.5664	0.0803	0.6467		6,165.406 8	6,165.406 8	0.3129	0.9128	6,445.234 3
Worker	3.4700	1.8982	25.2987	0.0806	11.0521	0.0427	11.0948	2.9321	0.0393	2.9713		8,146.660 3	8,146.660 3	0.2289	0.2254	8,219.563 0
Total	3.8292	16.1869	30.1984	0.1364	13.0202	0.1266	13.1468	3.4985	0.1196	3.6180		14,312.06 71	14,312.06 71	0.5417	1.1382	14,664.79 73

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Mitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010	0.6010	2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010	0.6010	2,571.498 1

Mitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.3592	14.2887	4.8998	0.0558	1.9681	0.0840	2.0521	0.5664	0.0803	0.6467	6,165.406 8	6,165.406 8	6,165.406 8	0.3129	0.9128	6,445.234 3
Worker	3.4700	1.8982	25.2987	0.0806	11.0521	0.0427	11.0948	2.9321	0.0393	2.9713	8,146.660 3	8,146.660 3	8,146.660 3	0.2289	0.2254	8,219.563 0
Total	3.8292	16.1869	30.1984	0.1364	13.0202	0.1266	13.1468	3.4985	0.1196	3.6180	14,312.06 71	14,312.06 71	14,312.06 71	0.5417	1.1382	14,664.79 73

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3469	14.0074	4.8400	0.0546	1.9681	0.0816	2.0497	0.5664	0.0781	0.6444		6,046.125 7	6,046.125 7	0.3205	0.8962	6,321.195 2
Worker	3.2886	1.7445	24.0289	0.0784	11.0521	0.0402	11.0923	2.9321	0.0370	2.9690		7,927.487 6	7,927.487 6	0.2113	0.2147	7,996.755 3
Total	3.6355	15.7518	28.8689	0.1330	13.0202	0.1218	13.1419	3.4984	0.1150	3.6135		13,973.61 33	13,973.61 33	0.5318	1.1109	14,317.95 05

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.474 ₄	2,556.474 ₄	0.6010		2,571.498 ₁
Total	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.474₄	2,556.474₄	0.6010		2,571.498₁

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3469	14.0074	4.8400	0.0546	1.9681	0.0816	2.0497	0.5664	0.0781	0.6444		6,046.125 ₇	6,046.125 ₇	0.3205	0.8962	6,321.195 ₂
Worker	3.2886	1.7445	24.0289	0.0784	11.0521	0.0402	11.0923	2.9321	0.0370	2.9690		7,927.487 ₆	7,927.487 ₆	0.2113	0.2147	7,996.755 ₃
Total	3.6355	15.7518	28.8689	0.1330	13.0202	0.1218	13.1419	3.4984	0.1150	3.6135		13,973.61₃₃	13,973.61₃₃	0.5318	1.1109	14,317.95₀₅

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2029

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276	0.4963	0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276	0.4963	0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3359	13.7391	4.7901	0.0535	1.9680	0.0795	2.0475	0.5664	0.0760	0.6424		5,928.431 1	5,928.431 1	0.3274	0.8796	6,198.739 1
Worker	3.1061	1.6105	22.9004	0.0765	11.0521	0.0377	11.0898	2.9321	0.0347	2.9668		7,728.477 5	7,728.477 5	0.1956	0.2055	7,794.599 3
Total	3.4419	15.3496	27.6905	0.1299	13.0201	0.1172	13.1373	3.4984	0.1107	3.6092		13,656.90 86	13,656.90 86	0.5230	1.0851	13,983.33 83

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2029

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3359	13.7391	4.7901	0.0535	1.9680	0.0795	2.0475	0.5664	0.0760	0.6424		5,928.431 1	5,928.431 1	0.3274	0.8796	6,198.739 1
Worker	3.1061	1.6105	22.9004	0.0765	11.0521	0.0377	11.0898	2.9321	0.0347	2.9668		7,728.477 5	7,728.477 5	0.1956	0.2055	7,794.599 3
Total	3.4419	15.3496	27.6905	0.1299	13.0201	0.1172	13.1373	3.4984	0.1107	3.6092		13,656.90 86	13,656.90 86	0.5230	1.0851	13,983.33 83

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2029

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 ₂	2,206.745 ₂	0.7137		2,224.587 ₈
Paving	0.2288					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1440	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745₂	2,206.745₂	0.7137		2,224.587₈

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0266	0.0138	0.1963	6.6000e-004	0.0947	3.2000e-004	0.0951	0.0251	3.0000e-004	0.0254		66.2441	66.2441	1.6800e-003	1.7600e-003	66.8109
Total	0.0266	0.0138	0.1963	6.6000e-004	0.0947	3.2000e-004	0.0951	0.0251	3.0000e-004	0.0254		66.2441	66.2441	1.6800e-003	1.7600e-003	66.8109

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2029

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 ₂	2,206.745 ₂	0.7137		2,224.587 ₈
Paving	0.2288					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1440	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745₂	2,206.745₂	0.7137		2,224.587₈

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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
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
Worker	0.0266	0.0138	0.1963	6.6000e-004	0.0947	3.2000e-004	0.0951	0.0251	3.0000e-004	0.0254		66.2441	66.2441	1.6800e-003	1.7600e-003	66.8109
Total	0.0266	0.0138	0.1963	6.6000e-004	0.0947	3.2000e-004	0.0951	0.0251	3.0000e-004	0.0254		66.2441	66.2441	1.6800e-003	1.7600e-003	66.8109

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2029
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Archit. Coating	0.1709	1.1455	1.8091	2.9700e-003	0.0515	0.0515	0.0515	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.6212	0.3221	4.5801	0.0153	2.2104	7.5500e-003	2.2180	0.5864	6.9500e-003	0.5934	1.545.6955	0.0391	1.545.6955	0.0391	0.0411	1.558.9199
Total	334.2272	1.1455	1.8091	2.9700e-003	0.0515	0.0515	0.0515	0.0515	0.0515	0.0515	281.4481	281.4481	281.4481	0.0154	0.0154	281.8319

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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	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	0.6212	0.3221	4.5801	0.0153	2.2104	7.5500e-003	2.2180	0.5864	6.9500e-003	0.5934	1.545.6955	0.0391	1.545.6955	0.0391	0.0411	1.558.9199
Total	0.6212	0.3221	4.5801	0.0153	2.2104	7.5500e-003	2.2180	0.5864	6.9500e-003	0.5934	1.545.6955	0.0391	1.545.6955	0.0391	0.0411	1,558.9199

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2029

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	0.1709	1.1455	1.8091	2.9700e-003	0.0515	0.0515	0.0515	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0154		0.0000
Off-Road													281.4481	0.0154		281.6319
Total	334.2272	1.1455	1.8091	2.9700e-003	0.0515	0.0515	0.0515	0.0515	0.0000	0.0000	0.0000	281.4481	281.4481	0.0154		281.6319

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	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	0.6212	0.3221	4.5801	0.0153	2.2104	7.5500e-003	2.2180	0.5864	6.9500e-003	0.5934	1.545.6955	0.0391	1,545.6955	0.0391	0.0411	1,558.9199
Total	0.6212	0.3221	4.5801	0.0153	2.2104	7.5500e-003	2.2180	0.5864	6.9500e-003	0.5934		1,545.6955	1,545.6955	0.0391	0.0411	1,558.9199

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	49.1077	45.2682	345.4152	0.6793	84.9022	0.4922	85.3944	22.6809	0.4599	23.1408	69,273.42	42	69,273.42	5.2699	3.8205	70,543.67
Unmitigated	49.1077	45.2682	345.4152	0.6793	84.9022	0.4922	85.3944	22.6809	0.4599	23.1408	69,273.42	42	69,273.42	5.2699	3.8205	70,543.67

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT		
Apartments Mid Rise	11,418.56	10,306.09	8584.91	20,107,777	20,107,777		
Parking Lot	0.00	0.00	0.00				
Strip Mall	16,129.82	15,300.04	7435.29	17,388,534	17,388,534		
Total	27,548.38	25,606.13	16,020.20	37,496,311	37,496,311		

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 Mid Rise	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
Strip Mall	6.60	5.50	6.40	16.60	64.40	19.00	45	40	15

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.514923	0.057522	0.206064	0.138974	0.023636	0.006062	0.011219	0.006223	0.000940	0.000535	0.027699	0.003185	0.003017
Parking Lot	0.514923	0.057522	0.206064	0.138974	0.023636	0.006062	0.011219	0.006223	0.000940	0.000535	0.027699	0.003185	0.003017
Strip Mall	0.514923	0.057522	0.206064	0.138974	0.023636	0.006062	0.011219	0.006223	0.000940	0.000535	0.027699	0.003185	0.003017

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
NaturalGas Mitigated	0.5450	4.6707	2.0824	0.0297		0.3765	0.3765		0.3765	0.3765		5,945,130	5,945,130	0.1140	0.1090	5,980,459
NaturalGas Unmitigated	0.5450	4.6707	2.0824	0.0297		0.3765	0.3765		0.3765	0.3765		5,945,130	5,945,130	0.1140	0.1090	5,980,459

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBTU/yr	lb/day											CO2e			
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2		NBio- CO2	Total CO2	CH4
Apartments Mid Rise	48200.4	0.5198	4.4420	1.8902	0.0284		0.3591	0.3591		0.3591	0.3591	5.6706354	5.6706354	0.1087	0.1040	5.7043332
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
Strip Mall	2333.2	0.0252	0.2288	0.1922	1.3700e-003	0.0174	0.0174	0.0174		0.0174	0.0174	274.4946	274.4946	5.2600e-003	5.0300e-003	276.1258
Total		0.5450	4.6708	2.0824	0.0297		0.3765	0.3765		0.3765	0.3765	5.9451300	5.9451300	0.1140	0.1090	5.9804590

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use kBTU/yr	lb/day											CO2e				
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2		NBio- CO2	Total CO2	CH4	N2O
Apartments Mid Rise	48.2004	0.5198	4.4420	1.8902	0.0284		0.3591	0.3591		0.3591	0.3591		5.6706354	5.6706354	0.1087	0.1040	5,704.3332
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
Strip Mall	2.3332	0.0252	0.2288	0.1922	1.3700e-003		0.0174	0.0174		0.0174	0.0174		274.4946	274.4946	5.2600e-003	5.0300e-003	276.1258
Total		0.5450	4.6708	2.0824	0.0297		0.3765	0.3765		0.3765	0.3765		5,945.1300	5,945.1300	0.1140	0.1090	5,980.4590

6.0 Area Detail

6.1 Mitigation Measures Area

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Mitigated	64.8503	1.9921	172.8235	9.1500e-003	0.9607	0.9607	0.9607	0.9607	0.9607	0.9607	0.0000	312.0503	312.0503	0.2977	0.0000	319.4926
Unmitigated	64.8503	1.9921	172.8235	9.1500e-003	0.9607	0.9607	0.9607	0.9607	0.9607	0.9607	0.0000	312.0503	312.0503	0.2977	0.0000	319.4926

6.2 Area by SubCategory
Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Architectural Coating	6.8642					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	52.8101					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
Landscaping	5.1761	1.9921	172.8235	9.1500e-003	0.9607	0.9607	0.9607		0.9607	0.9607		312.0503	312.0503	0.2977		319.4926
Total	64.8503	1.9921	172.8235	9.1500e-003		0.9607	0.9607		0.9607	0.9607	0.0000	312.0503	312.0503	0.2977	0.0000	319.4926

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	6.8642					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	52.8101					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	5.1761	1.9921	172.8235	9.1500e-003		0.9607	0.9607		0.9607	0.9607		312.0503	312.0503	0.2977		319.4926
Total	64.8503	1.9921	172.8235	9.1500e-003		0.9607	0.9607		0.9607	0.9607	0.0000	312.0503	312.0503	0.2977	0.0000	319.4926

7.0 Water Detail

7.1 Mitigation Measures Water

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

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

11.0 Vegetation

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1)

Santa Barbara-North of Santa Ynez County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	2,099.00	Dwelling Unit	16.71	2,099,000.00	6066
Strip Mall	363.94	1000sqft	8.35	363,940.00	0
Parking Lot	728.00	Space	6.55	291,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.1	Precipitation Freq (Days)	37
Climate Zone	4			Operational Year	2030

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 -

Land Use - Land Use detail reflect EIR buildout assumptions for Potential Rezone Site No. 19 (Key Site 1). See EIR Buildout Assumptions/Methodology Appendix for detail

Construction Phase - Default construction phase durations recalculated to reflect proposed 5-year development scenario

Grading - Total acres graded revised to match total site area

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	35.00	75.00
tblConstructionPhase	NumDays	500.00	1,270.00
tblConstructionPhase	NumDays	45.00	100.00
tblConstructionPhase	NumDays	35.00	75.00

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	PhaseEndDate	7/17/2026	12/21/2029
tblConstructionPhase	PhaseEndDate	4/10/2026	5/25/2029
tblConstructionPhase	PhaseEndDate	5/10/2024	7/12/2024
tblConstructionPhase	PhaseEndDate	5/29/2026	9/7/2029
tblConstructionPhase	PhaseEndDate	3/8/2024	2/23/2024
tblConstructionPhase	PhaseStartDate	5/30/2026	9/8/2029
tblConstructionPhase	PhaseStartDate	5/11/2024	7/13/2024
tblConstructionPhase	PhaseStartDate	3/9/2024	2/24/2024
tblConstructionPhase	PhaseStartDate	4/11/2026	5/26/2029
tblConstructionPhase	PhaseStartDate	2/10/2024	1/1/2024
tblGrading	AcresOfGrading	300.00	24.71
tblGrading	AcresOfGrading	60.00	24.71
tblLandUse	LotAcreage	55.24	16.71
tblLandUse	Population	5,709.00	6,066.00

2.0 Emissions Summary

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2024	6.3991	32.4106	54.1402	0.1733	18.8351	1.3360	20.0649	10.0316	1.2291	11.1631	0.0000	17,867.42 46	17,867.42 46	1.9475	1.2617	18,274.01 61
2025	6.0102	30.4994	51.7632	0.1693	13.0203	0.6653	13.6856	3.4985	0.6263	4.1247	0.0000	17,466.57 41	17,466.57 41	1.2004	1.2261	17,861.95 20
2026	5.7556	29.9146	49.3780	0.1654	13.0203	0.6595	13.6797	3.4985	0.6208	4.1193	0.0000	17,075.49 93	17,075.49 93	1.1822	1.1929	17,460.53 92
2027	5.5274	29.3849	47.7127	0.1618	13.0202	0.6545	13.6747	3.4985	0.6162	4.1146	0.0000	16,712.58 61	16,712.58 61	1.1674	1.1614	17,087.88 08
2028	5.3217	28.9226	46.3514	0.1585	13.0202	0.6496	13.6698	3.4984	0.6116	4.1100	0.0000	16,378.80 02	16,378.80 02	1.1557	1.1331	16,745.33 89
2029	334.9116	28.4959	45.1389	0.1554	13.0201	0.6450	13.6652	3.4984	0.6073	4.1057	0.0000	16,066.22 41	16,066.22 41	1.1453	1.1063	16,424.54 00
Maximum	334.9116	32.4106	54.1402	0.1733	18.8351	1.3360	20.0649	10.0316	1.2291	11.1631	0.0000	17,867.42 46	17,867.42 46	1.9475	1.2617	18,274.01 61

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	64.8503	1.9921	172.8235	9.1500e-003	0.9607	0.9607	0.9607	0.9607	0.9607	0.9607	0.0000	312.0503	312.0503	0.2977	0.0000	319.4926
Energy	0.5450	4.6707	2.0824	0.0297	0.3765	0.3765	0.3765	0.3765	0.3765	0.3765	0	5,945.130	5,945.130	0.1140	0.1090	5,980.459
Mobile	47.3926	48.9707	386.9712	0.6696	84.9022	0.4927	85.3949	22.6809	0.4604	23.1413	68,300.41	92	68,300.41	5.7993	4.0538	69,653.42
Total	112.7879	55.6335	561.8770	0.7085	84.9022	1.8300	86.7321	22.6809	1.7976	24.4786	0.0000	74,557.59	95	6.2109	4.1628	75,953.37

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	64.8503	1.9921	172.8235	9.1500e-003	0.9607	0.9607	0.9607	0.9607	0.9607	0.9607	0.0000	312.0503	312.0503	0.2977	0.0000	319.4926
Energy	0.5450	4.6707	2.0824	0.0297	0.3765	0.3765	0.3765	0.3765	0.3765	0.3765	0	5,945.130	5,945.130	0.1140	0.1090	5,980.459
Mobile	47.3926	48.9707	386.9712	0.6696	84.9022	0.4927	85.3949	22.6809	0.4604	23.1413	68,300.41	92	68,300.41	5.7993	4.0538	69,653.42
Total	112.7879	55.6335	561.8770	0.7085	84.9022	1.8300	86.7321	22.6809	1.7976	24.4786	0.0000	74,557.59	95	6.2109	4.1628	75,953.37

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2024	2/23/2024	5	40	
2	Grading	Grading	2/24/2024	7/12/2024	5	100	
3	Building Construction	Building Construction	7/13/2024	5/25/2029	5	1270	
4	Paving	Paving	5/26/2029	9/7/2029	5	75	
5	Architectural Coating	Architectural Coating	9/8/2029	12/21/2029	5	75	

Acres of Grading (Site Preparation Phase): 24.71

Acres of Grading (Grading Phase): 24.71

Acres of Paving: 6.55

Residential Indoor: 4,250,475; Residential Outdoor: 1,416,825; Non-Residential Indoor: 545,910; Non-Residential Outdoor: 181,970; Striped Parking Area: 17,472 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,750.00	332.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	350.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					18.7214	0.0000	18.7214	10.0014	0.0000	10.0014			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310		3,688.0100	3,688.0100	1.1928		3,717.8294
Total	2.6609	27.1760	18.3356	0.0381	18.7214	1.2294	19.9507	10.0014	1.1310	11.1324		3,688.0100	3,688.0100	1.1928		3,717.8294

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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
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
Worker	0.0466	0.0303	0.3356	8.9000e-004	0.1137	5.3000e-004	0.1142	0.0302	4.8000e-004	0.0306		90.2822	90.2822	3.4400e-003	3.0600e-003	91.2813
Total	0.0466	0.0303	0.3356	8.9000e-004	0.1137	5.3000e-004	0.1142	0.0302	4.8000e-004	0.0306		90.2822	90.2822	3.4400e-003	3.0600e-003	91.2813

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					18.7214	0.0000	18.7214	10.0014	0.0000	10.0014			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294	1.1310	1.1310	1.1310	0.0000	3,688.0100	3,688.0100	1.1928		3,717.8294
Total	2.6609	27.1760	18.3356	0.0381	18.7214	1.2294	19.9507	10.0014	1.1310	11.1324	0.0000	3,688.0100	3,688.0100	1.1928		3,717.8294

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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
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
Worker	0.0466	0.0303	0.3356	8.9000e-004	0.1137	5.3000e-004	0.1142	0.0302	4.8000e-004	0.0306			90.2822	3.4400e-003	3.0600e-003	91.2813
Total	0.0466	0.0303	0.3356	8.9000e-004	0.1137	5.3000e-004	0.1142	0.0302	4.8000e-004	0.0306			90.2822	3.4400e-003	3.0600e-003	91.2813

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					6.2841	0.0000	6.2841	3.3385	0.0000	3.3385			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621	1.3354	1.3354	1.3354	1.2286	1.2286	1.2286		6,009.7487	6,009.7487	1.9437		6,058.3405
Total	3.2181	32.3770	27.7228	0.0621	6.2841	1.3354	7.6195	3.3385	1.2286	4.5671		6,009.7487	6,009.7487	1.9437		6,058.3405

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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
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
Worker	0.0518	0.0336	0.3729	9.9000e-004	0.1263	5.8000e-004	0.1269	0.0335	5.4000e-004	0.0341		100.3135	100.3135	3.8300e-003	3.4000e-003	101.4237
Total	0.0518	0.0336	0.3729	9.9000e-004	0.1263	5.8000e-004	0.1269	0.0335	5.4000e-004	0.0341		100.3135	100.3135	3.8300e-003	3.4000e-003	101.4237

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					6.2841	0.0000	6.2841	3.3385	0.0000	3.3385			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621	1.3354	1.3354	1.3354	1.2286	1.2286	1.2286	0.0000	6,009.748 ₇	6,009.748 ₇	1.9437		6,058.340 ₅
Total	3.2181	32.3770	27.7228	0.0621	6.2841	1.3354	7.6195	3.3385	1.2286	4.5671	0.0000	6,009.748₇	6,009.748₇	1.9437		6,058.340₅

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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
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
Worker	0.0518	0.0336	0.3729	9.9000e-004	0.1263	5.8000e-004	0.1269	0.0335	5.4000e-004	0.0341			100.3135	3.8300e-003	3.4000e-003	101.4237
Total	0.0518	0.0336	0.3729	9.9000e-004	0.1263	5.8000e-004	0.1269	0.0335	5.4000e-004	0.0341			100.3135	3.8300e-003	3.4000e-003	101.4237

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.4716	13.4438	16.1668	0.0270	0.6133	0.6133	0.6133	0.5769	0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270	0.6133	0.6133	0.6133	0.5769	0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3984	15.7224	5.3489	0.0595	1.9683	0.0913	2.0595	0.5664	0.0873	0.6538		6,534.2913	6,534.2913	0.2846	0.9639	6,828.6344
Worker	4.5292	2.9438	32.6244	0.0868	11.0521	0.0511	11.1032	2.9321	0.0471	2.9791		8,777.4345	8,777.4345	0.3347	0.2979	8,874.5741
Total	4.9275	18.6661	37.9733	0.1463	13.0204	0.1424	13.1628	3.4985	0.1344	3.6329		15,311.7257	15,311.7257	0.6194	1.2617	15,703.2085

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Mitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

Mitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.3984	15.7224	5.3489	0.0595	1.9683	0.0913	2.0595	0.5664	0.0873	0.6538		6,534.2913	6,534.2913	0.2846	0.9639	6,828.6344
Worker	4.5292	2,9438	32.6244	0.0868	11.0521	0.0511	11.1032	2.9321	0.0471	2.9791		8,777.4345	8,777.4345	0.3347	0.2979	8,874.5741
Total	4.9275	18.6661	37.9733	0.1463	13.0204	0.1424	13.1628	3.4985	0.1344	3.6329		15,311.7257	15,311.7257	0.6194	1.2617	15,703.2085

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3807	15.3893	5.2249	0.0583	1.9882	0.0891	2.0573	0.5664	0.0852	0.6516		6,417.4614	6,417.4614	0.2946	0.9481	6,707.3460
Worker	4.2621	2.6404	30.4536	0.0840	11.0521	0.0487	11.1007	2.9321	0.0448	2.9769		8,492.6384	8,492.6384	0.3049	0.2780	8,583.1079
Total	4.6428	18.0298	35.6785	0.1423	13.0203	0.1377	13.1580	3.4985	0.1300	3.6285		14,910.0998	14,910.0998	0.5994	1.2261	15,290.4539

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3807	15.3893	5.2249	0.0583	1.9882	0.0891	2.0573	0.5664	0.0852	0.6516		6,417.4614	6,417.4614	0.2946	0.9481	6,707.3460
Worker	4.2621	2.6404	30.4536	0.0840	11.0521	0.0487	11.1007	2.9321	0.0448	2.9769		8,492.6384	8,492.6384	0.3049	0.2780	8,583.1079
Total	4.6428	18.0298	35.6785	0.1423	13.0203	0.1377	13.1580	3.4985	0.1300	3.6285		14,910.0998	14,910.0998	0.5994	1.2261	15,290.4539

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963		2,556.474 ₄	2,556.474 ₄	0.6010		2,571.498 ₁
Total	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963		2,556.474₄	2,556.474₄	0.6010		2,571.498₁

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3647	15.0611	5.1228	0.0571	1.9882	0.0866	2.0548	0.5664	0.0829	0.6493		6,300.437 ₃	6,300.437 ₃	0.3039	0.9321	6,585.797 ₃
Worker	4.0235	2.3839	28.1705	0.0813	11.0521	0.0453	11.0974	2.9321	0.0417	2.9737		8,218.587 ₇	8,218.587 ₇	0.2773	0.2608	8,303.243 ₉
Total	4.3882	17.4449	33.2933	0.1384	13.0203	0.1319	13.1522	3.4985	0.1246	3.6230		14,519.02₅₀	14,519.02₅₀	0.5813	1.1929	14,889.04₁₂

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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	0.0000
Vendor	0.3647	15.0611	5.1228	0.0571	1.9882	0.0866	2.0548	0.5664	0.0829	0.6493		6,300.4373	6,300.4373	0.3039	0.9321	6,585.7973
Worker	4.0235	2.3839	28.1705	0.0813	11.0521	0.0453	11.0974	2.9321	0.0417	2.9737		8,218.5877	8,218.5877	0.2773	0.2608	8,303.2439
Total	4.3882	17.4449	33.2933	0.1384	13.0203	0.1319	13.1522	3.4985	0.1246	3.6230		14,519.0250	14,519.0250	0.5813	1.1929	14,889.0412

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3504	14.7453	5.0407	0.0559	1.9681	0.0843	2.0524	0.5664	0.0806	0.6470		6,174.185 7	6,174.185 7	0.3116	0.9148	6,454.575 6
Worker	3.8095	2.1699	26.5874	0.0790	11.0521	0.0427	11.0948	2.9321	0.0393	2.9713		7,981.926 1	7,981.926 1	0.2548	0.2467	8,061.807 2
Total	4.1600	16.9152	31.6280	0.1348	13.0202	0.1270	13.1472	3.4985	0.1199	3.6184		14,156.11 18	14,156.11 18	0.5664	1.1614	14,516.38 27

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3504	14.7453	5.0407	0.0559	1.9681	0.0843	2.0524	0.5664	0.0806	0.6470		6,174.185 7	6,174.185 7	0.3116	0.9148	6,454.575 6
Worker	3.8095	2.1699	26.5874	0.0790	11.0521	0.0427	11.0948	2.9321	0.0393	2.9713		7,981.926 1	7,981.926 1	0.2548	0.2467	8,061.807 2
Total	4.1600	16.9152	31.6280	0.1348	13.0202	0.1270	13.1472	3.4985	0.1199	3.6184		14,156.11 18	14,156.11 18	0.5664	1.1614	14,516.38 27

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3374	14.4586	4.9785	0.0547	1.9681	0.0819	2.0500	0.5664	0.0784	0.6447		6,054.9872	6,054.9872	0.3193	0.8981	6,330.6074
Worker	3.6168	1.9943	25.2882	0.0768	11.0521	0.0402	11.0923	2.9321	0.0370	2.9690		7,767.3386	7,767.3386	0.2355	0.2349	7,843.2334
Total	3.9543	16.4529	30.2667	0.1315	13.0202	0.1221	13.1423	3.4984	0.1153	3.6138		13,822.3258	13,822.3258	0.5547	1.1331	14,173.8408

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2028

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3374	14.4586	4.9785	0.0547	1.9681	0.0819	2.0500	0.5664	0.0784	0.6447		6,054.9872	6,054.9872	0.3193	0.8981	6,330.6074
Worker	3.6168	1.9943	25.2882	0.0768	11.0521	0.0402	11.0923	2.9321	0.0370	2.9690		7,767.3386	7,767.3386	0.2355	0.2349	7,843.2334
Total	3.9543	16.4529	30.2667	0.1315	13.0202	0.1221	13.1423	3.4984	0.1153	3.6138		13,822.3258	13,822.3258	0.5547	1.1331	14,173.8408

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2029

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963		2,556.474 ₄	2,556.474 ₄	0.6010		2,571.498 ₁
Total	1.3674	12.4697	16.0847	0.0270	0.5276	0.5276	0.5276	0.4963	0.4963	0.4963		2,556.474₄	2,556.474₄	0.6010		2,571.498₁

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3258	14.1851	4.9263	0.0536	1.9680	0.0797	2.0478	0.5664	0.0763	0.6426		5,937.332 ₂	5,937.332 ₂	0.3262	0.8815	6,208.780 ₂
Worker	3.4220	1.8412	24.1280	0.0749	11.0521	0.0377	11.0898	2.9321	0.0347	2.9668		7,572.417 ₅	7,572.417 ₅	0.2182	0.2248	7,644.861 ₇
Total	3.7478	16.0262	29.0543	0.1285	13.0201	0.1175	13.1376	3.4984	0.1110	3.6094		13,509.74₉₇	13,509.74₉₇	0.5443	1.1063	13,853.04₁₉

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2029

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276	0.4963	0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0000
Vendor	0.3258	14.1851	4.9263	0.0536	1.9680	0.0797	2.0478	0.5664	0.0763	0.6426		5,937.3322	5,937.3322	0.3262	0.8815	6,208.7802
Worker	3.4220	1.8412	24.1280	0.0749	11.0521	0.0377	11.0898	2.9321	0.0347	2.9668		7,572.4175	7,572.4175	0.2182	0.2248	7,644.8617
Total	3.7478	16.0262	29.0543	0.1285	13.0201	0.1175	13.1376	3.4984	0.1110	3.6094		13,509.7497	13,509.7497	0.5443	1.1063	13,853.0419

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2029

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 ₂	2,206.745 ₂	0.7137		2,224.587 ₈
Paving	0.2288					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1440	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745₂	2,206.745₂	0.7137		2,224.587₈

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0293	0.0158	0.2068	6.4000e-004	0.0947	3.2000e-004	0.0951	0.0251	3.0000e-004	0.0254		64.9064	64.9064	1.8700e-003	1.9300e-003	65.5274
Total	0.0293	0.0158	0.2068	6.4000e-004	0.0947	3.2000e-004	0.0951	0.0251	3.0000e-004	0.0254		64.9064	64.9064	1.8700e-003	1.9300e-003	65.5274

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2029

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.2288					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1440	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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
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
Worker	0.0293	0.0158	0.2068	6.4000e-004	0.0947	3.2000e-004	0.0951	0.0251	3.0000e-004	0.0254			64.9064	1.8700e-003	1.9300e-003	65.5274
Total	0.0293	0.0158	0.2068	6.4000e-004	0.0947	3.2000e-004	0.0951	0.0251	3.0000e-004	0.0254			64.9064	1.8700e-003	1.9300e-003	65.5274

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2029

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Archit. Coating	0.1709	1.1455	1.8091	2.9700e-003	0.0515	0.0515	0.0515	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road													281.4481	0.0154		281.6319
Total	334.2272	1.1455	1.8091	2.9700e-003	0.0515	0.0515	0.0515	0.0515	0.0000	0.0000			281.4481	0.0154		281.6319

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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
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
Worker	0.6844	0.3682	4.8256	0.0150	2.2104	7.5500e-003	2.2180	0.5864	6.9500e-003	0.5934			1,514.4835	0.0436	0.0450	1,528.9723
Total	0.6844	0.3682	4.8256	0.0150	2.2104	7.5500e-003	2.2180	0.5864	6.9500e-003	0.5934			1,514.4835	0.0436	0.0450	1,528.9723

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2029

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	0.1709	1.1455	1.8091	2.9700e-003	0.0515	0.0515	0.0515	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.6844	0.3682	4.8256	0.0150	2.2104	7.5500e-003	2.2180	0.5864	6.9500e-003	0.5934	1.514.4835	0.0436	1.514.4835	0.0436	0.0450	1.528.9723
Total	334.2272	1.1455	1.8091	2.9700e-003	0.0515	0.0515	0.0515	0.0515	0.0515	0.0515	0.0000	281.4481	281.4481	0.0154	0.0450	281.8319

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	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	0.6844	0.3682	4.8256	0.0150	2.2104	7.5500e-003	2.2180	0.5864	6.9500e-003	0.5934	1.514.4835	0.0436	1.514.4835	0.0436	0.0450	1.528.9723
Total	0.6844	0.3682	4.8256	0.0150	2.2104	7.5500e-003	2.2180	0.5864	6.9500e-003	0.5934	1.514.4835	0.0436	1.514.4835	0.0436	0.0450	1,528.9723

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	47.3926	48.9707	386.9712	0.6696	84.9022	0.4927	85.3949	22.6809	0.4604	23.1413	68,300.41	92	68,300.41	5.7993	4.0538	69,653.42
Unmitigated	47.3926	48.9707	386.9712	0.6696	84.9022	0.4927	85.3949	22.6809	0.4604	23.1413	68,300.41	92	68,300.41	5.7993	4.0538	69,653.42

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
Apartments Mid Rise	11,418.56	10,306.09	8584.91	20,107,777	20,107,777	20,107,777	20,107,777
Parking Lot	0.00	0.00	0.00				
Strip Mall	16,129.82	15,300.04	7435.29	17,388,534	17,388,534	17,388,534	17,388,534
Total	27,548.38	25,606.13	16,020.20	37,496,311	37,496,311	37,496,311	37,496,311

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 Mid Rise	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
Strip Mall	6.60	5.50	6.40	16.60	64.40	19.00	45	40	15

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.514923	0.057522	0.206064	0.138974	0.023636	0.006062	0.011219	0.006223	0.000940	0.000535	0.027699	0.003185	0.003017
Parking Lot	0.514923	0.057522	0.206064	0.138974	0.023636	0.006062	0.011219	0.006223	0.000940	0.000535	0.027699	0.003185	0.003017
Strip Mall	0.514923	0.057522	0.206064	0.138974	0.023636	0.006062	0.011219	0.006223	0.000940	0.000535	0.027699	0.003185	0.003017

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
NaturalGas Mitigated	0.5450	4.6707	2.0824	0.0297		0.3765	0.3765		0.3765	0.3765		5,945,130	5,945,130	0.1140	0.1090	5,980,459
NaturalGas Unmitigated	0.5450	4.6707	2.0824	0.0297		0.3765	0.3765		0.3765	0.3765		5,945,130	5,945,130	0.1140	0.1090	5,980,459

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBTU/yr	lb/day											CO2e				
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2		NBio- CO2	Total CO2	CH4	N2O
Apartments Mid Rise	48200.4	0.5198	4.4420	1.8902	0.0284		0.3591	0.3591		0.3591	0.3591		5.6706354	5.6706354	0.1087	0.1040	5.7043332
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
Strip Mall	2333.2	0.0252	0.2288	0.1922	1.3700e-003		0.0174	0.0174		0.0174	0.0174		274.4946	274.4946	5.2600e-003	5.0300e-003	276.1258
Total		0.5450	4.6708	2.0824	0.0297		0.3765	0.3765		0.3765	0.3765		5.9451300	5.9451300	0.1140	0.1090	5.9804590

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use kBTU/yr	lb/day										lb/day					
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Apartments Mid Rise	48.2004	0.5198	4.4420	1.8902	0.0284		0.3591	0.3591		0.3591		0.3591	5.6706354	5.6706354	0.1087	0.1040	5.7043332
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
Strip Mall	2.3332	0.0252	0.2288	0.1922	1.3700e-003		0.0174	0.0174		0.0174		0.0174	274.4946	274.4946	5.2600e-003	5.0300e-003	276.1258
Total		0.5450	4.6708	2.0824	0.0297		0.3765	0.3765		0.3765		0.3765	5.945.1300	5.945.1300	0.1140	0.1090	5.980.4590

6.0 Area Detail

6.1 Mitigation Measures Area

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Mitigated	64.8503	1.9921	172.8235	9.1500e-003	0.9607	0.9607	0.9607	0.9607	0.9607	0.9607	0.0000	312.0503	312.0503	0.2977	0.0000	319.4926
Unmitigated	64.8503	1.9921	172.8235	9.1500e-003	0.9607	0.9607	0.9607	0.9607	0.9607	0.9607	0.0000	312.0503	312.0503	0.2977	0.0000	319.4926

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Architectural Coating	6.8642					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	52.8101					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
Landscaping	5.1761	1.9921	172.8235	9.1500e-003		0.9607	0.9607		0.9607	0.9607		312.0503	312.0503	0.2977		319.4926
Total	64.8503	1.9921	172.8235	9.1500e-003		0.9607	0.9607		0.9607	0.9607	0.0000	312.0503	312.0503	0.2977	0.0000	319.4926

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	6.8642					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	52.8101					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	0.0000
Landscaping	5.1761	1.9921	172.8235	9.1500e-003		0.9607	0.9607		0.9607	0.9607		312.0503	312.0503	0.2977		319.4926
Total	64.8503	1.9921	172.8235	9.1500e-003		0.9607	0.9607		0.9607	0.9607	0.0000	312.0503	312.0503	0.2977	0.0000	319.4926

7.0 Water Detail

7.1 Mitigation Measures Water

Santa Barbara HEU Construction Scenario - Rezone Site 19 (Key Site 1) - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

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

11.0 Vegetation

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Santa Barbara HEU Operational Buildout Scenario - North County

Santa Barbara-North of Santa Ynez County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	3,070.00	Space	27.63	1,228,000.00	0
Apartments Mid Rise	15,522.00	Dwelling Unit	408.47	15,522,000.00	44859
Single Family Housing	994.00	Dwelling Unit	322.73	1,789,200.00	2873
Strip Mall	1,534.80	1000sqft	35.23	1,534,800.00	5116

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.1	Precipitation Freq (Days)	37
Climate Zone	4			Operational Year	2031

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 -

Land Use - Land Use detail based on EIR buildout assumptions for North County (Santa Ynez Valley, Lompoc Valley, Santa Maria Valley, and Cuyama Valley HLMAs)

Construction Phase - Operational scenario only. Building construction inputs removed.

Off-road Equipment - Operational scenario only. Building construction inputs removed.

Trips and VMT - Operational scenario only. Building construction inputs removed.

Vehicle Trips - Trip rate and trip length modified to reflect EIR Transportation Analysis VMT calculations

Water And Wastewater - Water demand factors modified to reflect water demand calculations of the EIR analysis. See EIR Utilities and Water Supply section.

Solid Waste - Solid waste generation rates modified to reflect EIR solid waste calculations. See EIR Utilities and Water Supply section.

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	12,400.00	1.00
tblLandUse	Population	42,220.00	44,859.00
tblLandUse	Population	2,704.00	2,873.00
tblLandUse	Population	0.00	5,116.00
tblSolidWaste	SolidWasteGenerationRate	7,140.12	31,600.70
tblSolidWaste	SolidWasteGenerationRate	1,177.93	5,230.00
tblSolidWaste	SolidWasteGenerationRate	1,611.54	12,329.56
tblVehicleTrips	CC_TL	5.50	17.55
tblVehicleTrips	CNW_TL	6.40	17.55
tblVehicleTrips	CW_TL	6.60	17.55
tblVehicleTrips	HO_TL	4.90	17.55
tblVehicleTrips	HO_TL	4.90	17.55
tblVehicleTrips	HS_TL	4.50	17.55
tblVehicleTrips	HS_TL	4.50	17.55
tblVehicleTrips	HW_TL	8.30	17.55
tblVehicleTrips	HW_TL	8.30	17.55
tblVehicleTrips	ST_TR	4.91	4.97
tblVehicleTrips	ST_TR	9.54	4.97
tblVehicleTrips	ST_TR	42.04	44.32
tblVehicleTrips	SU_TR	4.09	4.97
tblVehicleTrips	SU_TR	8.55	4.97
tblVehicleTrips	SU_TR	20.43	44.32
tblVehicleTrips	WD_TR	5.44	4.97
tblVehicleTrips	WD_TR	9.44	4.97
tblWater	IndoorWaterUseRate	1,011,320,785.70	994,448,457.30
tblWater	IndoorWaterUseRate	64,763,101.47	194,742,327.20
tblWater	IndoorWaterUseRate	113,686,505.97	0.00
tblWater	OutdoorWaterUseRate	637,571,799.68	465,590,060.70

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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
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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational Unmitigated Operational

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	85.9358	1.4104	122.3512	6.4800e-003		0.6802	0.6802		0.6802	0.6802	0.0000	200.4015	200.4015	0.1911	0.0000	205.1781
Energy	0.8636	7.3906	3.2179	0.0471		0.5967	0.5967		0.5967	0.5967	0.0000	16.335.2377	16.335.2377	1.4238	0.3094	16.463.0407
Mobile	77.9567	113.7990	852.5422	2.0153	265.3431	1.3017	266.6449	71.0014	1.2185	72.2199	0.0000	186.491.0105	186.491.0105	10.3524	8.4960	189.281.6171
Waste						0.0000	0.0000		0.0000	0.0000	10,208.7862	10,208.7862	506.2208	0.0000		22,864.3063
Water						0.0000	0.0000		0.0000	0.0000	420.7376	1,196.4008	1.5736	0.9302		1,512.9341
Total	164.7562	122.5999	978.1113	2.0689	265.3431	2.5787	267.9218	71.0014	2.4954	73.4968	10,629.5238	203,802.3128	214,431.8365	519.7618	9.7356	230,327.0763

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	85.9358	1.4104	122.3512	6.4800e-003		0.6802	0.6802		0.6802	0.6802	0.0000	200.4015	200.4015	0.1911	0.0000	205.1781
Energy	0.8636	7.3906	3.2179	0.0471		0.5967	0.5967		0.5967	0.5967	0.0000	16.335.23	16.335.23	1.4238	0.3094	16.463.0407
Mobile	77.9567	113.7990	852.5422	2.0153	265.3431	1.3017	266.6449	71.0014	1.2185	72.2199	0.0000	186,491.0	186,491.0	10.3524	8.4960	189,281.6171
Waste						0.0000	0.0000		0.0000	0.0000	10,208.78	62	10,208.78	506.2208	0.0000	22,864.3063
Water						0.0000	0.0000		0.0000	0.0000	420.7376	775.6632	1,196.4008	1.5736	0.9302	1,512.9341
Total	164.7562	122.5999	978.1113	2.0689	265.3431	2.5787	267.9218	71.0014	2.4954	73.4968	10,629.5238	203,802.3128	214,431.8365	519.7618	9.7356	230,327.0763

	ROG	NOx	CO	SO2	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	Building Construction	Building Construction	1/2/2024	1/2/2024	5	1	

Acres of Grading (Site Preparation Phase): 0

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Building Construction - 2024

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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
Vendor					9.1500e-003	0.0000	9.1500e-003	2.2400e-003	0.0000	2.2400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					9.1500e-003	0.0000	9.1500e-003	2.2400e-003	0.0000	2.2400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	77.9567	113.7990	852.5422	2.0153	265.3431	1.3017	266.6449	71.0014	1.2185	72.2199	0.0000	186.491.0	186.491.0	10.3524	8.4960	189,281.6
Unmitigated	77.9567	113.7990	852.5422	2.0153	265.3431	1.3017	266.6449	71.0014	1.2185	72.2199	0.0000	186.491.0	186.491.0	10.3524	8.4960	189,281.6

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
Apartments Mid Rise	77,144.34	77,144.34	77,144.34	437,456,199	437,456,199	437,456,199	437,456,199
Parking Lot	0.00	0.00	0.00				
Single Family Housing	4,940.18	4,940.18	4,940.18	28,013,881	28,013,881	28,013,881	28,013,881
Strip Mall	68,022.34	68,022.34	68,022.34	239,368,560	239,368,560	239,368,560	239,368,560
Total	150,106.86	150,106.86	150,106.86	704,838,639	704,838,639	704,838,639	704,838,639

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-C	H-W or C-NW	H-S or C-C	H-O or C-C	H-W or C-NW	H-S or C-C	H-O or C-C	Primary	Diverted	Pass-by	Pass-by
Apartments Mid Rise	17.55	17.55	17.55	17.55	9.90	9.90	64.50	64.50	64.50	86	11	3	3
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0
Single Family Housing	17.55	17.55	17.55	17.55	9.90	9.90	64.50	64.50	64.50	86	11	3	3
Strip Mall	17.55	17.55	17.55	17.55	64.40	64.40	19.00	19.00	19.00	45	40	15	15

4.4 Fleet Mix

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.517302	0.058010	0.205764	0.137771	0.023042	0.005938	0.011182	0.006198	0.000934	0.000527	0.027316	0.003113	0.002904
Parking Lot	0.517302	0.058010	0.205764	0.137771	0.023042	0.005938	0.011182	0.006198	0.000934	0.000527	0.027316	0.003113	0.002904
Single Family Housing	0.517302	0.058010	0.205764	0.137771	0.023042	0.005938	0.011182	0.006198	0.000934	0.000527	0.027316	0.003113	0.002904
Strip Mall	0.517302	0.058010	0.205764	0.137771	0.023042	0.005938	0.011182	0.006198	0.000934	0.000527	0.027316	0.003113	0.002904

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Electricity Mitigated					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	7,788.403	7,788.403	1.2600	0.1527	7,865.416
Electricity Unmitigated					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	7,788.403	7,788.403	1.2600	0.1527	7,865.416
Natural Gas Mitigated	0.8636	7.3906	3.2179	0.0471	0.5967	0.5967	0.5967	0.5967	0.5967	0.5967	0.0000	8,546.834	8,546.834	0.1638	0.1567	8,597.624
Natural Gas Unmitigated	0.8636	7.3906	3.2179	0.0471	0.5967	0.5967	0.5967	0.5967	0.5967	0.5967	0.0000	8,546.834	8,546.834	0.1638	0.1567	8,597.624

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBTU/yr	tons/yr										MT/yr					
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Apartments Mid Rise	1.301e+008	0.7015	5.9948	2.5510	0.0383		0.4847	0.4847		0.4847	0.4847	0.0000	6.9426548	0.1331	0.1273		6.983.9115
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
Single Family Housing	2.64698e+007	0.1427	1.2197	0.5190	7.7900e-003		0.0986	0.0986		0.0986	0.0986	0.0000	1.412.5273	0.0271	0.0259		1.420.9213
Strip Mall	3.59143e+006	0.0194	0.1761	0.1479	1.0600e-003		0.0134	0.0134		0.0134	0.0134	0.0000	191.6525	3.6700e-003	3.5100e-003		192.7914
Total		0.8636	7.3906	3.2179	0.0471		0.5967	0.5967		0.5967	0.5967	0.0000	8.546.8346	0.1638	0.1567		8.597.6242

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use kBTU/yr	tons/yr										MT/yr					
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Apartments Mid Rise	1.301e+008	0.7015	5.9948	2.5510	0.0383		0.4847	0.4847		0.4847	0.4847	0.0000	6.9426548	6.9426548	0.1331	0.1273	6.983.9115
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
Single Family Housing	2.64698e+007	0.1427	1.2197	0.5190	7.7900e-003		0.0986	0.0986		0.0986	0.0986	0.0000	1.412.5273	1,412.5273	0.0271	0.0259	1,420.9213
Strip Mall	3.59143e+006	0.0194	0.1761	0.1479	1.0600e-003		0.0134	0.0134		0.0134	0.0134	0.0000	191.6525	191.6525	3.6700e-003	3.5100e-003	192.7914
Total		0.8636	7.3906	3.2179	0.0471		0.5967	0.5967		0.5967	0.5967	0.0000	8,546.8346	8,546.8346	0.1638	0.1567	8,597.6242

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
Apartment Mid Rise	6.00147e+007	5,552,788.9	0.8963	0.1089	5,607.6961
Parking Lot	429800	39,7667	6.4300e-003	7.8000e-004	40,1599
Single Family Housing	7,78622e+006	720,4105	0.1166	0.0141	727,5341
Strip Mall	1,59466e+007	1,475,437.0	0.2387	0.0289	1,490,0264
Total		7,788,403.1	1,2600	0,1527	7,865,416.5

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
Apartment Mid Rise	6.00147e+007	5,552,788.9	0.8983	0.1089	5,607,696.1
Parking Lot	429800	39,7667	6.4300e-003	7.8000e-004	40,1599
Single Family Housing	7.78622e+006	720,4105	0.1166	0.0141	727,5341
Strip Mall	1.59466e+007	1,475,437.0	0.2387	0.0289	1,490,026.4
Total		7,788,403.1	1,2600	0.1527	7,865,416.5

6.0 Area Detail

6.1 Mitigation Measures Area

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Mitigated	85.9358	1,4104	122.3512	6.4800e-003	0.6802	0.6802	0.6802	0.6802	0.6802	0.6802	0.0000	200.4015	200.4015	0.1911	0.0000	205.1781
Unmitigated	85.9358	1,4104	122.3512	6.4800e-003	0.6802	0.6802	0.6802	0.6802	0.6802	0.6802	0.0000	200.4015	200.4015	0.1911	0.0000	205.1781
MT/yr																

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Architectural Coating	8.5912					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	73.6824					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	3.6622	1,4104	122.3512	6.4800e-003		0.6802	0.6802		0.6802	0.6802	0.0000	200.4015	200.4015	0.1911	0.0000	205.1781
Total	85.9358	1,4104	122.3512	6.4800e-003		0.6802	0.6802		0.6802	0.6802	0.0000	200.4015	200.4015	0.1911	0.0000	205.1781

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

SubCategory	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	8.5912					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	73.6824					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	3.6622	1.4104	122.3512	6.4800e-003		0.6802	0.6802		0.6802	0.6802	0.0000	200.4015	200.4015	0.1911	0.0000	205.1781
Total	85.9358	1.4104	122.3512	6.4800e-003		0.6802	0.6802		0.6802	0.6802	0.0000	200.4015	200.4015	0.1911	0.0000	205.1781

7.0 Water Detail

7.1 Mitigation Measures Water

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,196,400.8	1.5736	0.9302	1,512,934.1
Unmitigated	1,196,400.8	1.5736	0.9302	1,512,934.1

7.2 Water by Land Use

Unmitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	Mgal	MT/yr			
Apartments Mid Rise	994.448 / 465.59	1,000.4777	1.3159	0.7779	1,265.1755
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	194.742 / 91.1763	195.9230	0.2577	0.1523	247.7587
Strip Mall	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		1,196,400.7	1.5736	0.9302	1,512,934.1

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

Land Use	Mgal	MT/yr			
		Indoor/Outdoor Use	Total CO2	CH4	N2O
Apartments Mid Rise	994.448 / 465.59	1,000.4777	1.3159	0.7779	1,265.1755
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	194.742 / 91.1763	195.9230	0.2577	0.1523	247.7587
Strip Mall	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		1,196.4007	1.5736	0.9302	1,512.9341

8.0 Waste Detail

8.1 Mitigation Measures Waste

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	10,208.78 62	506.2208	0.0000	22,864.30 63
Unmitigated	10,208.78 62	506.2208	0.0000	22,864.30 63

8.2 Waste by Land Use

Unmitigated

Land Use	Waste Disposed tons	Total CO2			CO2e
		CH4	N2O	CO2e	
Apartment Mid Rise	31600.7	6,562,308.5	325.4037	0.0000	14,697.40 16
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	5230	1,086.079	53.8552	0.0000	2,432.459 1
Strip Mall	12329.6	2,560,398.2	126.9619	0.0000	5,734.445 6
Total		10,208.78 62	506.2208	0.0000	22,864.30 63

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

Land Use	Waste Disposed	Total CO2	CH4	N2O	CO2e
tons	MT/yr				
Apartments Mid Rise	31600.7	6,562,308.5	325.4037	0.0000	14,697.4016
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	5230	1,086.0795	53.8552	0.0000	2,432.4591
Strip Mall	12329.6	2,560,398.2	126.9619	0.0000	5,734.4456
Total		10,208.7862	506.2208	0.0000	22,864.3063

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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

11.0 Vegetation

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied
Santa Barbara HEU Operational Buildout Scenario - North County
 Santa Barbara-North of Santa Ynez County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	3,070.00	Space	27.63	1,228,000.00	0
Apartments Mid Rise	15,522.00	Dwelling Unit	408.47	15,522,000.00	44859
Single Family Housing	994.00	Dwelling Unit	322.73	1,789,200.00	2873
Strip Mall	1,534.80	1000sqft	35.23	1,534,800.00	5116

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.1	Precipitation Freq (Days)	37
Climate Zone	4			Operational Year	2031

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 -

Land Use - Land Use detail based on EIR buildout assumptions for North County (Santa Ynez Valley, Lompoc Valley, Santa Maria Valley, and Cuyama Valley HLMAs)

Construction Phase - Operational scenario only. Building construction inputs removed.

Off-road Equipment - Operational scenario only. Building construction inputs removed.

Trips and VMT - Operational scenario only. Building construction inputs removed.

Vehicle Trips - Trip rate and trip length modified to reflect EIR Transportation Analysis VMT calculations

Water And Wastewater - Water demand factors modified to reflect water demand calculations of the EIR analysis. See EIR Utilities and Water Supply section.

Solid Waste - Solid waste generation rates modified to reflect EIR solid waste calculations. See EIR Utilities and Water Supply section.

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	12,400.00	1.00
tblLandUse	Population	42,220.00	44,859.00
tblLandUse	Population	2,704.00	2,873.00
tblLandUse	Population	0.00	5,116.00
tblSolidWaste	SolidWasteGenerationRate	7,140.12	31,600.70
tblSolidWaste	SolidWasteGenerationRate	1,177.93	5,230.00
tblSolidWaste	SolidWasteGenerationRate	1,611.54	12,329.56
tblVehicleTrips	CC_TL	5.50	17.55
tblVehicleTrips	CNW_TL	6.40	17.55
tblVehicleTrips	CW_TL	6.60	17.55
tblVehicleTrips	HO_TL	4.90	17.55
tblVehicleTrips	HO_TL	4.90	17.55
tblVehicleTrips	HS_TL	4.50	17.55
tblVehicleTrips	HS_TL	4.50	17.55
tblVehicleTrips	HW_TL	8.30	17.55
tblVehicleTrips	HW_TL	8.30	17.55
tblVehicleTrips	ST_TR	4.91	4.97
tblVehicleTrips	ST_TR	9.54	4.97
tblVehicleTrips	ST_TR	42.04	44.32
tblVehicleTrips	SU_TR	4.09	4.97
tblVehicleTrips	SU_TR	8.55	4.97
tblVehicleTrips	SU_TR	20.43	44.32
tblVehicleTrips	WD_TR	5.44	4.97
tblVehicleTrips	WD_TR	9.44	4.97
tblWater	IndoorWaterUseRate	1,011,320,785.70	994,448,457.30
tblWater	IndoorWaterUseRate	64,763,101.47	194,742,327.20
tblWater	IndoorWaterUseRate	113,686,505.97	0.00
tblWater	OutdoorWaterUseRate	637,571,799.68	465,590,060.70

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

lb/day																
Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	491.5055	15.6708	1,359.4579	0.0720	7.5581	7.5581	7.5581	7.5581	7.5581	7.5581	0.0000	2,454.4976	2,454.4976	2.3402	0.0000	2,513.0014
Energy	4.7322	40.4962	17.6323	0.2581	3.2695	3.2695	3.2695	3.2695	3.2695	3.2695	0.0000	51,623.4107	51,623.4107	0.9895	0.9464	51,930.1828
Mobile	432.2887	583.4987	4,507.5358	11.2528	1,490.3688	7.1599	1,497.5287	398.0801	6.7018	404.7819	0.0000	1,147.5752398	1,147.5752398	60.5508	49.3942	1,163.8084889
Total	928.5263	639.6658	5,884.6259	11.5829	1,490.3688	17.9875	1,508.3563	398.0801	17.5294	415.6095	0.0000	1,201.6531481	1,201.6531481	63.8805	50.3407	1,218,251.6731

Mitigated Operational

lb/day																
Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	491.5055	15.6708	1,359.4579	0.0720	7.5581	7.5581	7.5581	7.5581	7.5581	7.5581	0.0000	2,454.4976	2,454.4976	2.3402	0.0000	2,513.0014
Energy	4.7322	40.4962	17.6323	0.2581	3.2695	3.2695	3.2695	3.2695	3.2695	3.2695	0.0000	51,623.4107	51,623.4107	0.9895	0.9464	51,930.1828
Mobile	432.2887	583.4987	4,507.5358	11.2528	1,490.3688	7.1599	1,497.5287	398.0801	6.7018	404.7819	0.0000	1,147.5752398	1,147.5752398	60.5508	49.3942	1,163.8084889
Total	928.5263	639.6658	5,884.6259	11.5829	1,490.3688	17.9875	1,508.3563	398.0801	17.5294	415.6095	0.0000	1,201.6531481	1,201.6531481	63.8805	50.3407	1,218,251.6731

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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
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	Building Construction	Building Construction	1/2/2024	1/2/2024	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 27.63

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor

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
Building Construction			2,218.00	0.00	8.30	6.40				

3.1 Mitigation Measures Construction

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Building Construction - 2024

Unmitigated Construction Off-Site

Category	lb/day										lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Vendor					18.7676	0.0000	18.7676	4.6066	0.0000	4.6066			0.0000			0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total					18.7676	0.0000	18.7676	4.6066	0.0000	4.6066			0.0000			0.0000

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Building Construction - 2024

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Vendor					18.7676	0.0000	18.7676	4.6066	0.0000	4.6066			0.0000			0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total					18.7676	0.0000	18.7676	4.6066	0.0000	4.6066			0.0000			0.0000

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	432.2887	583.4987	4,507.5358	11.2528	1,490.3688	7.1599	1,497.5287	398.0801	6.7018	404.7819	1,147.5752	2398	1,147.5752	60.5508	49.3942	1,163.8084
Unmitigated	432.2887	583.4987	4,507.5358	11.2528	1,490.3688	7.1599	1,497.5287	398.0801	6.7018	404.7819	1,147.5752	2398	1,147.5752	60.5508	49.3942	1,163.8084

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
Apartments Mid Rise Parking Lot	77,144.34	77,144.34	77,144.34	437,456,199	437,456,199	437,456,199	437,456,199
Single Family Housing Strip Mall	4,940.18	4,940.18	4,940.18	28,013,881	28,013,881	28,013,881	28,013,881
Total	68,022.34	68,022.34	68,022.34	239,368,560	239,368,560	239,368,560	239,368,560

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-C	H-W or C-NW	H-S or C-C	H-O or C-C	H-W or C-NW	H-S or C-C	H-O or C-C	Primary	Diverted	Pass-by	Pass-by
Apartments Mid Rise Parking Lot	17.55	17.55	17.55	25.60	9.90	64.50	86	11	64.50	86	11	3	3
Single Family Housing Strip Mall	17.55	17.55	17.55	25.60	9.90	64.50	86	11	64.50	86	11	3	3
Total	17.55	17.55	17.55	16.60	64.40	19.00	45	40	19.00	45	40	15	15

4.4 Fleet Mix

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.517302	0.058010	0.205764	0.137771	0.023042	0.005938	0.011182	0.006198	0.000934	0.000527	0.027316	0.003113	0.002904
Parking Lot	0.517302	0.058010	0.205764	0.137771	0.023042	0.005938	0.011182	0.006198	0.000934	0.000527	0.027316	0.003113	0.002904
Single Family Housing	0.517302	0.058010	0.205764	0.137771	0.023042	0.005938	0.011182	0.006198	0.000934	0.000527	0.027316	0.003113	0.002904
Strip Mall	0.517302	0.058010	0.205764	0.137771	0.023042	0.005938	0.011182	0.006198	0.000934	0.000527	0.027316	0.003113	0.002904

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Natural Gas Mitigated	4.7322	40.4962	17.6323	0.2581	3.2695	3.2695	3.2695	3.2695	3.2695	3.2695	51,623.4107	51,623.4107	51,623.4107	0.9895	0.9464	51,930.1828
Natural Gas Unmitigated	4.7322	40.4962	17.6323	0.2581	3.2695	3.2695	3.2695	3.2695	3.2695	3.2695	51,623.4107	51,623.4107	51,623.4107	0.9895	0.9464	51,930.1828

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBTU/yr	lb/day											CO2e				
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2		NBio- CO2	Total CO2	CH4	N2O
Apartments Mid Rise	356440	3.8440	32.8484	13.9780	0.2097		2.6558	2.6558		2.6558			41,934.0651	0.0000	0.8037	0.7688	42,183.2583
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
Single Family Housing	72519.9	0.7821	6.6832	2.8439	0.0427		0.5403	0.5403		0.5403			8,531.7527	0.0000	0.1635	0.1564	8,582.4526
Strip Mall	9839.54	0.1061	0.9647	0.8103	5.7900e-003		0.0733	0.0733		0.0733			1,157.5929	0.0000	0.0222	0.0212	1,164.4719
Total		4.7322	40.4962	17.6323	0.2581		3.2695	3.2695		3.2695			51,623.4107	0.0000	0.9895	0.9464	51,930.1828

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use kBTU/yr	lb/day											CO2e				
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2		NBio- CO2	Total CO2	CH4	N2O
Apartments Mid Rise	356.44	3.8440	32.8484	13.9780	0.2097		2.6558	2.6558		2.6558			41,934.0651	0.0000	0.8037	0.7688	42,183.2583
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
Single Family Housing	72.5199	0.7821	6.6832	2.8439	0.0427		0.5403	0.5403		0.5403			8,531.7527	0.0000	0.1635	0.1564	8,582.4526
Strip Mall	9.83954	0.1061	0.9647	0.8103	5.7900e-003		0.0733	0.0733		0.0733			1,157.5929	0.0000	0.0222	0.0212	1,164.4719
Total		4.7322	40.4962	17.6323	0.2581		3.2695	3.2695		3.2695			51,623.4107	0.0000	0.9895	0.9464	51,930.1828

6.0 Area Detail

6.1 Mitigation Measures Area

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Mitigated	491.5055	15.6708	1,359.4579	0.0720	7.5581	7.5581	7.5581	7.5581	7.5581	7.5581	0.0000	2,454.4976	2,454.4976	2.3402	0.0000	2,513.0014
Unmitigated	491.5055	15.6708	1,359.4579	0.0720	7.5581	7.5581	7.5581	7.5581	7.5581	7.5581	0.0000	2,454.4976	2,454.4976	2.3402	0.0000	2,513.0014

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Architectural Coating	47.0749				0.0000	0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	403.7394				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
Landscaping	40.6912	15.6708	1,359.4579	0.0720	7.5581	7.5581	7.5581		7.5581	7.5581		2,454.4976	2,454.4976	2.3402		2,513.0014
Total	491.5055	15.6708	1,359.4579	0.0720	7.5581	7.5581	7.5581		7.5581	7.5581	0.0000	2,454.4976	2,454.4976	2.3402	0.0000	2,513.0014

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	47.0749					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	403.7394					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	0.0000
Landscaping	40.6912	15.6708	1,359.4579	0.0720		7.5581	7.5581	7.5581	7.5581	7.5581		2,454.4976	2,454.4976	2.3402		2,513.0014
Total	491.5055	15.6708	1,359.4579	0.0720		7.5581	7.5581	7.5581	7.5581	7.5581	0.0000	2,454.4976	2,454.4976	2.3402	0.0000	2,513.0014

7.0 Water Detail

7.1 Mitigation Measures Water

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

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

11.0 Vegetation

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied
Santa Barbara HEU Operational Buildout Scenario - North County
 Santa Barbara-North of Santa Ynez County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	3,070.00	Space	27.63	1,228,000.00	0
Apartments Mid Rise	15,522.00	Dwelling Unit	408.47	15,522,000.00	44859
Single Family Housing	994.00	Dwelling Unit	322.73	1,789,200.00	2873
Strip Mall	1,534.80	1000sqft	35.23	1,534,800.00	5116

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.1	Precipitation Freq (Days)	37
Climate Zone	4			Operational Year	2031

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 -

Land Use - Land Use detail based on EIR buildout assumptions for North County (Santa Ynez Valley, Lompoc Valley, Santa Maria Valley, and Cuyama Valley HLMAs)

Construction Phase - Operational scenario only. Building construction inputs removed.

Off-road Equipment - Operational scenario only. Building construction inputs removed.

Trips and VMT - Operational scenario only. Building construction inputs removed.

Vehicle Trips - Trip rate and trip length modified to reflect EIR Transportation Analysis VMT calculations

Water And Wastewater - Water demand factors modified to reflect water demand calculations of the EIR analysis. See EIR Utilities and Water Supply section.

Solid Waste - Solid waste generation rates modified to reflect EIR solid waste calculations. See EIR Utilities and Water Supply section.

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	12,400.00	1.00
tblLandUse	Population	42,220.00	44,859.00
tblLandUse	Population	2,704.00	2,873.00
tblLandUse	Population	0.00	5,116.00
tblSolidWaste	SolidWasteGenerationRate	7,140.12	31,600.70
tblSolidWaste	SolidWasteGenerationRate	1,177.93	5,230.00
tblSolidWaste	SolidWasteGenerationRate	1,611.54	12,329.56
tblVehicleTrips	CC_TL	5.50	17.55
tblVehicleTrips	CNW_TL	6.40	17.55
tblVehicleTrips	CW_TL	6.60	17.55
tblVehicleTrips	HO_TL	4.90	17.55
tblVehicleTrips	HO_TL	4.90	17.55
tblVehicleTrips	HS_TL	4.50	17.55
tblVehicleTrips	HS_TL	4.50	17.55
tblVehicleTrips	HW_TL	8.30	17.55
tblVehicleTrips	HW_TL	8.30	17.55
tblVehicleTrips	ST_TR	4.91	4.97
tblVehicleTrips	ST_TR	9.54	4.97
tblVehicleTrips	ST_TR	42.04	44.32
tblVehicleTrips	SU_TR	4.09	4.97
tblVehicleTrips	SU_TR	8.55	4.97
tblVehicleTrips	SU_TR	20.43	44.32
tblVehicleTrips	WD_TR	5.44	4.97
tblVehicleTrips	WD_TR	9.44	4.97
tblWater	IndoorWaterUseRate	1,011,320,785.70	994,448,457.30
tblWater	IndoorWaterUseRate	64,763,101.47	194,742,327.20
tblWater	IndoorWaterUseRate	113,686,505.97	0.00
tblWater	OutdoorWaterUseRate	637,571,799.68	465,590,060.70

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	491.5055	15.6708	1,359.4579	0.0720	7.5581	7.5581	7.5581	7.5581	7.5581	7.5581	0.0000	2,454.4976	2,454.4976	2.3402	0.0000	2,513.0014
Energy	4.7322	40.4962	17.6323	0.2581	3.2695	3.2695	3.2695	3.2695	3.2695	3.2695	0.0000	51,623.4107	51,623.4107	0.9895	0.9464	51,930.1828
Mobile	431.7456	627.3710	4,844.8644	11.0773	1,490.3688	7.1624	1,497.5312	398.0801	6.7042	404.7843	0.0000	1,130.0973	1,130.0973	64.1466	51.8852	1,147,162.7685
Total	927.9833	683.5380	6,221.9545	11.4074	1,490.3688	17.9900	1,508.3588	398.0801	17.5318	415.6119	0.0000	1,184,175.2195	1,184,175.2195	67.4762	52.8316	1,201,605.9528

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	491.5055	15.6708	1,359.4579	0.0720	7.5581	7.5581	7.5581	7.5581	7.5581	7.5581	0.0000	2,454.4976	2,454.4976	2.3402	0.0000	2,513.0014
Energy	4.7322	40.4962	17.6323	0.2581	3.2695	3.2695	3.2695	3.2695	3.2695	3.2695	0.0000	51,623.4107	51,623.4107	0.9895	0.9464	51,930.1828
Mobile	431.7456	627.3710	4,844.8644	11.0773	1,490.3688	7.1624	1,497.5312	398.0801	6.7042	404.7843	0.0000	1,130.0973	1,130.0973	64.1466	51.8852	1,147,162.7685
Total	927.9833	683.5380	6,221.9545	11.4074	1,490.3688	17.9900	1,508.3588	398.0801	17.5318	415.6119	0.0000	1,184,175.2195	1,184,175.2195	67.4762	52.8316	1,201,605.9528

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	N20	CO2e
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	Building Construction	Building Construction	1/2/2024	1/2/2024	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 27.63

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
------------	------------------------	--------	-------------	-------------	-------------

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
Building Construction			2,218.00	0.00	8.30	6.40				

3.1 Mitigation Measures Construction

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Building Construction - 2024

Unmitigated Construction Off-Site

Category	lb/day										lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Vendor					18.7676	0.0000	18.7676	4.6066	0.0000	4.6066			0.0000			0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total					18.7676	0.0000	18.7676	4.6066	0.0000	4.6066			0.0000			0.0000

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Building Construction - 2024

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Vendor					18.7676	0.0000	18.7676	4.6066	0.0000	4.6066			0.0000			0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total					18.7676	0.0000	18.7676	4.6066	0.0000	4.6066			0.0000			0.0000

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	431.7456	627.3710	4,844.864	11.0773	1,490.368	7.1624	1,497.531	398.0801	6.7042	404.7843	1,130.097	1,130.097	1,130.097	64.1466	51.8852	1,147.162
			4		8		2				3112	3112	3112		7685	
Unmitigated	431.7456	627.3710	4,844.864	11.0773	1,490.368	7.1624	1,497.531	398.0801	6.7042	404.7843	1,130.097	1,130.097	1,130.097	64.1466	51.8852	1,147.162
			4		8		2				3112	3112	3112		7685	

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
Apartments Mid Rise	77,144.34	77,144.34	77,144.34	437,456,199	437,456,199	437,456,199	437,456,199
Parking Lot	0.00	0.00	0.00				
Single Family Housing	4,940.18	4,940.18	4,940.18	28,013,881	28,013,881	28,013,881	28,013,881
Strip Mall	68,022.34	68,022.34	68,022.34	239,368,560	239,368,560	239,368,560	239,368,560
Total	150,106.86	150,106.86	150,106.86	704,838,639	704,838,639	704,838,639	704,838,639

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-C	H-W or C-NW	H-S or C-C	H-S or C-C	H-O or C-C	H-W or C-NW	Primary	Diverted	Pass-by	Primary	Diverted	Pass-by
Apartments Mid Rise	17.55	17.55	17.55	25.60	9.90	9.90	64.50	86	11	3	86	11	3	3
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0
Single Family Housing	17.55	17.55	17.55	25.60	9.90	9.90	64.50	86	11	3	86	11	3	3
Strip Mall	17.55	17.55	17.55	16.60	64.40	64.40	19.00	45	40	15	45	40	15	15

4.4 Fleet Mix

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.517302	0.058010	0.205764	0.137771	0.023042	0.005938	0.011182	0.006198	0.000934	0.000527	0.027316	0.003113	0.002904
Parking Lot	0.517302	0.058010	0.205764	0.137771	0.023042	0.005938	0.011182	0.006198	0.000934	0.000527	0.027316	0.003113	0.002904
Single Family Housing	0.517302	0.058010	0.205764	0.137771	0.023042	0.005938	0.011182	0.006198	0.000934	0.000527	0.027316	0.003113	0.002904
Strip Mall	0.517302	0.058010	0.205764	0.137771	0.023042	0.005938	0.011182	0.006198	0.000934	0.000527	0.027316	0.003113	0.002904

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Natural Gas Mitigated	4.7322	40.4962	17.6323	0.2581	3.2695	3.2695	3.2695	3.2695	3.2695	3.2695	51,623.4107	51,623.4107	51,623.4107	0.9895	0.9464	51,930.1828
Natural Gas Unmitigated	4.7322	40.4962	17.6323	0.2581	3.2695	3.2695	3.2695	3.2695	3.2695	3.2695	51,623.4107	51,623.4107	51,623.4107	0.9895	0.9464	51,930.1828

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBTU/yr	lb/day															
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Apartments Mid Rise	356440	3.8440	32.8484	13.9780	0.2097		2.6558	2.6558		2.6558	2.6558	41,934.0651	41,934.0651	0.8037	0.7688	0.0000	42,183.2583
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
Single Family Housing	72519.9	0.7821	6.6832	2.8439	0.0427		0.5403	0.5403		0.5403	0.5403	8,531.7527	8,531.7527	0.1635	0.1564	0.0000	8,582.4526
Strip Mall	9839.54	0.1061	0.9647	0.8103	5.7900e-003		0.0733	0.0733		0.0733	0.0733	1,157.5929	1,157.5929	0.0222	0.0212	0.0000	1,164.4719
Total		4.7322	40.4962	17.6323	0.2581		3.2695	3.2695		3.2695	3.2695	51,623.4107	51,623.4107	0.9895	0.9464	0.0000	51,930.1828

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use kBTU/yr	lb/day											CO2e				
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2		NBio- CO2	Total CO2	CH4	N2O
Apartments Mid Rise	356.44	3.8440	32.8484	13.9780	0.2097		2.6558	2.6558		2.6558			41,934.0651	0.0000	0.8037	0.7688	42,183.2583
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
Single Family Housing	72.5199	0.7821	6.6832	2.8439	0.0427		0.5403	0.5403		0.5403			8,531.7527	0.0000	0.1635	0.1564	8,582.4526
Strip Mall	9.83954	0.1061	0.9647	0.8103	5.7900e-003		0.0733	0.0733		0.0733			1,157.5929	0.0000	0.0222	0.0212	1,164.4719
Total		4.7322	40.4962	17.6323	0.2581		3.2695	3.2695		3.2695			51,623.4107	0.0000	0.9895	0.9464	51,930.1828

6.0 Area Detail

6.1 Mitigation Measures Area

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Mitigated	491.5055	15.6708	1,359.4579	0.0720	7.5581	7.5581	7.5581	7.5581	7.5581	7.5581	0.0000	2,454.4976	2,454.4976	2.3402	0.0000	2,513.0014
Unmitigated	491.5055	15.6708	1,359.4579	0.0720	7.5581	7.5581	7.5581	7.5581	7.5581	7.5581	0.0000	2,454.4976	2,454.4976	2.3402	0.0000	2,513.0014

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Architectural Coating	47.0749				0.0000	0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	403.7394				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
Landscaping	40.6912	15.6708	1,359.4579	0.0720	7.5581	7.5581	7.5581		7.5581	7.5581		2,454.4976	2,454.4976	2.3402		2,513.0014
Total	491.5055	15.6708	1,359.4579	0.0720	7.5581	7.5581	7.5581		7.5581	7.5581	0.0000	2,454.4976	2,454.4976	2.3402	0.0000	2,513.0014

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	47.0749					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	403.7394					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	0.0000
Landscaping	40.6912	15.6708	1,359.4579	0.0720		7.5581	7.5581	7.5581	7.5581	7.5581		2,454.4976	2,454.4976	2.3402		2,513.0014
Total	491.5055	15.6708	1,359.4579	0.0720		7.5581	7.5581	7.5581	7.5581	7.5581	0.0000	2,454.4976	2,454.4976	2.3402	0.0000	2,513.0014

7.0 Water Detail

7.1 Mitigation Measures Water

Santa Barbara HEU Operational Buildout Scenario - North County - Santa Barbara-North of Santa Ynez County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

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

11.0 Vegetation

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Santa Barbara HEU Operational Buildout Scenario - South Coast
 Santa Barbara-South of Santa Ynez Range County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	17,663.00	Dwelling Unit	822.00	17,663,000.00	51046
Single Family Housing	379.00	Dwelling Unit	673.00	682,200.00	1095
Strip Mall	14.32	1000sqft	0.33	14,325.00	48

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	37
Climate Zone	8			Operational Year	2031

Utility Company Southern California Edison

CO2 Intensity (lb/MW/hr)	390.98	CH4 Intensity (lb/MW/hr)	0.033	N2O Intensity (lb/MW/hr)	0.004
--------------------------	--------	--------------------------	-------	--------------------------	-------

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Land Use detail based on EIR buildout assumptions for South Coast HMA

Construction Phase - Operational scenario calculating operational impacts only

Off-road Equipment - Operational scenario calculating operational impacts only

Trips and VMT - Operational scenario calculating operational impacts only

Water And Wastewater - Project-specific water demand factors used for SFDs and MFDs as calculated in EIR Utilities and Water Supply analysis

Solid Waste - Project-specific solid waste generation as calculated in EIR Utilities and Water Supply section

Vehicle Trips - Trip rates and trip lengths modified to reflect Project-specific South Coast VMT calculations

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	155,000.00	0.00
tblLandUse	LandUseSquareFeet	14,320.00	14,325.00
tblLandUse	LotAcreage	464.82	822.00
tblLandUse	LotAcreage	123.05	673.00
tblLandUse	Population	48,043.00	51,046.00
tblLandUse	Population	1,031.00	1,095.00
tblLandUse	Population	0.00	48.00
tblSolidWaste	SolidWasteGenerationRate	8,124.98	39,388.49
tblSolidWaste	SolidWasteGenerationRate	448.95	845.17
tblSolidWaste	SolidWasteGenerationRate	15.04	118.29
tblVehicleTrips	CC_TL	5.50	8.70
tblVehicleTrips	CNW_TL	6.40	8.70
tblVehicleTrips	CW_TL	6.60	8.70
tblVehicleTrips	HO_TL	4.90	8.70
tblVehicleTrips	HO_TL	4.90	8.70
tblVehicleTrips	HS_TL	4.50	8.70
tblVehicleTrips	HS_TL	4.50	8.70
tblVehicleTrips	HW_TL	8.30	8.70
tblVehicleTrips	HW_TL	8.30	8.70
tblVehicleTrips	ST_TR	4.91	4.97
tblVehicleTrips	ST_TR	9.54	4.97
tblVehicleTrips	ST_TR	42.04	44.32
tblVehicleTrips	SU_TR	4.09	4.97
tblVehicleTrips	SU_TR	8.55	4.97
tblVehicleTrips	SU_TR	20.43	44.32
tblVehicleTrips	WD_TR	5.44	4.97
tblVehicleTrips	WD_TR	9.44	4.97
tblWater	IndoorWaterUseRate	1,150,815,554.55	528,932,476.49

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblWater	IndoorWaterUseRate	24,693,375.71	54,100,553.09
tblWater	IndoorWaterUseRate	1,060,718.51	0.00
tblWater	OutdoorWaterUseRate	725,514,153.96	328,332,477.31
tblWater	OutdoorWaterUseRate	15,567,562.95	33,582,677.21
tblWater	OutdoorWaterUseRate	650,117.80	0.00

2.0 Emissions Summary

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

Year	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2024					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction

Year	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2024					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Percent Reduction	Maximum Unmitigated ROG + NOX (tons/quarter)										Maximum Mitigated ROG + NOX (tons/quarter)					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
---------	------------	----------	--	--

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Highest
--	---------

2.2 Overall Operational

Unmitigated Operational

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	82.8905	1.5403	133.6100	7.0700e-003	0.7429	0.7429	0.7429	0.7429	0.7429	0.7429	0.0000	218.8280	218.8280	0.2085	0.0000	224.0402
Energy	1.1109	9.4932	4.0403	0.0606	0.7675	0.7675	0.7675	0.7675	0.7675	0.7675	0.0000	23,557.1492	23,557.1492	1.2711	0.3301	23,687.2923
Mobile	35.2589	44.5469	338.0737	0.7319	95.3285	0.4876	95.8161	25.5083	0.4561	25.9644	0.0000	67,729.2307	67,729.2307	4.2887	3.3512	68,835.1044
Waste					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8,379.6227	8,379.6227	415.5185	0.0000	0.0000	18,767.5847
Water					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	206.2780	784.1324	990.4104	0.7762	0.4566	1,145.8843
Total	119.2603	55.5804	475.7240	0.7996	95.3285	1.9980	97.3266	25.5083	1.9666	27.4749	8,585.9007	92,289.3402	100,875.2409	422.0629	4.1379	112,659.9058

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	82.8905	1.5403	133.6100	7.0700e-003	0.7429	0.7429	0.7429	0.7429	0.7429	0.7429	0.0000	218.8280	218.8280	0.2085	0.0000	224.0402
Energy	1.1109	9.4932	4.0403	0.0606	0.7675	0.7675	0.7675	0.7675	0.7675	0.7675	0.0000	23.557.14	23.557.14	1.2711	0.3301	23,687.29
Mobile	35.2589	44.5469	338.0737	0.7319	95.3285	0.4876	95.8161	25.5083	0.4561	25.9644	0.0000	67,729.23	67,729.23	4.2887	3.3512	68,835.10
Waste					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8,379.622	8,379.622	415.5185	0.0000	0.0000	18,767.58
Water					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	206.2780	784.1324	990.4104	0.7762	0.4566	1,145.884
Total	119.2603	55.5804	475.7240	0.7996	95.3285	1.9980	97.3266	25.5083	1.9666	27.4749	8,585.900	92,289.34	100,875.2	422.0629	4.1379	112,659.9

Percent Reduction	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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	Building Construction	Building Construction	1/2/2024	1/1/2024	5	0	

Acres of Grading (Site Preparation Phase): 0

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Building Construction - 2024

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	35.2589	44.5469	338.0737	0.7319	95.3285	0.4876	95.8161	25.5083	0.4561	25.9644	0.0000	67,729.2307	67,729.2307	4.2887	3.3512	68,835.1044
Unmitigated	35.2589	44.5469	338.0737	0.7319	95.3285	0.4876	95.8161	25.5083	0.4561	25.9644	0.0000	67,729.2307	67,729.2307	4.2887	3.3512	68,835.1044

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
Apartments Mid Rise	87,785.11	87,785.11	87,785.11	246,818,985	246,818,985	246,818,985	246,818,985
Single Family Housing	1,883.63	1,883.63	1,883.63	5,296,065	5,296,065	5,296,065	5,296,065
Strip Mall	634.66	634.66	634.66	1,108,882	1,108,882	1,108,882	1,108,882
Total	90,303.40	90,303.40	90,303.40	253,223,933	253,223,933	253,223,933	253,223,933

4.3 Trip Type Information

Land Use	Miles										Trip Purpose %			
	H-W or C-W	H-S or C-C	H-O or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-C	H-O or C-NW	Primary	Diverted	Pass-by	Primary	Diverted	Pass-by
Apartments Mid Rise	8.70	8.70	8.70	8.70	25.60	9.90	64.50	86	11	3	86	11	3	3
Single Family Housing	8.70	8.70	8.70	8.70	25.60	9.90	64.50	86	11	3	86	11	3	3
Strip Mall	8.70	8.70	8.70	8.70	16.60	64.40	19.00	45	40	15	45	40	15	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.517302	0.058010	0.205764	0.137771	0.023042	0.005938	0.011182	0.006198	0.000934	0.000527	0.027316	0.003113	0.002904
Single Family Housing	0.517302	0.058010	0.205764	0.137771	0.023042	0.005938	0.011182	0.006198	0.000934	0.000527	0.027316	0.003113	0.002904

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Strip Mall	0.517302	0.058010	0.205764	0.137771	0.023042	0.005938	0.011182	0.006198	0.000934	0.000527	0.027316	0.003113	0.002904
------------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	12,563.0578	12,563.0578	1.0604	0.1285	12,627.8685
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	12,563.0578	12,563.0578	1.0604	0.1285	12,627.8685
NaturalGas Mitigated	1.1109	9.4932	4.0403	0.0606		0.7675	0.7675		0.7675	0.7675	0.0000	10,994.0914	10,994.0914	0.2107	0.2016	11,059.4238
NaturalGas Unmitigated	1.1109	9.4932	4.0403	0.0606		0.7675	0.7675		0.7675	0.7675	0.0000	10,994.0914	10,994.0914	0.2107	0.2016	11,059.4238

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBTU/yr	tons/yr										MT/yr					
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Apartments Mid Rise	1.96936e+008	1.0619	9.0745	3.8615	0.0579		0.7337	0.7337		0.7337		0.7337	0.0000	10.509.2410	0.2014	0.1927	10.571.6921
Single Family Housing	9.05725e+006	0.0488	0.4173	0.1776	2.6600e-003		0.0337	0.0337		0.0337		0.0337	0.0000	483.3292	9.2600e-003	8.8600e-003	486.2014
Strip Mall	28506.8	1.5000e-004	1.4000e-003	1.1700e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004		1.1000e-004	0.0000	1.5212	3.0000e-005	3.0000e-005	1.5303
Total		1.1109	9.4932	4.0403	0.0606		0.7675	0.7675		0.7675		0.7675	0.0000	10,994.0914	0.2107	0.2016	11,059.4238

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use kBTU/yr	tons/yr										MT/yr					
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Apartments Mid Rise	1.96936e+008	1.0619	9.0745	3.8615	0.0579		0.7337	0.7337		0.7337		0.7337	0.0000	10.509.24 10	0.2014	0.1927	10.571.69 21
Single Family Housing	9.05725e+006	0.0488	0.4173	0.1776	2.6600e-003		0.0337	0.0337		0.0337		0.0337	0.0000	483.3292	9.2600e-003	8.8600e-003	486.2014
Strip Mall	28506.8	1.5000e-004	1.4000e-003	1.1700e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004		1.1000e-004	0.0000	1.5212	3.0000e-005	3.0000e-005	1.5303
Total		1.1109	9.4932	4.0403	0.0606		0.7675	0.7675		0.7675		0.7675	0.0000	10,994.09 14	0.2107	0.2016	11,059.42 38

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
		MT/yr			
Apartments Mid Rise	6.77169e+007	12,009.2975	1.0136	0.1229	12,071.2514
Single Family Housing	2.96306e+006	525.4848	0.0444	5.3800e-003	528.1957
Strip Mall	159437	28.2755	2.3900e-003	2.9000e-004	28.4214
Total		12,563.0578	1.0604	0.1285	12,627.8685

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
		MT/yr			
Apartments Mid Rise	6.77169e+007	12,009.2975	1.0136	0.1229	12,071.2514
Single Family Housing	2.96306e+006	525.4848	0.0444	5.3800e-003	528.1957
Strip Mall	159437	28.2755	2.3900e-003	2.9000e-004	28.4214
Total		12,563.0578	1.0604	0.1285	12,627.8685

6.0 Area Detail

6.1 Mitigation Measures Area

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Mitigated	82.8905	1.5403	133.6100	7.0700e-003	0.7429	0.7429	0.7429	0.7429	0.7429	0.7429	0.0000	218.8280	218.8280	0.2085	0.0000	224.0402
Unmitigated	82.8905	1.5403	133.6100	7.0700e-003	0.7429	0.7429	0.7429	0.7429	0.7429	0.7429	0.0000	218.8280	218.8280	0.2085	0.0000	224.0402
MT/yr																

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Architectural Coating	7.1910					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	71.7031					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	3.9964	1.5403	133.6100	7.0700e-003	0.7429	0.7429	0.7429		0.7429	0.7429	0.0000	218.8280	218.8280	0.2085	0.0000	224.0402
Total	82.8905	1.5403	133.6100	7.0700e-003		0.7429	0.7429		0.7429	0.7429	0.0000	218.8280	218.8280	0.2085	0.0000	224.0402
MT/yr																

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

SubCategory	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	7.1910					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	71.7031					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	3.9964	1.5403	133.6100	7.0700e-003		0.7429	0.7429		0.7429	0.7429	0.0000	218.8280	218.8280	0.2085	0.0000	224.0402
Total	82.8905	1.5403	133.6100	7.0700e-003		0.7429	0.7429		0.7429	0.7429	0.0000	218.8280	218.8280	0.2085	0.0000	224.0402

7.0 Water Detail

7.1 Mitigation Measures Water

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	990.4104	0.7762	0.4566	1,145.8843
Unmitigated	990.4104	0.7762	0.4566	1,145.8843

7.2 Water by Land Use

Unmitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	Mgal	MT/yr			
Apartments Mid Rise	528.932 / 328.332	898.5087	0.7042	0.4142	1,039.5559
Single Family Housing	54,1006 / 33.5827	91.9017	0.0720	0.0424	106.3284
Strip Mall	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		990.4104	0.7762	0.4566	1,145.8843

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

Land Use	Indoor/Outdoor Use Mgal	Total CO2			CO2e
		CH4	N2O		
Apartment Mid Rise	528.932 / 328.332	0.7042	0.4142	1,039.5559	
Single Family Housing	54.1006 / 33.5827	0.0720	0.0424	106.3284	
Strip Mall	0 / 0	0.0000	0.0000	0.0000	
Total		0.7762	0.4566	1,145.8843	

8.0 Waste Detail

8.1 Mitigation Measures Waste

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	8,379,622 ₇	415.5185	0.0000	18,767.58 ₄₇
Unmitigated	8,379,622 ₇	415.5185	0.0000	18,767.58 ₄₇

8.2 Waste by Land Use

Unmitigated

Land Use	Waste Disposed tons	Total CO2			CO2e
		CH4	N2O	CO2e	
Apartments Mid Rise	39388.5	8,179,547 ₃	405.5974	0.0000	18,319.48 ₂₀
Single Family Housing	845.17	175.5109	8.7030	0.0000	393.0863
Strip Mall	118.29	24.5645	1.2181	0.0000	55.0164
Total		8,379,622₇	415.5185	0.0000	18,767.58₄₇

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Annual
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

Land Use	Waste Disposed	Total CO2	CH4	N2O	CO2e
	tons	MT/yr			
Apartments Mid Rise	39388.5	8,179,547.3	405.5974	0.0000	18,319.4820
Single Family Housing	845.17	175.5109	8.7030	0.0000	393.0863
Strip Mall	118.29	24.5645	1.2181	0.0000	55.0164
Total		8,379,622.7	415.5185	0.0000	18,767.5847

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

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

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

11.0 Vegetation

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Santa Barbara HEU Operational Buildout Scenario - South Coast
 Santa Barbara-South of Santa Ynez Range County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	17,663.00	Dwelling Unit	822.00	17,663,000.00	51046
Single Family Housing	379.00	Dwelling Unit	673.00	682,200.00	1095
Strip Mall	14.32	1000sqft	0.33	14,325.00	48

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	37
Climate Zone	8			Operational Year	2031

Utility Company Southern California Edison

CO2 Intensity (lb/MW/hr)	390.98	CH4 Intensity (lb/MW/hr)	0.033	N2O Intensity (lb/MW/hr)	0.004
--------------------------	--------	--------------------------	-------	--------------------------	-------

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Land Use detail based on EIR buildout assumptions for South Coast HMA

Construction Phase - Operational scenario calculating operational impacts only

Off-road Equipment - Operational scenario calculating operational impacts only

Trips and VMT - Operational scenario calculating operational impacts only

Water And Wastewater - Project-specific water demand factors used for SFDs and MFDs as calculated in EIR Utilities and Water Supply analysis

Solid Waste - Project-specific solid waste generation as calculated in EIR Utilities and Water Supply section

Vehicle Trips - Trip rates and trip lengths modified to reflect Project-specific South Coast VMT calculations

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	155,000.00	0.00
tblLandUse	LandUseSquareFeet	14,320.00	14,325.00
tblLandUse	LotAcreage	464.82	822.00
tblLandUse	LotAcreage	123.05	673.00
tblLandUse	Population	48,043.00	51,046.00
tblLandUse	Population	1,031.00	1,095.00
tblLandUse	Population	0.00	48.00
tblSolidWaste	SolidWasteGenerationRate	8,124.98	39,388.49
tblSolidWaste	SolidWasteGenerationRate	448.95	845.17
tblSolidWaste	SolidWasteGenerationRate	15.04	118.29
tblVehicleTrips	CC_TL	5.50	8.70
tblVehicleTrips	CNW_TL	6.40	8.70
tblVehicleTrips	CW_TL	6.60	8.70
tblVehicleTrips	HO_TL	4.90	8.70
tblVehicleTrips	HO_TL	4.90	8.70
tblVehicleTrips	HS_TL	4.50	8.70
tblVehicleTrips	HS_TL	4.50	8.70
tblVehicleTrips	HW_TL	8.30	8.70
tblVehicleTrips	HW_TL	8.30	8.70
tblVehicleTrips	ST_TR	4.91	4.97
tblVehicleTrips	ST_TR	9.54	4.97
tblVehicleTrips	ST_TR	42.04	44.32
tblVehicleTrips	SU_TR	4.09	4.97
tblVehicleTrips	SU_TR	8.55	4.97
tblVehicleTrips	SU_TR	20.43	44.32
tblVehicleTrips	WD_TR	5.44	4.97
tblVehicleTrips	WD_TR	9.44	4.97
tblWater	IndoorWaterUseRate	1,150,815,554.55	528,932,476.49

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblWater	IndoorWaterUseRate	24,693,375.71	54,100,553.09
tblWater	IndoorWaterUseRate	1,060,718.51	0.00
tblWater	OutdoorWaterUseRate	725,514,153.96	328,332,477.31
tblWater	OutdoorWaterUseRate	15,567,562.95	33,582,677.21
tblWater	OutdoorWaterUseRate	650,117.80	0.00

2.0 Emissions Summary

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational
Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	476.7009	17.1142	1,484.5558	0.0786	8.2546	8.2546	8.2546	8.2546	8.2546	8.2546	0.0000	2,680.1837	2,680.1837	2.5535	0.0000	2,744.0223
Energy	6.0871	52.0177	22.1384	0.3320	4.2057	4.2057	4.2057	4.2057	4.2057	4.2057	34	66,404.9934	66,404.9934	1.2728	1.2174	66,799.6051
Mobile	198.0790	228.6088	1,768.9574	4.0856	535.4375	2,6815	538.1190	143.0163	2,5084	145.5247		416,657.7191	416,657.7191	24.8493	19.4662	423,079.8858
Total	680.8670	297.7406	3,275.6515	4.4962	535.4375	15.1418	550.5793	143.0163	14.9687	157.9850	0.0000	485,742.8962	485,742.8962	28.6756	20.6837	492,623.5132

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	476.7009	17.1142	1,484.5558	0.0786	8.2546	8.2546	8.2546	8.2546	8.2546	8.2546	0.0000	2,680.1837	2,680.1837	2.5535	0.0000	2,744.0223
Energy	6.0871	52.0177	22.1384	0.3320	4.2057	4.2057	4.2057	4.2057	4.2057	4.2057	34	66,404.9934	66,404.9934	1.2728	1.2174	66,799.6051
Mobile	198.0790	228.6088	1,768.9574	4.0856	535.4375	2,6815	538.1190	143.0163	2,5084	145.5247		416,657.7191	416,657.7191	24.8493	19.4662	423,079.8858
Total	680.8670	297.7406	3,275.6515	4.4962	535.4375	15.1418	550.5793	143.0163	14.9687	157.9850	0.0000	485,742.8962	485,742.8962	28.6756	20.6837	492,623.5132

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	N20	CO2e
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	Building Construction	Building Construction	1/2/2024	1/1/2024	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor

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
Building Construction			1,931.00	0.00	8.30		6.40			

3.1 Mitigation Measures Construction

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Building Construction - 2024

Mitigated Construction Off-Site

Category	lb/day										lb/day						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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	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	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	198.0790	228.6088	1,768.9574	4.0856	535.4375	2.6815	538.1190	143.0163	2.5084	145.5247	416.6577	191	416.6577	24.8493	19.4662	423,079.8858
Unmitigated	198.0790	228.6088	1,768.9574	4.0856	535.4375	2.6815	538.1190	143.0163	2.5084	145.5247	416.6577	191	416.6577	24.8493	19.4662	423,079.8858

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
Apartments Mid Rise	87,785.11	87,785.11	87785.11	246,818,985	246,818,985	246,818,985	246,818,985
Single Family Housing	1,883.63	1,883.63	1883.63	5,296,065	5,296,065	5,296,065	5,296,065
Strip Mall	634.66	634.66	634.66	1,108,882	1,108,882	1,108,882	1,108,882
Total	90,303.40	90,303.40	90,303.40	253,223,933	253,223,933	253,223,933	253,223,933

4.3 Trip Type Information

Land Use	Miles										Trip Purpose %			
	H-W or C-W	H-S or C-C	H-O or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-C	H-O or C-NW	Primary	Diverted	Pass-by	Primary	Diverted	Pass-by
Apartments Mid Rise	8.70	8.70	8.70	8.70	25.60	9.90	64.50	86	11	3	86	11	3	3
Single Family Housing	8.70	8.70	8.70	8.70	25.60	9.90	64.50	86	11	3	86	11	3	3
Strip Mall	8.70	8.70	8.70	8.70	16.60	64.40	19.00	45	40	15	45	40	15	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.517302	0.058010	0.205764	0.137771	0.023042	0.005938	0.011182	0.006198	0.000934	0.000527	0.027316	0.003113	0.002904
Single Family Housing	0.517302	0.058010	0.205764	0.137771	0.023042	0.005938	0.011182	0.006198	0.000934	0.000527	0.027316	0.003113	0.002904

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Strip Mall	0.517302	0.058010	0.205764	0.137771	0.023042	0.005938	0.011182	0.006198	0.000934	0.000527	0.027316	0.003113	0.002904
------------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
NaturalGas Mitigated	6.0871	52.0177	22.1384	0.3320	4.2057	4.2057	4.2057	4.2057	4.2057	4.2057	66,404.99 34	66,404.99 34	66,404.99 34	1.2728	1.2174	66,799.60 51
NaturalGas Unmitigated	6.0871	52.0177	22.1384	0.3320	4.2057	4.2057	4.2057	4.2057	4.2057	4.2057	66,404.99 34	66,404.99 34	66,404.99 34	1.2728	1.2174	66,799.60 51

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBTU/yr	lb/day															
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Apartments Mid Rise	539550	5.8187	49.7232	21.1588	0.3174		4.0202	4.0202		4.0202	4.0202		63.476.4667	63.476.4667	1.2166	1.1637	63.853.6756
Single Family Housing	24814.4	0.2676	2.2868	0.9731	0.0146		0.1849	0.1849		0.1849	0.1849		2.919.3384	2.919.3384	0.0560	0.0535	2.936.6865
Strip Mall	78.1007	8.4000e-004	7.6600e-003	6.4300e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004		9.1883	9.1883	1.8000e-004	1.7000e-004	9.2429
Total		6.0871	52.0177	22.1384	0.3320		4.2057	4.2057		4.2057	4.2057		66,404.9934	66,404.9934	1.2728	1.2174	66,799.6051

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use kBTU/yr	lb/day											CO2e				
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2		NBio- CO2	Total CO2	CH4	N2O
Apartments Mid Rise	539.55	5.8187	49.7232	21.1588	0.3174		4.0202	4.0202		4.0202			63,476.4667	63,476.4667	1.2166	1.1637	63,853.6756
Single Family Housing	24.8144	0.2676	2.2868	0.9731	0.0146		0.1849	0.1849		0.1849			2,919.3384	2,919.3384	0.0560	0.0535	2,936.6865
Strip Mall	0.0781007	8.4000e-004	7.6600e-003	6.4300e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004			9.1883	9.1883	1.8000e-004	1.7000e-004	9.2429
Total		6.0871	52.0177	22.1384	0.3320		4.2057	4.2057		4.2057			66,404.9934	66,404.9934	1.2728	1.2174	66,799.6051

6.0 Area Detail

6.1 Mitigation Measures Area

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Mitigated	476.7009	17.1142	1,484.5558	0.0786		8.2546	8.2546		8.2546	8.2546	0.0000	2,680.1837	2,680.1837	2.5535	0.0000	2,744.0223
Unmitigated	476.7009	17.1142	1,484.5558	0.0786		8.2546	8.2546		8.2546	8.2546	0.0000	2,680.1837	2,680.1837	2.5535	0.0000	2,744.0223

6.2 Area by SubCategory
Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	39.4028					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	392.8938					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
Landscaping	44.4043	17.1142	1,484.5558	0.0786		8.2546	8.2546		8.2546	8.2546		2,680.1837	2,680.1837	2.5535		2,744.0223
Total	476.7009	17.1142	1,484.5558	0.0786		8.2546	8.2546		8.2546	8.2546	0.0000	2,680.1837	2,680.1837	2.5535	0.0000	2,744.0223

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Architectural Coating	39.4028					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	392.8938					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	0.0000
Landscaping	44.4043	17.1142	1,484.5558	0.0786		8.2546	8.2546	8.2546	8.2546	8.2546		2,680.1837	2,680.1837	2.5535		2,744.0223
Total	476.7009	17.1142	1,484.5558	0.0786		8.2546	8.2546		8.2546	8.2546	0.0000	2,680.1837	2,680.1837	2.5535	0.0000	2,744.0223

7.0 Water Detail

7.1 Mitigation Measures Water

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Summer
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

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

11.0 Vegetation

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Santa Barbara HEU Operational Buildout Scenario - South Coast
 Santa Barbara-South of Santa Ynez Range County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	17,663.00	Dwelling Unit	822.00	17,663,000.00	51046
Single Family Housing	379.00	Dwelling Unit	673.00	682,200.00	1095
Strip Mall	14.32	1000sqft	0.33	14,325.00	48

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	37
Climate Zone	8			Operational Year	2031

Utility Company Southern California Edison

CO2 Intensity (lb/MW/hr)	390.98	CH4 Intensity (lb/MW/hr)	0.033	N2O Intensity (lb/MW/hr)	0.004
--------------------------	--------	--------------------------	-------	--------------------------	-------

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Land Use detail based on EIR buildout assumptions for South Coast HMA

Construction Phase - Operational scenario calculating operational impacts only

Off-road Equipment - Operational scenario calculating operational impacts only

Trips and VMT - Operational scenario calculating operational impacts only

Water And Wastewater - Project-specific water demand factors used for SFDs and MFDs as calculated in EIR Utilities and Water Supply analysis

Solid Waste - Project-specific solid waste generation as calculated in EIR Utilities and Water Supply section

Vehicle Trips - Trip rates and trip lengths modified to reflect Project-specific South Coast VMT calculations

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	155,000.00	0.00
tblLandUse	LandUseSquareFeet	14,320.00	14,325.00
tblLandUse	LotAcreage	464.82	822.00
tblLandUse	LotAcreage	123.05	673.00
tblLandUse	Population	48,043.00	51,046.00
tblLandUse	Population	1,031.00	1,095.00
tblLandUse	Population	0.00	48.00
tblSolidWaste	SolidWasteGenerationRate	8,124.98	39,388.49
tblSolidWaste	SolidWasteGenerationRate	448.95	845.17
tblSolidWaste	SolidWasteGenerationRate	15.04	118.29
tblVehicleTrips	CC_TL	5.50	8.70
tblVehicleTrips	CNW_TL	6.40	8.70
tblVehicleTrips	CW_TL	6.60	8.70
tblVehicleTrips	HO_TL	4.90	8.70
tblVehicleTrips	HO_TL	4.90	8.70
tblVehicleTrips	HS_TL	4.50	8.70
tblVehicleTrips	HS_TL	4.50	8.70
tblVehicleTrips	HW_TL	8.30	8.70
tblVehicleTrips	HW_TL	8.30	8.70
tblVehicleTrips	ST_TR	4.91	4.97
tblVehicleTrips	ST_TR	9.54	4.97
tblVehicleTrips	ST_TR	42.04	44.32
tblVehicleTrips	SU_TR	4.09	4.97
tblVehicleTrips	SU_TR	8.55	4.97
tblVehicleTrips	SU_TR	20.43	44.32
tblVehicleTrips	WD_TR	5.44	4.97
tblVehicleTrips	WD_TR	9.44	4.97
tblWater	IndoorWaterUseRate	1,150,815,554.55	528,932,476.49

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblWater	IndoorWaterUseRate	24,693,375.71	54,100,553.09
tblWater	IndoorWaterUseRate	1,060,718.51	0.00
tblWater	OutdoorWaterUseRate	725,514,153.96	328,332,477.31
tblWater	OutdoorWaterUseRate	15,567,562.95	33,582,677.21
tblWater	OutdoorWaterUseRate	650,117.80	0.00

2.0 Emissions Summary

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	476.7009	17.1142	1,484.5558	0.0786		8.2546	8.2546		8.2546	8.2546	0.0000	2,680.1837	2,680.1837	2.5535	0.0000	2,744.0223
Energy	6.0871	52.0177	22.1384	0.3320		4.2057	4.2057		4.2057	4.2057		66,404.9934	66,404.9934	1.2728	1.2174	66,799.6051
Mobile	194.6602	246.3405	1,930.8399	4.0234	535.4375	2.6830	538.1205	143.0163	2.5099	145.5262		410,460.9748	410,460.9748	26.7094	20.5224	417,244.3939
Total	677.4482	315.4724	3,437.5340	4.4340	535.4375	15.1433	550.5808	143.0163	14.9701	157.9864	0.0000	479,546.1520	479,546.1520	30.5357	21.7399	486,788.0213

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	476.7009	17.1142	1,484.5558	0.0786		8.2546	8.2546		8.2546	8.2546	0.0000	2,680.1837	2,680.1837	2.5535	0.0000	2,744.0223
Energy	6.0871	52.0177	22.1384	0.3320		4.2057	4.2057		4.2057	4.2057		66,404.9934	66,404.9934	1.2728	1.2174	66,799.6051
Mobile	194.6602	246.3405	1,930.8399	4.0234	535.4375	2.6830	538.1205	143.0163	2.5099	145.5262		410,460.9748	410,460.9748	26.7094	20.5224	417,244.3939
Total	677.4482	315.4724	3,437.5340	4.4340	535.4375	15.1433	550.5808	143.0163	14.9701	157.9864	0.0000	479,546.1520	479,546.1520	30.5357	21.7399	486,788.0213

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	N20	CO2e
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	Building Construction	Building Construction	1/2/2024	1/1/2024	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor

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
Building Construction			1,931.00	0.00	8.30	6.40				

3.1 Mitigation Measures Construction

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Building Construction - 2024

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	lb/day											Total CO2	CH4	N2O	CO2e
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2				
Mitigated	194.6602	246.3405	1,930.839	4.0234	535.4375	2.6830	538.1205	143.0163	2.5099	145.5262	410,460.9	410,460.9	26.7094	20.5224	417,244.3
Unmitigated	194.6602	246.3405	1,930.839	4.0234	535.4375	2.6830	538.1205	143.0163	2.5099	145.5262	410,460.9	410,460.9	26.7094	20.5224	417,244.3
											748	748			939
											748	748			939

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Apartments Mid Rise	87,785.11	87,785.11	87,785.11	246,818,985	246,818,985
Single Family Housing	1,883.63	1,883.63	1,883.63	5,296,065	5,296,065
Strip Mall	634.66	634.66	634.66	1,108,882	1,108,882
Total	90,303.40	90,303.40	90,303.40	253,223,933	253,223,933

4.3 Trip Type Information

Land Use	Miles						Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-C	H-W or C-NW	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	8.70	8.70	8.70	25.60	9.90	64.50	86	11	3
Single Family Housing	8.70	8.70	8.70	25.60	9.90	64.50	86	11	3
Strip Mall	8.70	8.70	8.70	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.517302	0.058010	0.205764	0.137771	0.023042	0.005938	0.011182	0.006198	0.000934	0.000527	0.027316	0.003113	0.002904
Single Family Housing	0.517302	0.058010	0.205764	0.137771	0.023042	0.005938	0.011182	0.006198	0.000934	0.000527	0.027316	0.003113	0.002904

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Strip Mall	0.517302	0.058010	0.205764	0.137771	0.023042	0.005938	0.011182	0.006198	0.000934	0.000527	0.027316	0.003113	0.002904
------------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
NaturalGas Mitigated	6.0871	52.0177	22.1384	0.3320		4.2057	4.2057		4.2057	4.2057		66,404.9934	66,404.9934	1.2728	1.2174	66,799.6051
NaturalGas Unmitigated	6.0871	52.0177	22.1384	0.3320		4.2057	4.2057		4.2057	4.2057		66,404.9934	66,404.9934	1.2728	1.2174	66,799.6051

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBTU/yr	lb/day											CO2e			
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2		NBio- CO2	Total CO2	CH4
Apartments Mid Rise	539550	5.8187	49.7232	21.1588	0.3174	4.0202	4.0202	4.0202	4.0202	4.0202	4.0202	63.476.4667	63.476.4667	1.2166	1.1637	63.853.6756
Single Family Housing	24814.4	0.2676	2.2868	0.9731	0.0146	0.1849	0.1849	0.1849	0.1849	0.1849	0.1849	2.919.3384	2.919.3384	0.0560	0.0535	2.936.6865
Strip Mall	78.1007	8.4000e-004	7.6600e-003	6.4300e-003	5.0000e-005	5.8000e-004	5.8000e-004	5.8000e-004	5.8000e-004	5.8000e-004	5.8000e-004	9.1883	9.1883	1.8000e-004	1.7000e-004	9.2429
Total		6.0871	52.0177	22.1384	0.3320	4.2057	4.2057	4.2057	4.2057	4.2057	4.2057	66,404.9934	66,404.9934	1.2728	1.2174	66,799.6051

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	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
lb/day																	
Apartments Mid Rise	539.55	5.8187	49.7232	21.1588	0.3174		4.0202	4.0202		4.0202	4.0202		63.476.4667	63.476.4667	1.2166	1.1637	63.853.6756
Single Family Housing	24.8144	0.2676	2.2868	0.9731	0.0146		0.1849	0.1849		0.1849	0.1849		2.919.3384	2.919.3384	0.0560	0.0535	2.936.6865
Strip Mall	0.0781007	8.4000e-004	7.6600e-003	6.4300e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004		9.1883	9.1883	1.8000e-004	1.7000e-004	9.2429
Total		6.0871	52.0177	22.1384	0.3320		4.2057	4.2057		4.2057	4.2057		66,404.9934	66,404.9934	1.2728	1.2174	66,799.6051

6.0 Area Detail

6.1 Mitigation Measures Area

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Mitigated	476.7009	17.1142	1,484.5558	0.0786		8.2546	8.2546		8.2546	8.2546	0.0000	2,680.1837	2,680.1837	2.5535	0.0000	2,744.0223
Unmitigated	476.7009	17.1142	1,484.5558	0.0786		8.2546	8.2546		8.2546	8.2546	0.0000	2,680.1837	2,680.1837	2.5535	0.0000	2,744.0223

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	39.4028					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	392.8938					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
Landscaping	44.4043	17.1142	1,484.5558	0.0786		8.2546	8.2546		8.2546	8.2546		2,680.1837	2,680.1837	2.5535		2,744.0223
Total	476.7009	17.1142	1,484.5558	0.0786		8.2546	8.2546		8.2546	8.2546	0.0000	2,680.1837	2,680.1837	2.5535	0.0000	2,744.0223

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	39.4028				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	392.8938				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	0.0000	0.0000
Landscaping	44.4043	17.1142	1,484.5558	0.0786	8.2546	8.2546	8.2546	8.2546	8.2546	8.2546	2,680.1837	2,680.1837	2,680.1837	2.5535		2,744.0223
Total	476.7009	17.1142	1,484.5558	0.0786		8.2546	8.2546		8.2546	8.2546	0.0000	2,680.1837	2,680.1837	2.5535	0.0000	2,744.0223

7.0 Water Detail

7.1 Mitigation Measures Water

Santa Barbara HEU Operational Buildout Scenario - South Coast - Santa Barbara-South of Santa Ynez Range County, Winter
EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

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

11.0 Vegetation

This page was intentionally left blank.

APPENDIX D

Supporting Biological Resource Materials

This page was intentionally left blank.

Santa Maria Valley Special Status Species and Sensitive Habitat

Table D-1. Federal- and State-Listed Wildlife Species Occurring in the Santa Maria Valley

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
AMPHIBIANS									
Arroyo toad	<i>Anaxyrus californicus</i>	Endangered	None	G2G3	S2S3	-	Species of Special Concern	Twitchell Dam	Desert wash, Riparian scrub, Riparian woodland, South coast flowing waters, South coast standing waters
California red-legged frog	<i>Rana draytonii</i>	Threatened	None	G2G3	S2S3	-	Species of Special Concern	Santa Maria, Twitchell Dam, Tepusquet Canyon, Orcutt, Casmalia, Sisquoc, Guadalupe	Aquatic, Artificial flowing waters, Artificial standing waters, Freshwater marsh, Marsh & swamp, Riparian forest, Riparian scrub, Riparian woodland, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters, South coast flowing waters, South coast standing waters, Wetland
California tiger salamander	<i>Ambystoma californiense</i>	Endangered	Threatened	G2G3T2	S2	-	Watch List	Santa Maria, Twitchell Dam, Sisquoc, Orcutt, Guadalupe	Cismontane woodland, Meadow & seep, Riparian woodland, Valley & foothill grassland, Vernal pool, Wetland
Western spadefoot	<i>Spea hammondi</i>	None	None	G2G3	S3	-	Species of Special Concern	Santa Maria, Guadalupe, Casmalia, Twitchell Dam, Sisquoc, Orcutt	Mixed woodlands, grasslands, coastal sage scrub, chaparral, sandy washes, lowlands, river floodplains, alluvial fans, playas, alkali flats, foothills, mountains.
BIRDS									
American peregrine falcon	<i>Falco peregrinus anatum</i>	Delisted	Delisted	G4T4	S3S4	-	Fully Protected	Casmalia, Point Sal	Mountainous areas, river valleys, coastlines

Table D-1. Federal- and State-Listed Wildlife Species Occurring in the Santa Maria Valley

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
Burrowing owl	<i>Athene cunicularia</i>	None	None	G4	S3	-	Species of Special Concern	Santa Maria	Grasslands, rangelands, agricultural areas, deserts
California horned lark	<i>Eremophila alpestris actia</i>	None	None	G5T4Q	S4	-	Watch List	Sisquoc	Prairies, fields, airports, shores, tundra
California least tern	<i>Sterna antillarum browni</i>	Endangered	Endangered	G4T2T3Q	S2	-	Fully Protected	Point Sal, Casmalia	Alkali playa, Wetland
Southern California rufous-crowned sparrow	<i>Aimophila ruficeps canescens</i>	None	None	G5T3	S3	-	Watch List	Sisquoc	Coastal sagebrush, open chaparral, scrub oaks, pinyon pine
Swainson's hawk	<i>Buteo swainsoni</i>	None	Threatened	G5	S3	-	None	Guadalupe	Great Basin grassland, Riparian forest, Riparian woodland, Valley & foothill grassland
Tricolored blackbird	<i>Agelaius tricolor</i>	None	Threatened	G1G2	S1S2	-	Species of Special Concern	Sisquoc, Twitchell Dam	Freshwater marsh, Marsh & swamp, Swamp, Wetland
Western snowy plover	<i>Charadrius alexandrinus nivosus</i>	Threatened	None	G3T3	S2	-	Species of Special Concern	Point Sal, Casmalia	Sand shore, Wetland
Yellow warbler	<i>Setophaga petechia</i>	None	None	G5	S3S4	-	Species of Special Concern	Sisquoc	Deciduous forests, riparian habitat
FISH									
Arroyo chub	<i>Gila orcuttii</i>	None	None	G2	S2	-	Species of Special Concern	Point Sal	Aquatic, South Coast flat flowing waters
Steelhead – southern California distinct population segment (DPS)	<i>Oncorhynchus mykiss irideus</i>	Endangered	Candidate Endangered	G5T1Q	S1	-	None	Sisquoc	Aquatic, South coast flowing waters

Table D-1. Federal- and State-Listed Wildlife Species Occurring in the Santa Maria Valley

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
Tidewater goby	<i>Eucyclogobius newberryi</i>	Endangered	None	G3	S3	-	None	Santa Maria, Lompoc, Point Sal, Casmalia	Aquatic, South coast flowing waters
Unarmored threespine stickleback	<i>Gasterosteus aculeatus williamsoni</i>	Endangered	Endangered	G5T1	S1	-	Fully Protected	Orcutt, Casmalia	Aquatic, South coast flowing waters
INVERTEBRATES									
Lompoc grasshopper	<i>Trimerotropis occulens</i>	None	None	G1G2	S1S2	-	None	Casmalia, Orcutt	Grasslands, gravelly/rocky ground
Monarch butterfly (California overwintering population)	<i>Danaus plexippus</i> pop. 1	Candidate	None	G4T2T3	S2S3	-	None	Casmalia, Guadalupe, Point Sal, Orcutt, Santa Maria	Milkweed, flowering plants, Eucalyptus forest, dense tree cover (for overwintering)
Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	Threatened	None	G3	S3	None	None	Santa Maria, Twitchell Dam	Valley & foothill grassland, Vernal pool, Wetland
MAMMALS									
American badger	<i>Taxidea taxus</i>	None	None	G5	S3	-	Species of Special Concern	Orcutt, Santa Maria, Sisquoc, Guadalupe, Casmalia	Temperate/terrestrial grasslands, chaparral, and mountains; marshes
Hoary bat	<i>Lasiurus cinereus</i>	None	None	G3G4	S4	-	None	Orcutt, Casmalia	Grasslands, woodlands, chaparral, coniferous forests, deserts
Pallid bat	<i>Antrozous pallidus</i>	None	None	G4	S3	-	Species of Special Concern	Casmalia, Orcutt, Twitchell Dam	Deserts, oak/pine forests, grasslands
Silver-haired bat	<i>Lasionycteris noctivagans</i>	None	None	G3G4	S3S4	-	None	Casmalia	Riparian boreal/coniferous/deciduous forests, rocky cliffs
Townsend's big-eared bat	<i>Corynorhinus townsendii</i>	None	None	G4	S2	-	Species of Special Concern	Casmalia, Orcutt	Montane forests, shrub/grasslands

Table D-1. Federal- and State-Listed Wildlife Species Occurring in the Santa Maria Valley

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
Western red bat	<i>Lasiurus blossevillii</i>	None	None	G4	S3	-	Species of Special Concern	Orcutt, Casmalia	Riparian woodlands/forests, shrubs, caves
Yuma myotis	<i>Myotis yumanensis</i>	None	None	G5	S4	-	None	Orcutt, Casmalia	Juniper woodlands, coastal, riparian woodlands/grasslands, caves
PLANTS									
Aparejo grass	<i>Muhlenbergia utilis</i>	None	None	G4	S2S3	2B.2	None	Sisquoc	Chaparral, cismontane woodland, coastal scrub, meadows/grasslands, marshes
Aphanisma	<i>Aphanisma bitoides</i>	None	None	G3G4	S2	1B.2	None	Point Sal, Casmalia	Coastal scrub/bluff scrub, coastal dunes
Beach spectaclepod	<i>Dithyrea maritima</i>	None	Threatened	G1	S1	1B.1	None	Casmalia, Point Sal	Coastal dunes, sandy coastal shrub
Black-flowered figwort	<i>Scrophularia atrata</i>	None	None	G2	S2	1B.2	None	Casmalia, Orcutt, Guadalupe, Point Sal	Closed-cone coniferous forest, chaparral, coastal dunes, coastal scrub, riparian scrub
Blochman's dudleya	<i>Dudleya blochmaniae</i> ssp. <i>blochmaniae</i>	None	None	G3T2	S2	1B.1	None	Point Sal, Guadalupe, Casmalia	Coastal bluff scrub, chaparral, coastal scrub, valley and foothill grassland
Blochman's leafy daisy	<i>Erigeron blochmaniae</i>	None	None	G2	S2	1B.2	None	Casmalia, Point Sal, Santa Maria	Coastal dunes and scrub
California saw-grass	<i>Cladium californicum</i>	None	None	G4	S2	2B.2	None	Orcutt, Sisquoc	Meadows, alkaline/freshwater swamps and marshes
Compact cobwebby thistle	<i>Cirsium occidentale</i> var. <i>compactum</i>	None	None	G3G4T2	S2	1B.2	None	Point Sal	Chaparral, coastal dunes/prairie/shrub
Crisp monardella	<i>Monardella undulata</i> ssp. <i>crispa</i>	None	None	G3T2	S2	1B.2	None	Guadalupe, Casmalia, Point Sal	Coastal dunes, coastal scrub

Table D-1. Federal- and State-Listed Wildlife Species Occurring in the Santa Maria Valley

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
Dune larkspur	<i>Delphinium parryi</i> ssp. <i>blochmaniae</i>	None	None	G4T2	S2	1B.2	None	Orcutt, Santa Maria, Casmalia, Point Sal	Maritime chaparral, coastal dunes
Gambel's water cress	<i>Nasturtium gambelii</i>	Endangered	Threatened	G1	S1	1B.1	None	Orcutt, Casmalia	Brackish and freshwater marshes and swamps
Gaviota tarplant	<i>Deinandra increscens</i> ssp. <i>villosa</i>	Endangered	Endangered	G4G5T2	S2	1B.1	None	Casmalia, Point Sal	Coastal scrub/bluff scrub, valley and foothill grassland
Hoover's bent grass	<i>Agrostis hooveri</i>	None	None	G2	S2	1B.2	None	Casmalia, Sisquoc, Orcutt	Closed-cone coniferous forest, chaparral, cismontane woodland, valley and foothill grassland
Kellogg's horkelia	<i>Horkelia cuneata</i> var. <i>sericea</i>	None	None	G4T1	S1	1B.1	None	Orcutt, Casmalia, Point Sal	Closed-cone coniferous forest, chaparral, coastal dunes, coastal scrub
La Graciosa thistle	<i>Cirsium scariosum</i> var. <i>loncholepis</i>	Endangered	Threatened	G5T1	S1	1B.1	None	Orcutt, Point Sal, Sisquoc, Guadalupe	Cismontane woodland, coastal dunes, coastal scrub, brackish marshes and swamps, valley and foothill grassland
La Purisima manzanita	<i>Arctostaphylos purissima</i>	None	None	G2	S2	1B.1	None	Casmalia, Sisquoc, Orcutt, Guadalupe, Point Sal	Sandy chaparral, coastal shrub
Lompoc yerba santa	<i>Eriodictyon capitatum</i>	Endangered	Rare	G2	S2	1B.2	None	Orcutt	Coastal bluff scrub, coniferous forest, maritime chaparral
Mesa horkelia	<i>Horkelia cuneata</i> var. <i>puberula</i>	None	None	G4T1	S1	1B.1	None	Sisquoc, Casmalia, Orcutt	Chaparral, Cismontane woodland, coastal scrub
Miles' milk-vetch	<i>Astragalus didymocarpus</i> var. <i>milesianus</i>	None	None	G5T2	S2	1B.2	None	Twitcheil Dam	Coastal scrub

Table D-1. Federal- and State-Listed Wildlife Species Occurring in the Santa Maria Valley

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
Refugio manzanita	<i>Arctostaphylos refugioensis</i>	None	None	G3	S3	1B.2	None	Sisquoc	Chaparral
San Bernardino aster	<i>Symphotrichum defoliatum</i>	None	None	G2	S2	1B.2	None	Orcutt	Cismontane woodland, coastal scrub, coniferous forest, meadows, marshes and swamps, vernal valley foothill and grassland
San Luis Obispo monardella	<i>Monardella undulata</i> ssp. <i>undulata</i>	None	None	G2	S2	1B.2	None	Casmalia, Point Sal, Orcutt	Coastal dunes, sandy coastal scrub
Sand mesa manzanita	<i>Arctostaphylos rudis</i>	None	None	G2	S2	1B.2	None	Casmalia, Point Sal, Guadalupe, Orcutt	Chaparral, coastal shrub
Santa Barbara ceanothus	<i>Ceanothus impressus</i> var. <i>impressus</i>	None	None	G3T3	S3	1B.2	None	Casmalia, Guadalupe, Point Sal	Chaparral
Seaside bird's-beak	<i>Cordylanthus rigidus</i> ssp. <i>littoralis</i>	None	Endangered	G5T2	S2	1B.1	None	Casmalia	Closed-cone coniferous forest, chaparral, cismontane woodland, coastal dunes, coastal scrub
Southern curly-leaved monardella	<i>Monardella sinuata</i> ssp. <i>sinuate</i>	None	None	G3T2	S2	1B.2	None	Orcutt, Casmalia	Chaparral, cismontane woodland, coastal dunes, coastal scrub
Surf thistle	<i>Cirsium righthophilum</i>	None	Threatened	G1	S1	1B.2	None	Point Sal, Casmalia	Coastal bluff scrub, Coastal dunes
REPTILES									
Coast horned lizard	<i>Phrynosoma blainvillii</i>	None	None	G3G4	S3S4	-	Species of Special Concern	Casmalia, Santa Maria, Twitchell Dam, Orcutt, Sisquoc, Point Sal	Mountains, valleys, foothills, grasslands, coniferous forests, woodlands, and chaparral, with open areas and patches of loose soil

Table D-1. Federal- and State-Listed Wildlife Species Occurring in the Santa Maria Valley

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
Northern California legless lizard	<i>Anniella pulchra</i>	None	None	G3	S3	-	Species of Special Concern	Santa Maria, Casmalia, Guadalupe, Point Sal, Sisquoc, Orcutt, Twitchell Dam	Coastal dunes, coastal scrubs, scrub forests
Two-striped gartersnake	<i>Thamnophis hammondi</i>	None	None	G4	S3S4	-	Species of Special Concern	Casmalia, Point Sal	Aquatic, Riparian scrub
Western pond turtle	<i>Emys marmorata</i>	None	None	G3G4	S3	-	Species of Special Concern	Sisquoc, Santa Maria, Casmalia, Orcutt	Riparian scrub, aquatic areas, wetlands, vernal pools, ephemeral creeks, reservoirs, agricultural ditches, estuaries, brackish waters, marshes, swamps

Source: CDFW 2022

Global/State Rarity Ranking

G1/S1 – Critically imperiled. At very high risk of extinction due to extreme rarity (often 5 or fewer populations), very steep declines, or other factors.

G2/S2 – Imperiled. At high risk of extinction due to very restricted range, very few populations (often 20 or fewer), steep declines, or other factors.

G3/S3 – Vulnerable. At moderate risk of extinction due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors.

G4/S4 – Apparently Secure. Uncommon but not rare; some cause for long-term concern due to declines or other factors.

G5/S5 – Demonstrably Secure. Common; widespread and abundant.

California Native Plant Society Rare Plant Rank

CBR – Considered but Rejected

1B – Rare, threatened, or endangered in CA and elsewhere

2 – Rare, threatened, or endangered in CA but common elsewhere

4 – Limited distribution (Watch-list)

CBR – Considered but Rejected

CRPR Extensions

0.1 – Seriously endangered in California

0.2 – Fairly endangered in California

0.3 – Not very endangered in California

USGS Quadrangle: Locations where the species has historically been recorded by U.S. Geological Survey (USGS) quadrangle

Table D-2. Special-Status Natural Communities Occurring in the Santa Maria Valley

Community Type	Community Name	Global Rank	State Rank	USGS Quad.
Herbaceous	Southern Vernal Pool	GNR	SNR	Santa Maria

Community Type	Community Name	Global Rank	State Rank	USGS Quad.
Herbaceous	Valley Needlegrass Grassland	G3	S3.1	Point Sal
Inland Waters	Southern California Threespine Stickleback Stream	GNR	SNR	Orcutt
Scrub	Central Maritime Chaparral	G2	S2.2	Point Sal
Scrub	Central Dune Scrub	G2	S2.2	Casmalia, Guadalupe, Point Sal
Scrub	Central Foredunes	G1	S1.2	Casmalia, Point Sal

Source: CDFW 2022

Global/State Rarity Ranking

G1/S1 – Critically imperiled. At very high risk of extinction due to extreme rarity (often 5 or fewer populations), very steep declines, or other factors.

G2/S2 – Imperiled. At high risk of extinction due to very restricted range, very few populations (often 20 or fewer), steep declines, or other factors.

G3/S3 – Vulnerable. At moderate risk of extinction due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors.

G4/S4 – Apparently Secure. Uncommon but not rare; some cause for long-term concern due to declines or other factors.

G5/S5 – Demonstrably Secure. Common; widespread and abundant.

USGS Quadrangle: Locations where the species has historically been recorded by U.S. Geological Survey quadrangle

Lompoc Valley Special Status Species and Sensitive Habitat

Table D-3. Federal- and State-Listed Wildlife Species Occurring in the Lompoc Valley

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
AMPHIBIANS									
California red-legged frog	<i>Rana draytonii</i>	Threatened	None	G2G3	S2S3	-	Species of Special Concern	Lompoc, Lompoc Hills	Aquatic, Artificial flowing waters, Artificial standing waters, Freshwater marsh, Marsh & swamp, Riparian forest, Riparian scrub, Riparian woodland, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters, South coast flowing waters, South coast standing waters, Wetland
California tiger salamander	<i>Ambystoma californiense</i>	Endangered	Threatened	G2G3T2	S2	-	Watch List	Lompoc	Cismontane woodland, Meadow & seep, Riparian woodland, Valley & foothill grassland, Vernal pool, Wetland
Western spadefoot	<i>Spea hammondi</i>	None	None	G2G3	S3	-	Species of Special Concern	Lompoc	Mixed woodlands, grasslands, coastal sage scrub, chaparral, sandy washes, lowlands, river floodplains, alluvial fans, playas, alkali flats, foothills, mountains.
BIRDS									
American peregrine falcon	<i>Falco peregrinus anatum</i>	Delisted	Delisted	G4T4	S3S4	-	Fully Protected	Lompoc	Mountainous areas, river valleys, coastlines
FISH									

Table D-3. Federal- and State-Listed Wildlife Species Occurring in the Lompoc Valley

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
Steelhead – southern California distinct population segment (DPS)	<i>Oncorhynchus mykiss irideus</i>	Endangered	Candidate Endangered	G5T1Q	S1	-	None	Santa Rosa Hills	Aquatic, South coast flowing waters
Tidewater goby	<i>Eucyclogobius newberryi</i>	Endangered	None	G3	S3	-	None	Lompoc	Aquatic, South coast flowing waters
Unarmored threespine stickleback	<i>Gasterosteus aculeatus williamsoni</i>	Endangered	Endangered	G5T1	S1	-	Fully Protected	Lompoc Hills	Aquatic, South coast flowing waters
INVERTEBRATES									
Lompoc grasshopper	<i>Trimerotropis oculens</i>	None	None	G1G2	S1S2	-	None	Lompoc	Grasslands, gravelly/rocky ground
Monarch butterfly (California overwintering population)	<i>Danaus plexippus pop. 1</i>	Candidate	None	G4T2T3	S2S3	-	None	Lompoc Hills	Milkweed, flowering plants, Eucalyptus forest, dense tree cover (for overwintering)
Obscure bumble bee	<i>Bombus caliginosus</i>	None	None	G2G3	S1S2	-	None	Lompoc Hills	Grasslands, flowering plants
MAMMALS									
American badger	<i>Taxidea taxus</i>	None	None	G5	S3	-	Species of Special Concern	Lompoc, Lompoc Hills	Temperate/terrestrial grasslands, chaparral, and mountains; marshes
Pallid bat	<i>Antrozous pallidus</i>	None	None	G4	S3	-	Species of Special Concern	Lompoc Hills, Lompoc	Deserts, oak/pine forests, grasslands
San Diego desert woodrat	<i>Neotoma lepida intermedia</i>	None	None	G5T3T4	S3S4	-	Species of Special Concern	Lompoc	Rocky cliffs, desert, chaparral, juniper-sagebrush, creosote bush scrub, Joshua tree woodlands, scrub oak woodlands, and pinon-juniper woodlands.

Table D-3. Federal- and State-Listed Wildlife Species Occurring in the Lompoc Valley

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
Silver-haired bat	<i>Lasiycteris noctivagans</i>	None	None	G3G4	S3S4	-	None	Lompoc Hills	Riparian boreal/coniferous/deciduous forests, rocky cliffs
Yuma myotis	<i>Myotis yumanensis</i>	None	None	G5	S4	-	None	Lompoc	Juniper woodlands, coastal, riparian woodlands/grasslands, caves
PLANTS									
Black-flowered figwort	<i>Scrophularia atrata</i>	None	None	G2	S2	1B.2	None	Lompoc, Lompoc Hills, Santa Rosa Hills	Closed-cone coniferous forest, chaparral, coastal dunes, coastal scrub, riparian scrub
Chaparral ragwort	<i>Senecio aphanactis</i>	None	None	G3	S2	2B.2	None	Lompoc Hills, Lompoc	Chaparral, cismontane woodland, coastal scrub
Dune larkspur	<i>Delphinium parryi</i> ssp. <i>blochmaniae</i>	None	None	G4T2	S2	1B.2	None	Lompoc	Maritime chaparral, coastal dunes
Eastwood's brittle-leaf manzanita	<i>Arctostaphylos crustacea</i> ssp. <i>eastwoodiana</i>	None	None	G4T2	S2	1B.1	None	Lompoc	Maritime and sandy chaparral
Hoover's bent grass	<i>Agrostis hooveri</i>	None	None	G2	S2	1B.2	None	Lompoc	Closed-cone coniferous forest, chaparral, cismontane woodland, valley and foothill grassland
La Graciosa thistle	<i>Cirsium scariosum</i> var. <i>loncholepis</i>	Endangered	Threatened	G5T1	S1	1B.1	None	Surf	Cismontane woodland, coastal dunes, coastal scrub, brackish marshes and swamps, valley and foothill grassland
La Purisima manzanita	<i>Arctostaphylos purissima</i>	None	None	G2	S2	1B.1	None	Lompoc Hills, Santa Rosa Hills	Sandy chaparral, coastal shrub
Late-flowered mariposa-lily	<i>Calochortus fimbriatus</i>	None	None	G3	S3	1B.3	None	Santa Rosa Hills	Chaparral, cismontane and riparian woodland

Table D-3. Federal- and State-Listed Wildlife Species Occurring in the Lompoc Valley

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
Lompoc yerba santa	<i>Eriodictyon capitatum</i>	Endangered	Rare	G2	S2	1B.2	None	Santa Rosa Hills	Coastal bluff scrub, coniferous forest, maritime chaparral
Mesa horkelia	<i>Horkelia cuneata</i> var. <i>puberula</i>	None	None	G4T1	S1	1B.1	None	Lompoc, Lompoc Hills	Chaparral, Cismontane woodland, coastal scrub
Miles' milk-vetch	<i>Astragalus didymocarpus</i> var. <i>milesianus</i>	None	None	G5T2	S2	1B.2	None	Lompoc	Coastal scrub
Pale-yellow layia	<i>Layia heterotricha</i>	None	None	G2	S2	1B.1	None	Lompoc	Cismontane woodland, coastal scrub, pinyon and juniper woodland, valley and foothill grassland
Refugio manzanita	<i>Arctostaphylos refugioensis</i>	None	None	G3	S3	1B.2	None	Lompoc Hills, Lompoc, Santa Rosa Hills	Chaparral
Robinson's pepper-grass	<i>Lepidium virginicum</i> var. <i>robinsonii</i>	None	None	G5T3	S3	4.3	None	Lompoc	Chaparral, coastal scrub
Sand mesa manzanita	<i>Arctostaphylos rudis</i>	None	None	G2	S2	1B.2	None	Lompoc Hills, Lompoc	Chaparral, coastal shrub
Santa Barbara ceanothus	<i>Ceanothus impressus</i> var. <i>impressus</i>	None	None	G3T3	S3	1B.2	None	Lompoc	Chaparral
Santa Barbara honeysuckle	<i>Lonicera subspicata</i> var. <i>subspicata</i>	None	None	G5T2	S2	1B.2	None	Lompoc	Chaparral, Cismontane woodland, coastal scrub
Santa Ynez groundstar	<i>Ancistrocarphus keilii</i>	None	None	G1	S1	1B.1	None	Surf	Chaparral, cismontane woodland
Seaside bird's-beak	<i>Cordylanthus rigidus</i> ssp. <i>littoralis</i>	None	Endangered	G5T2	S2	1B.1	None	Lompoc, Santa Rosa Hills, Lompoc Hills	Closed-cone coniferous forest, chaparral, cismontane woodland, coastal dunes, coastal scrub
Southern curly-leaved monardella	<i>Monardella sinuata</i> ssp. <i>sinuata</i>	None	None	G3T2	S2	1B.2	None	Lompoc	Chaparral, cismontane woodland, coastal dunes, coastal scrub

Table D-3. Federal- and State-Listed Wildlife Species Occurring in the Lompoc Valley

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
Umbrella larkspur	<i>Delphinium umbraculorum</i>	None	None	G3	S3	1B.3	None	Santa Rosa Hills, Lompoc Hills	Chaparral, cismontane woodland
Vandenberg monkeyflower	<i>Diplacus vandenbergensis</i>	Endangered	None	G1	S1	1B.1	None	Lompoc	Chaparral, cismontane woodland, coastal dunes
White-veined monardella	<i>Monardella hypoleuca</i> ssp. <i>hypoleuca</i>	None	None	G4T3	S3	1B.3	None	Santa Rosa Hills	Chaparral, cismontane woodland
REPTILES									
Coast horned lizard	<i>Phrynosoma blainvillii</i>	None	None	G3G4	S3S4	-	Species of Special Concern	Lompoc	Mountains, valleys, foothills, grasslands, coniferous forests, woodlands, and chaparral, with open areas and patches of loose soil
Coast patch-nosed snake	<i>Salvadora hexalepis virgulata</i>	None	None	G5T4	S2S3	-	Species of Special Concern	Lompoc	Grassy foothills, rocky outcroppings
Northern California legless lizard	<i>Anniella pulchra</i>	None	None	G3	S3	-	Species of Special Concern	Lompoc, Santa Rosa Hills	Coastal dunes, coastal scrubs, scrub forests
Two-striped gartersnake	<i>Thamnophis hammondi</i>	None	None	G4	S3S4	-	Species of Special Concern	Lompoc Hills	Aquatic, Riparian scrub
Western pond turtle	<i>Emys marmorata</i>	None	None	G3G4	S3	-	Species of Special Concern	Lompoc Hills, Lompoc	Riparian scrub, aquatic areas, wetlands, vernal pools, ephemeral creeks, reservoirs, agricultural ditches, estuaries, brackish waters, marshes, swamps

Source: CDFW 2022

Global/State Rarity Ranking

G1/S1 – Critically imperiled. At very high risk of extinction due to extreme rarity (often 5 or fewer populations), very steep declines, or other factors.

G2/S2 – Imperiled. At high risk of extinction due to very restricted range, very few populations (often 20 or fewer), steep declines, or other factors.

G3/S3 – Vulnerable. At moderate risk of extinction due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors.

G4/S4 – Apparently Secure. Uncommon but not rare; some cause for long-term concern due to declines or other factors.
 G5/S5 – Demonstrably Secure. Common; widespread and abundant.

California Native Plant Society Rare Plant Rank

CBR – Considered but Rejected CRPR Extensions

1B – Rare, threatened, or endangered in CA and elsewhere 0.1 – Seriously endangered in California

2 – Rare, threatened, or endangered in CA but common elsewhere 0.2 – Fairly endangered in California

4 – Limited distribution (Watch-list) 0.3 – Not very endangered in California

CBR – Considered but Rejected

USGS Quadrangle: Locations where the species has historically been recorded by U.S. Geological Survey quadrangle

Table D-4. Special-Status Natural Communities Occurring in the Lompoc Valley

Community Type	Community Name	Global Rank	State Rank	USGS Quad.
Herbaceous	Southern Vernal Pool	GNR	SNR	Santa Rosa Hills, Surf, Lompoc, Lompoc Hills
Inland Waters	Southern California Steelhead Stream	GNR	SNR	Santa Rosa Hills
Riparian	Central Coast Arroyo Willow Riparian Forest	G3	S3.2	Surf
Riparian	Southern Cottonwood Willow Riparian Forest	G2	S3.2	Santa Rosa Hills, Lompoc
Riparian	Southern Willow Scrub	G3	S2.1	Lompoc, Lompoc Hills, Surf, Santa Rosa Hills
Scrub	Central Maritime Chaparral	G2	S2.2	Lompoc, Surf
Scrub	Central Dune Scrub	G2	S2.2	Point Sal, Surf

Source: CDFW 2022

Global/State Rarity Ranking

G1/S1 – Critically imperiled. At very high risk of extinction due to extreme rarity (often 5 or fewer populations), very steep declines, or other factors.

G2/S2 – Imperiled. At high risk of extinction due to very restricted range, very few populations (often 20 or fewer), steep declines, or other factors.

G3/S3 – Vulnerable. At moderate risk of extinction due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors.

G4/S4 – Apparently Secure. Uncommon but not rare; some cause for long-term concern due to declines or other factors.

G5/S5 – Demonstrably Secure. Common; widespread and abundant.

USGS Quadrangle: Locations where the species has historically been recorded by U.S. Geological Survey quadrangle

Santa Ynez Valley Special Status Species and Sensitive Habitat

Table D-5. Federal- and State-Listed Wildlife Species Occurring in the Santa Ynez Valley

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
AMPHIBIANS									
Arroyo toad	<i>Anaxyrus californicus</i>	Endangered	None	G2G3	S2S3	-	Species of Special Concern	Foxen Canyon	Desert wash, Riparian scrub, Riparian woodland, South coast flowing waters, South coast standing waters
California red-legged frog	<i>Rana draytonii</i>	Threatened	None	G2G3	S2S3	-	Species of Special Concern	Foxen Canyon, Los Alamos, Santa Ynez, Solvang	Aquatic, Artificial flowing waters, Artificial standing waters, Freshwater marsh, Marsh & swamp, Riparian forest, Riparian scrub, Riparian woodland, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters, South coast flowing waters, South coast standing waters, Wetland
California tiger salamander	<i>Ambystoma californiense</i>	Endangered	Threatened	G2G3T2	S2	-	Watch List	Los Alamos, Los Olivos, Zaca Creek, Foxen Canyon	Cismontane woodland, Meadow & seep, Riparian woodland, Valley & foothill grassland, Vernal pool, Wetland
Coast Range newt	<i>Taricha torosa</i>	None	None	G4	S4	-	Species of Special Concern	Santa Ynez	Wet forests, oak forests, chaparral, grasslands, oak woodland
Foothill yellow-legged frog	<i>Rana boylei</i>	None	Endangered	G3	S3	-	Species of Special Concern	Solvang	Aquatic, Chaparral, Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Meadow & seep, Riparian forest, Riparian woodland, Sacramento/San Joaquin flowing waters

Table D-5. Federal- and State-Listed Wildlife Species Occurring in the Santa Ynez Valley

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
BIRDS									
Bald eagle	<i>Haliaeetus leucocephalus</i>	Delisted	Endangered	G5	S3	-	Fully Protected	Lake Cachuma	Lower montane coniferous forest, Old growth
Cooper's hawk	<i>Accipiter cooperii</i>	None	None	G5	S4	-	Watch List	Santa Ynez	Mature forest, open woodlands, wood edges, river groves
Ferruginous hawk	<i>Buteo regalis</i>	None	None	G4	S3S4	-	Watch List	Solvang	Lowlands, plateaus, valleys, plains, rolling hills of grass land, agricultural land, ranches, deserts
Great blue heron	<i>Ardea Herodias</i>	None	None	G5	S4	-	None	Lake Cachuma	Marshes, swamps, shores, tideflats
Least Bell's vireo	<i>Vireo bellii pusillus</i>	Endangered	Endangered	G5T2	S2	-	None	Solvang	Riparian forest, Riparian scrub, Riparian woodland
Prairie falcon	<i>Falco mexicanus</i>	None	None	G5	S4	-	Watch List	Santa Ynez	Alpine tundra, shortgrass prairie, high desert
Purple martin	<i>Progne subis</i>	None	None	G5	S3	-	Species of Special Concern	Solvang, Santa Ynez	Marshes, swamps, wet meadows
Southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	Endangered	Endangered	G5T2	S1	-	None	Solvang	Riparian woodland
Tricolored blackbird	<i>Agelaius tricolor</i>	None	Threatened	G1G2	S1S2	-	Species of Special Concern	Los Alamos, Los Olivos	Freshwater marsh, Marsh & swamp, Swamp, Wetland
FISH									
Steelhead – southern California distinct population segment (DPS)	<i>Oncorhynchus mykiss irideus</i>	Endangered	Candidate Endangered	G5T1Q	S1	-	None	Santa Ynez	Aquatic, South coast flowing waters

Table D-5. Federal- and State-Listed Wildlife Species Occurring in the Santa Ynez Valley

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
INVERTEBRATES									
Crotch's bumble bee	<i>Bombus crotchii</i>	None	None	G2	S1S2	-	None	Santa Ynez, Lake Cachuma, Los Olivos	Grasslands, shrublands, chaparral, coniferous forests
Obscure bumble bee	<i>Bombus caliginosus</i>	None	None	G2G3	S1S2	-	None	Los Olivos	Grasslands, flowering plants
MAMMALS									
American badger	<i>Taxidea taxus</i>	None	None	G5	S3	-	Species of Special Concern	Solvang, Los Alamos, Zaca Creek	Temperate/terrestrial grasslands, chaparral, and mountains; marshes
Pallid bat	<i>Antrozous pallidus</i>	None	None	G4	S3	-	Species of Special Concern	Solvang	Deserts, oak/pine forests, grasslands
Townsend's big-eared bat	<i>Corynorhinus townsendii</i>	None	None	G4	S2	-	Species of Special Concern	Santa Ynez, Zaca Creek	Montane forests, shrub/grasslands
PLANTS									
Black-flowered figwort	<i>Scrophularia atrata</i>	None	None	G2	S2	1B.2	None	Solvang, Los Alamos	Closed-cone coniferous forest, chaparral, coastal dunes, coastal scrub, riparian scrub
Chaparral ragwort	<i>Senecio aphanactis</i>	None	None	G3	S2	2B.2	None	Santa Ynez	Chaparral, cismontane woodland, coastal scrub
Coulter's goldfields	<i>Lasthenia glabrata</i> ssp. <i>coulteri</i>	None	None	G4T2	S2	1B.1	None	Santa Ynez	Coastal salt marshes and swamps, playas, vernal pools
Davidson's saltscale	<i>Atriplex serenana</i> var. <i>davidsonii</i>	None	None	G5T1	S1	1B.2	None	Zaca Creek,	Coastal scrub, coastal bluff scrub
Dune larkspur	<i>Delphinium parryi</i> ssp. <i>blochmaniae</i>	None	None	G4T2	S2	1B.2	None	Los Alamos	Maritime chaparral, coastal dunes

Table D-5. Federal- and State-Listed Wildlife Species Occurring in the Santa Ynez Valley

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
Hoover's bent grass	<i>Agrostis hooveri</i>	None	None	G2	S2	1B.2	None	Zaca Creek	Closed-cone coniferous forest, chaparral, cismontane woodland, valley and foothill grassland
La Purisima manzanita	<i>Arctostaphylos purissima</i>	None	None	G2	S2	1B.1	None	Los Alamos, Solvang	Sandy chaparral, coastal shrub
Late-flowered mariposa-lily	<i>Calochortus fimbriatus</i>	None	None	G3	S3	1B.3	None	Lake Cachuma, Santa Ynez, Solvang	Chaparral, cismontane and riparian woodland
Mesa horkelia	<i>Horkelia cuneata</i> var. <i>puberula</i>	None	None	G4T1	S1	1B.1	None	Solvang, Zaca Creek, Los Alamos	Chaparral, Cismontane woodland, coastal scrub
Miles' milk-vetch	<i>Astragalus didymocarpus</i> var. <i>milesianus</i>	None	None	G5T2	S2	1B.2	None	Zaca Creek	Coastal scrub
Ojai fritillary	<i>Fritillaria ojaiensis</i>	None	None	G3	S3	1B.2	None	Solvang, Lake Cachuma, Santa Ynez	Forest, chaparral, cismontane woodland, coniferous forest
Pale-yellow layia	<i>Layia heterotricha</i>	None	None	G2	S2	1B.1	None	Lake Cachuma	Cismontane woodland, coastal scrub, pinyon and juniper woodland, valley and foothill grassland
Refugio manzanita	<i>Arctostaphylos refugioensis</i>	None	None	G3	S3	1B.2	None	Lake Cachuma, Santa Ynez, Solvang	Chaparral
Sand mesa manzanita	<i>Arctostaphylos rudis</i>	None	None	G2	S2	1B.2	None	Los Alamos	Chaparral, coastal shrub
Santa Barbara ceanothus	<i>Ceanothus impressus</i> var. <i>impressus</i>	None	None	G3T3	S3	1B.2	None	Los Alamos	Chaparral
Santa Barbara honeysuckle	<i>Lonicera subspicata</i> var. <i>subspicata</i>	None	None	G5T2	S2	1B.2	None	Santa Ynez	Chaparral, Cismontane woodland, coastal scrub

Table D-5. Federal- and State-Listed Wildlife Species Occurring in the Santa Ynez Valley

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
Santa Barbara jewelflower	<i>Caulanthus amplexicaulis</i> var. <i>barbarae</i>	None	None	G4T2	S2	1B.1	None	Los Olivos, Zaca Lake	Closed-cone coniferous forest, chaparral, cismontane woodland
Santa Ynez groundstar	<i>Ancistrocarphus keilii</i>	None	None	G1	S1	1B.1	None	Los Alamos	Chaparral, cismontane woodland
Seaside bird's-beak	<i>Cordylanthus rigidus</i> ssp. <i>littoralis</i>	None	Endangered	G5T2	S2	1B.1	None	Los Alamos, Santa Ynez	Closed-cone coniferous forest, chaparral, cismontane woodland, coastal dunes, coastal scrub
Southern curly-leaved monardella	<i>Monardella sinuata</i> ssp. <i>sinuata</i>	None	None	G3T2	S2	1B.2	None	Los Alamos, Zaca Creek	Chaparral, cismontane woodland, coastal dunes, coastal scrub
Umbrella larkspur	<i>Delphinium umbraculorum</i>	None	None	G3	S3	1B.3	None	Zaca Lake, Los Olivos, Santa Ynez, Lake Cachuma	Chaparral, cismontane woodland
Vandenberg monkeyflower	<i>Diplacus vandenbergensis</i>	Endangered	None	G1	S1	1B.1	None	Los Alamos	Chaparral, cismontane woodland, coastal dunes
White-veined monardella	<i>Monardella hypoleuca</i> ssp. <i>hypoleuca</i>	None	None	G4T3	S3	1B.3	None	Solvang, Santa Ynez	Chaparral, cismontane woodland
REPTILES									
Coast horned lizard	<i>Phrynosoma blainvillii</i>	None	None	G3G4	S3S4	-	Species of Special Concern	Santa Ynez, Sisquoc	Mountains, valleys, foothills, grasslands, coniferous forests, woodlands, and chaparral, with open areas and patches of loose soil
Coast patch-nosed snake	<i>Salvadora hexalepis virgulata</i>	None	None	G5T4	S2S3	-	Species of Special Concern	Lake Cachuma	Grassy foothills, rocky outcroppings
Northern California legless lizard	<i>Anniella pulchra</i>	None	None	G3	S3	-	Species of Special Concern	Lake Cachuma, Zaca Creek, Los Olivos, Los Alamos	Coastal dunes, coastal scrubs, scrub forests

Table D-5. Federal- and State-Listed Wildlife Species Occurring in the Santa Ynez Valley

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
Two-striped gartersnake	<i>Thamnophis hammondi</i>	None	None	G4	S3S4	-	Species of Special Concern	Los Olivos, Santa Ynez, Solvang	Aquatic, Riparian scrub
Western pond turtle	<i>Emys marmorata</i>	None	None	G3G4	S3	-	Species of Special Concern	Lake Cachuma, Santa Ynez, Solvang	Riparian scrub, aquatic areas, wetlands, vernal pools, ephemeral creeks, reservoirs, agricultural ditches, estuaries, brackish waters, marshes, swamps

Source: CDFW 2022

Global/State Rarity Ranking

G1/S1 – Critically imperiled. At very high risk of extinction due to extreme rarity (often 5 or fewer populations), very steep declines, or other factors.

G2/S2 – Imperiled. At high risk of extinction due to very restricted range, very few populations (often 20 or fewer), steep declines, or other factors.

G3/S3 – Vulnerable. At moderate risk of extinction due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors.

G4/S4 – Apparently Secure. Uncommon but not rare; some cause for long-term concern due to declines or other factors.

G5/S5 – Demonstrably Secure. Common; widespread and abundant.

California Native Plant Society Rare Plant Rank

CBR – Considered but Rejected

1B – Rare, threatened, or endangered in CA and elsewhere

2 – Rare, threatened, or endangered in CA but common elsewhere

4 – Limited distribution (Watch-list)

CBR – Considered but Rejected

CRPR Extensions

0.1 – Seriously endangered in California

0.2 – Fairly endangered in California

0.3 – Not very endangered in California

USGS Quadrangle: Locations where the species has historically been recorded by U.S. Geological Survey quadrangle

Table D-6. Special-Status Natural Communities Occurring in the Santa Ynez Valley

Community Type	Community Name	Global Rank	State Rank	USGS Quad.
Herbaceous	Southern Vernal Pool	GNR	SNR	Lake Cachuma, Zaca Creek, Solvang, Santa Ynez.
Riparian	Southern Coast Live Oak Riparian Forest	G4	S4	Santa Ynez, Solvang
Riparian	Southern Cottonwood Willow Riparian Forest	G2	S3.2	Solvang, Santa Ynez
Riparian	Southern Willow Scrub	G3	S2.1	Solvang, Santa Ynez

Source: CDFW 2022

Global/State Rarity Ranking

G1/S1 – Critically imperiled. At very high risk of extinction due to extreme rarity (often 5 or fewer populations), very steep declines, or other factors.

G2/S2 – Imperiled. At high risk of extinction due to very restricted range, very few populations (often 20 or fewer), steep declines, or other factors.

G3/S3 – Vulnerable. At moderate risk of extinction due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors.

G4/S4 – Apparently Secure. Uncommon but not rare; some cause for long-term concern due to declines or other factors.

G5/S5 – Demonstrably Secure. Common; widespread and abundant.

USGS Quadrangle: Locations where the species has historically been recorded by U.S. Geological Survey quadrangle

Cuyama Valley Special Status Species and Sensitive Habitat

Table D-7. Federal- and State-Listed Wildlife Species Occurring in the Cuyama Valley

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
AMPHIBIANS									
California red-legged frog	<i>Rana draytonii</i>	Threatened	None	G2G3	S2S3	-	Species of Special Concern	Taylor Canyon	Aquatic, Artificial flowing waters, Artificial standing waters, Freshwater marsh, Marsh & swamp, Riparian forest, Riparian scrub, Riparian woodland, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters, South coast flowing waters, South coast standing waters, Wetland
Western spadefoot	<i>Spea hammondi</i>	None	None	G2G3	S3	-	Species of Special Concern	Miranda Pine Mountain	Mixed woodlands, grasslands, coastal sage scrub, chaparral, sandy washes, lowlands, river floodplains, alluvial fans, playas, alkali flats, foothills, mountains.
BIRDS									
Prairie falcon	<i>Falco mexicanus</i>	None	None	G5	S4	-	Watch List	New Cuyama	Alpine tundra, shortgrass prairie, high desert
Short-eared owl	<i>Asio flammeus</i>	None	None	G5	S3	-	Species of Special Concern	Cuyama	Open country, grasslands
Tricolored blackbird	<i>Agelaius tricolor</i>	None	Threatened	G1G2	S1S2	-	Species of Special Concern	New Cuyama, Cuyama	Freshwater marsh, Marsh & swamp, Swamp, Wetland
INVERTEBRATES									
Crotch's bumble bee	<i>Bombus crotchii</i>	None	None	G2	S1S2	-	None	New Cuyama, Cuyama	Grasslands, shrublands, chaparral, coniferous forests

Table D-7. Federal- and State-Listed Wildlife Species Occurring in the Cuyama Valley

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
Kern primrose sphinx moth	<i>Euproserpinus euterpe</i>	Threatened	None	G1G2	S1	-	None	Cuyama Peak, New Cuyama	Valley & foothill grassland
MAMMALS									
American badger	<i>Taxidea taxus</i>	None	None	G5	S3	-	Species of Special Concern	Cuyama	Temperate/terrestrial grasslands, chaparral, and mountains; marshes
Giant kangaroo rat	<i>Dipodomys ingens</i>	Endangered	Endangered	G1G2	S1S2	-	None	New Cuyama, Cuyama	Chenopod scrub, Valley & foothill grassland
Nelson's (San Joaquin) antelope squirrel	<i>Ammospermophilus nelsoni</i>	None	Threatened	G2G3	S2S3	-	None	Cuyama	Chenopod scrub
San Joaquin kit fox	<i>Vulpes macrotis mutica</i>	Endangered	Threatened	G4T2	S2	-	None	New Cuyama, Cuyama Peak	Chenopod scrub, Valley & foothill grassland
PLANTS									
Blakley's spineflower	<i>Chorizanthe blakleyi</i>	None	None	G2	S2	1B.3	None	New Cuyama, Peak Mountain	Chaparral, pinyon and juniper woodland
California jewelflower	<i>Caulanthus californicus</i>	Endangered	Endangered	G1	S1	1B.1	None	New Cuyama, Cuyama Peak	Chenopod scrub, pinyon and juniper woodland, valley and foothill grassland
Hoover's eriastrum	<i>Eriastrum hooveri</i>	Delisted	None	G3	S3	4.2	None	Cuyama	Chenopod scrub, pinyon and juniper woodland, valley and foothill grassland
Kern mallow	<i>Eremalche parryi</i> ssp. <i>kernensis</i>	Endangered	None	G3G4T3	S3	1B.2	None	Cuyama	Chenopod scrub, pinyon and juniper woodland, valley and foothill grassland
La Panza mariposa-lily	<i>Calochortus simulans</i>	None	None	G2	S2	1B.3	None	Miranda Pine Mountain, Bates Canyon	Chaparral, cismontane woodland, coniferous forest, valley and foothill grassland

Table D-7. Federal- and State-Listed Wildlife Species Occurring in the Cuyama Valley

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
Lemmon's jewelflower	<i>Caulanthus lemmonii</i>	None	None	G3	S3	1B.2	None	Cuyama, New Cuyama, Cuyama Peak	Pinyon and juniper woodland, valley and foothill grassland
Mt. Pinos onion	<i>Allium howellii</i> var. <i>clokeyi</i>	None	None	G4T2	S2	1B.3	None	Ballinger Canyon	Traverse Range region in granitic soils at high elevations
Pale-yellow layia	<i>Layia heterotricha</i>	None	None	G2	S2	1B.1	None	Bates Canyon, Fox Mountain	Cismontane woodland, coastal scrub, pinyon and juniper woodland, valley and foothill grassland
Recurved larkspur	<i>Delphinium recurvatum</i>	None	None	G2	S2	1B.2	None	Cuyama Peak	Chenopod scrub, cismontane woodland, valley and foothill grassland
San Joaquin woollythreads	<i>Monolopia congdonii</i>	Endangered	None	G2	S2	1B.2	None	Cuyama, New Cuyama	Chenopod scrub, valley and foothill grassland
Showy golden madia	<i>Madia radiata</i>	None	None	G3	S3	1B.1	None	Cuyama	Cismontane woodland, valley and foothill grassland
Stinkbells	<i>Fritillaria agrestis</i>	None	None	G3	S3	4.2	None	Cuyama	Chaparral, cismontane woodland, pinyon and juniper woodland, valley and foothill grassland
REPTILES									
Blunt-nosed leopard lizard	<i>Gambelia sila</i>	Endangered	Endangered	G1	S1	-	Fully Protected	Cuyama, Cuyama Peak, New Cuyama	Chenopod scrub
California glossy snake	<i>Arizona elegans occidentalis</i>	None	None	G5T2	S2	-	Species of Special Concern	Cuyama	Grasslands, chaparral, deserts, scrub, scrub forest
Coast horned lizard	<i>Phrynosoma blainvillii</i>	None	None	G3G4	S3S4	-	Species of Special Concern	Cuyama Peak, New Cuyama	Mountains, valleys, foothills, grasslands, coniferous forests, woodlands, and chaparral, with open areas and patches of loose soil

Table D-7. Federal- and State-Listed Wildlife Species Occurring in the Cuyama Valley

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
Northern California legless lizard	<i>Anniella pulchra</i>	None	None	G3	S3	-	Species of Special Concern	New Cuyama	Coastal dunes, coastal scrubs, scrub forests
Western pond turtle	<i>Emys marmorata</i>	None	None	G3G4	S3	-	Species of Special Concern	Peak Mountain	Riparian scrub, aquatic areas, wetlands, vernal pools, ephemeral creeks, reservoirs, agricultural ditches, estuaries, brackish waters, marshes, swamps

Source: CDFW 2022

Global/State Rarity Ranking

G1/S1 – Critically imperiled. At very high risk of extinction due to extreme rarity (often 5 or fewer populations), very steep declines, or other factors.

G2/S2 – Imperiled. At high risk of extinction due to very restricted range, very few populations (often 20 or fewer), steep declines, or other factors.

G3/S3 – Vulnerable. At moderate risk of extinction due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors.

G4/S4 – Apparently Secure. Uncommon but not rare; some cause for long-term concern due to declines or other factors.

G5/S5 – Demonstrably Secure. Common; widespread and abundant.

California Native Plant Society Rare Plant Rank

CBR – Considered but Rejected

1B – Rare, threatened, or endangered in CA and elsewhere

2 – Rare, threatened, or endangered in CA but common elsewhere

4 – Limited distribution (Watch-list)

CBR – Considered but Rejected

CRPR Extensions

0.1 – Seriously endangered in California

0.2 – Fairly endangered in California

0.3 – Not very endangered in California

USGS Quadrangle: Locations where the species has historically been recorded by U.S. Geological Survey quadrangle

South Coast Special Status Species and Sensitive Habitat

Table D-8. Federal- and State-Listed Wildlife Species Occurring in the South Coast

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
AMPHIBIANS									
California red-legged frog	<i>Rana draytonii</i>	Threatened	None	G2G3	S2S3	-	Species of Special Concern	Santa Barbara, Goleta, San Marcos Pass, Gaviota, Tajiguas, Dos Pueblos Canyon	Aquatic, Artificial flowing waters, Artificial standing waters, Freshwater marsh, Marsh & swamp, Riparian forest, Riparian scrub, Riparian woodland, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters, South coast flowing waters, South coast standing waters, Wetland
Coast Range newt	<i>Taricha torosa</i>	None	None	G4	S4	-	Species of Special Concern	Santa Barbara, Goleta, Gaviota, San Marcos Pass, Dos Pueblos Canyon, Sacate	Wet forests, oak forests, chaparral, grasslands, oak woodland
Foothill yellow-legged frog	<i>Rana boylei</i>	None	Endangered	G3	S3	-	Species of Special Concern	Carpinteria, San Marcos Pass, Tajiguas	Aquatic, Chaparral, Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Meadow & seep, Riparian forest, Riparian woodland, Sacramento/San Joaquin flowing waters
BIRDS									
Bank swallow	<i>Riparia riparia</i>	None	Threatened	G5	S2	-	None	Santa Barbara, Goleta	Riparian scrub, Riparian woodland
Belding's savannah sparrow	<i>Passerculus sandwichensis beldingi</i>	None	Endangered	G5T3	S3	-	None	Goleta, Carpinteria	Marsh & swamp, Wetland

Table D-8. Federal- and State-Listed Wildlife Species Occurring in the South Coast

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
Bell's sage sparrow	<i>Artemisiospiza belli belli</i>	None	None	G5T2T3	S3	-	Watch List	Goleta	Sagebrush, saltbush, chamise, other low shrubs
Black-crowned night heron	<i>Nycticorax nycticorax</i>	None	None	G5	S4	-	None	Santa Barbara	Wetlands such as swamps, streams, rivers, marshes, mud flats, overgrown lake edges
Burrowing owl	<i>Athene cunicularia</i>	None	None	G4	S3	-	Species of Special Concern	Goleta, Dos Pueblos Canyon	Grasslands, rangelands, agricultural areas, deserts
California black rail	<i>Laterallus jamaicensis coturniculus</i>	None	Threatened	G3T1	S1	-	Fully Protected	Santa Barbara	Brackish marsh, Freshwater marsh, Marsh & swamp, Salt marsh, Wetland
California brown pelican	<i>Pelecanus occidentalis californicus</i>	Delisted	Delisted	G4T3T4	S3	-	Fully Protected	Santa Barbara, Goleta, Dos Pueblos Canyon, Tajiguas	Offshore islands, rocky and vegetated coastal areas, mountainous slopes
California least tern	<i>Sternula antillarum browni</i>	Endangered	Endangered	G4T2T3Q	S2	-	Fully Protected	Santa Barbara, Dos Pueblos Canyon	Alkali playa, Wetland
Cooper's hawk	<i>Accipiter cooperii</i>	None	None	G5	S4	-	Watch List	Santa Barbara, Goleta, Dos Pueblos Canyon	Mature forest, open woodlands, wood edges, river groves
Double-crested cormorant	<i>Nannopterum auritum</i>	None	None	G5	S4	-	Watch List	Goleta	Rivers, lakes, coastal areas
Ferruginous hawk	<i>Buteo regalis</i>	None	None	G4	S3S4	-	Watch List	Dos Pueblos Canyon	Lowlands, plateaus, valleys, plains, rolling hills of grass land, agricultural land, ranches, deserts
Golden eagle	<i>Aquila chrysaetos</i>	None	None	G5	S3	-	Fully Protected, Watch List	San Marcos Pass	Tundra, grasslands, intermittent forested habitat and woodland-brushlands, arid deserts and canyonlands

Table D-8. Federal- and State-Listed Wildlife Species Occurring in the South Coast

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
Grasshopper sparrow	<i>Ammodramus savannarum</i>	None	None	G5	S3	-	Species of Special Concern	Goleta	Grasslands
Great blue heron	<i>Ardea Herodias</i>	None	None	G5	S4	-	None	Goleta	Marshes, swamps, shores, tideflats
Great egret	<i>Ardea alba</i>	None	None	G5	S4	-	None	Goleta	Lakes, wetlands
Least Bell's vireo	<i>Vireo bellii pusillus</i>	Endangered	Endangered	G5T2	S2	-	None	San Marcos Pass, Carpinteria	Riparian forest, Riparian scrub, Riparian woodland
Light-footed Ridgway's rail	<i>Rallus obsoletus levipes</i>	Endangered	Endangered	G3T1T2	S1	-	Fully Protected	Goleta, Carpinteria	Marsh & swamp, Salt marsh, Wetland
Prairie falcon	<i>Falco mexicanus</i>	None	None	G5	S4	-	Watch List	San Marcos Pass	Alpine tundra, shortgrass prairie, high desert
Snowy egret	<i>Egretta thula</i>	None	None	G5	S4	-	None	Santa Barbara	Wetlands, marshes, riverbanks, lakesides, pools, salt marshes, estuaries
Southern California rufous-crowned sparrow	<i>Aimophila ruficeps canescens</i>	None	None	G5T3	S3	-	Watch List	Goleta, Gaviota, Dos Pueblos Canyon	Coastal sagebrush, open chaparral, scrub oaks, pinyon pine
Tricolored blackbird	<i>Agelaius tricolor</i>	None	Threatened	G1G2	S1S2	-	Species of Special Concern	Goleta	Freshwater marsh, Marsh & swamp, Swamp, Wetland
Western snowy plover	<i>Charadrius alexandrinus nivosus</i>	Threatened	None	G3T3	S2	-	Species of Special Concern	Santa Barbara, Carpinteria, Goleta, Dos Pueblos Canyon, Tajiguas	Sand shore, Wetland
White-tailed kite	<i>Elanus leucurus</i>	None	None	G5	S3S4	-	Fully Protected	Goleta, Dos Pueblos Canyon	Savannas, open woodlands, marshes, desert grasslands, partially cleared lands, and cultivated fields

Table D-8. Federal- and State-Listed Wildlife Species Occurring in the South Coast

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
Yellow rail	<i>Coturnicops noveboracensis</i>	None	None	G4	S1S2	-	Species of Special Concern	Santa Barbara	Shallow freshwater sedge marshes, wet meadows and marshes with cordgrass, saltgrass, sedges, other low vegetation
FISH									
Tidewater goby	<i>Euicyclogobius newberryi</i>	Endangered	None	G3	S3	-	None	Carpinteria, Santa Barbara, Gaviota, Sacate, Goleta, Dos Pueblos Canyon, Tajiguas, Goleta	Aquatic, South coast flowing waters
Steelhead – southern California distinct population segment (DPS)	<i>Oncorhynchus mykiss irideus</i>	Endangered	Candidate Endangered	G5T1Q	S1	-	None	Gaviota, Carpinteria, Santa Barbara,	Aquatic, South coast flowing waters
INVERTEBRATES									
California linderiella	<i>Linderiella occidentalis</i>	None	None	G2G3	S2S3	-	None	Goleta	Valley & foothill grassland, Vernal pool, Wetland
Crotch's bumble bee	<i>Bombus crotchii</i>	None	None	G2	S1S2	-	None	Goleta, Santa Barbara, San Marcos Pass, Gaviota, Dos Pueblos Canyon, Carpinteria	Grasslands, shrublands, chaparral, coniferous forests
Globose dune beetle	<i>Coelus globosus</i>	None	None	G1G2	S1S2	-	None	Santa Barbara, Goleta, Carpinteria, Dos Pueblos Canyon	Coastal dunes

Table D-8. Federal- and State-Listed Wildlife Species Occurring in the South Coast

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
Mimic tryonia (California brackishwater snail)	<i>Tryonia imitator</i>	None	None	G2	S2	-	None	Goleta	Coastal lagoons, estuaries, salt marshes
Monarch butterfly (California overwintering population)	<i>Danaus plexippus pop. 1</i>	Candidate	None	G4T2T3	S2S3	-	None	Sacate, Goleta, Carpinteria, Santa Barbara, Dos Pueblos Canyon, Tajiguas	Milkweed, flowering plants, Eucalyptus forest, dense tree cover (for overwintering)
Sandy beach tiger beetle	<i>Cicindela hirticollis gravida</i>	None	None	G5T2	S2	-	None	Carpinteria, Dos Pueblos Canyon	Sandy beaches, littoral-riparian areas
Wandering (saltmarsh) skipper	<i>Panoquina errans</i>	None	None	G4G5	S2	-	None	Carpinteria	Ocean bluffs, coastal open areas, disjunct salt marsh
MAMMALS									
American badger	<i>Taxidea taxus</i>	None	None	G5	S3	-	Species of Special Concern	Gaviota, Sacate, Tajiguas	Temperate/terrestrial grasslands, chaparral, and mountains; marshes
Big free-tailed bat	<i>Nyctinomops macrotis</i>	None	None	G5	S3	-	Species of Special Concern	Santa Barbara	Rocky cliffs, terrestrial plants (pinesm firs, and dessert shrubs), chaparral, scrub forest, Coastal
Hoary bat	<i>Lasiurus cinereus</i>	None	None	G3G4	S4	-	None	Goleta	Grasslands, woodlands, chaparral, coniferous forests, deserts
Pallid bat	<i>Antrozous pallidus</i>	None	None	G4	S3	-	Species of Special Concern	Sacate, Goleta	Deserts, oak/pine forests, grasslands

Table D-8. Federal- and State-Listed Wildlife Species Occurring in the South Coast

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
San Diego desert woodrat	<i>Neotoma lepida intermedia</i>	None	None	G5T3T4	S3S4	-	Species of Special Concern	Goleta, Gaviota, Tajiguas	Rocky cliffs, desert, chaparral, juniper-sagebrush, creosote bush scrub, Joshua tree woodlands, scrub oak woodlands, and pinon-juniper woodlands.
Townsend's big-eared bat	<i>Corynorhinus townsendii</i>	None	None	G4	S2	-	Species of Special Concern	Carpinteria, Santa Barbara, Dos Pueblos Canyon	Montane forests, shrub/grasslands
Western mastiff bat	<i>Eumops perotis californicus</i>	None	None	G4G5T4	S3S4	-	Species of Special Concern	Goleta	Chaparral, forest, scrub forest, coastal and desert scrublands, annual and perennial grasslands, conifer and deciduous woodlands, palm oases
Western red bat	<i>Lasiurus blossevillii</i>	None	None	G4	S3	-	Species of Special Concern	Goleta	Riparian woodlands/forests, shrubs, caves
Yuma myotis	<i>Myotis yumanensis</i>	None	None	G5	S4	-	None	Goleta	Juniper woodlands, coastal, riparian woodlands/grasslands, caves
PLANTS									
Black-flowered figwort	<i>Scrophularia atrata</i>	None	None	G2	S2	1B.2	None	Santa Barbara, Goleta, Gaviota, Dos Pueblos Canyon	Closed-cone coniferous forest, chaparral, coastal dunes, coastal scrub, riparian scrub
Chaparral ragwort	<i>Senecio aphanactis</i>	None	None	G3	S2	2B.2	None	Sacate	Chaparral, cismontane woodland, coastal scrub
Contra Costa goldfields	<i>Lasthenia conjugens</i>	Endangered	None	G1	S1	1B.1	None	Goleta	Cismontane woodland, playas, valley and foothill grassland, vernal pools
Coulter's goldfields	<i>Lasthenia glabrata</i> ssp. <i>coulteri</i>	None	None	G4T2	S2	1B.1	None	Goleta, Carpinteria	Coastal salt marshes and swamps, playas, vernal pools

Table D-8. Federal- and State-Listed Wildlife Species Occurring in the South Coast

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
Coulter's saltbush	<i>Atriplex coulteri</i>	None	None	G3	S1S2	1B.2	None	Goleta, Carpinteria, Santa Barbara	Coastal bluff scrub, coastal dunes, coastal scrub, valley/foothill grasslands
Davidson's saltscale	<i>Atriplex serenana</i> var. <i>davisonii</i>	None	None	G5T1	S1	1B.2	None	Goleta, Santa Barbara, Gaviota	Coastal scrub, coastal bluff scrub
Estuary seablite	<i>Suaeda esteroa</i>	None	None	G3	S2	1B.2	None	Goleta	Coastal salt marshes and swamps
Gambel's water cress	<i>Nasturtium gambelii</i>	Endangered	Threatened	G1	S1	1B.1	None	Santa Barbara	Brackish and freshwater marshes and swamps
Gaviota tarplant	<i>Deinandra increscens</i> ssp. <i>villosa</i>	Endangered	Endangered	G4G5T2	S2	1B.1	None	Gaviota, Sacate	Coastal scrub/bluff scrub, valley and foothill grassland
Late-flowered mariposa-lily	<i>Calochortus fimbriatus</i>	None	None	G3	S3	1B.3	None	Santa Barbara, Carpinteria, Sacate, Goleta, San Marcos Pass	Chaparral, cismontane and riparian woodland
Lompoc yerba santa	<i>Eriodictyon capitatum</i>	Endangered	Rare	G2	S2	1B.2	None	Sacate	Coastal bluff scrub, coniferous forest, maritime chaparral
Mesa horkelia	<i>Horkelia cuneata</i> var. <i>puberula</i>	None	None	G4T1	S1	1B.1	None	Santa Barbara, Goleta, Dos Pueblos Canyon	Chaparral, Cismontane woodland, coastal scrub
Miles' milk-vetch	<i>Astragalus didymocarpus</i> var. <i>milesianus</i>	None	None	G5T2	S2	1B.2	None	Gaviota	Coastal scrub
Nuttall's scrub oak	<i>Quercus Dumosa</i>	None	None	G3	S3	1B.1	None	Carpinteria, Santa Barbara	Coniferous forest, chaparral, coastal scrub
Ojai fritillary	<i>Fritillaria ojaiensis</i>	None	None	G3	S3	1B.2	None	Santa Barbara, San Marcos Pass, Carpinteria	Forest, chaparral, cismontane woodland, coniferous forest

Table D-8. Federal- and State-Listed Wildlife Species Occurring in the South Coast

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
Pale-yellow layia	<i>Layia heterotricha</i>	None	None	G2	S2	1B.1	None	Goleta	Cismontane woodland, coastal scrub, pinyon and juniper woodland, valley and foothill grassland
Refugio manzanita	<i>Arctostaphylos refugioensis</i>	None	None	G3	S3	1B.2	None	Gaviota, Goleta, Sacate	Chaparral
Salt marsh bird's-beak	<i>Chloropyron maritimum</i> ssp. <i>maritimum</i>	Endangered	Endangered	G4T1	S1	1B.2	None	Carpinteria	Coastal dunes, coastal salt marshes and swamps
Santa Barbara honeysuckle	<i>Lonicera subspicata</i> var. <i>subspicata</i>	None	None	G5T2	S2	1B.2	None	Goleta, Santa Barbara, Gaviota, Carpinteria, Tajiguas, San Marcos Pass, Dos Pueblos Canyon	Chaparral, Cismontane woodland, coastal scrub
Santa Barbara morning-glory	<i>Calystegia sepium</i> ssp. <i>binghamiae</i>	None	None	G5TXQ	SX	1A	None	Santa Barbara	Coastal marshes and swamps
Sonoran maiden fern	<i>Thelypteris puberula</i> var. <i>sonorensis</i>	None	None	G5T3	S2	2B.2	None	Santa Barbara, Goleta, Carpinteria, Gaviota, Tajiguas	Meadows and streams
Southern tarplant	<i>Centromadia parryi</i> ssp. <i>australis</i>	None	None	G3T2	S2	1B.1	None	Goleta, Dos Pueblos Canyon	Marshes and swamps, vernal valley and foothill grassland, vernal pools
Umbrella larkspur	<i>Delphinium umbraculorum</i>	None	None	G3	S3	1B.3	None	Santa Barbara, Carpinteria, San Marcos Pass	Chaparral, cismontane woodland

Table D-8. Federal- and State-Listed Wildlife Species Occurring in the South Coast

Common Name	Scientific Name	Federal Listing	State Listing	Global Rank	State Rank	Rare Plant Rating	CDFW Status	USGS Quad.	Habitats
White-veined monardella	<i>Monardella hypoleuca</i> ssp. <i>hypoleuca</i>	None	None	G4T3	S3	1B.3	None	Santa Barbara, Carpinteria, Tajiguas, Dos Pueblos Canyon, San Marcos Pass	Chaparral, cismontane woodland
REPTILES									
California legless lizard	<i>Anniella</i> spp.	None	None	G3G4	S3S4	-	Species of Special Concern	Carpinteria	Coastal dunes, coastal shrubs, maritime chaparral, scrub forest
Coast horned lizard	<i>Phrynosoma blainvillii</i>	None	None	G3G4	S3S4	-	Species of Special Concern	Santa Barbara, San Marcos Pass	Mountains, valleys, foothills, grasslands, coniferous forests, woodlands, and chaparral, with open areas and patches of loose soil
Coast patch-nosed snake	<i>Salvadora hexalepis virgulata</i>	None	None	G5T4	S2S3	-	Species of Special Concern	Santa Barbara, Goleta, Carpinteria	Grassy foothills, rocky outcroppings
Northern California legless lizard	<i>Anniella pulchra</i>	None	None	G3	S3	-	Species of Special Concern	Santa Barbara, Goleta, San Marcos Pass, Dos Pueblos Canyon	Coastal dunes, coastal scrubs, scrub forests
Two-striped gartersnake	<i>Thamnophis hammondi</i>	None	None	G4	S3S4	-	Species of Special Concern	Santa Barbara, Carpinteria, Gaviota, San Marcos Pass	Aquatic, Riparian scrub
Western pond turtle	<i>Emys marmorata</i>	None	None	G3G4	S3	-	Species of Special Concern	Santa Barbara, Goleta, Gaviota, Sacate, San Marcos Pass, Tajiguas	Riparian scrub, aquatic areas, wetlands, vernal pools, ephemeral creeks, reservoirs, agricultural ditches, estuaries, brackish waters, marshes, swamps

Source: CDFW 2022

Global/State Rarity Ranking

G1/S1 – Critically imperiled. At very high risk of extinction due to extreme rarity (often 5 or fewer populations), very steep declines, or other factors.
 G2/S2 – Imperiled. At high risk of extinction due to very restricted range, very few populations (often 20 or fewer), steep declines, or other factors.
 G3/S3 – Vulnerable. At moderate risk of extinction due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors.
 G4/S4 – Apparently Secure. Uncommon but not rare; some cause for long-term concern due to declines or other factors.
 G5/S5 – Demonstrably Secure. Common; widespread and abundant.

California Native Plant Society Rare Plant Rank (CRPR)

CBR – Considered but Rejected
 CRPR Extensions
 1B – Rare, threatened, or endangered in CA and elsewhere 0.1 – Seriously endangered in California
 2 – Rare, threatened, or endangered in CA but common elsewhere 0.2 – Fairly endangered in California
 4 – Limited distribution (Watch-list) 0.3 – Not very endangered in California
 CBR – Considered but Rejected

USGS Quadrangle: Locations where the species has historically been recorded by U.S. Geological Survey quadrangle

Table D-9. Special-Status Natural Communities Occurring in the South Coast

Community Type	Community Name	Global Rank	State Rank	USGS Quad.
Herbaceous	Valley Needlegrass Grassland	G3	S3.1	Gaviota
Marsh	Southern Coastal Salt Marsh	G2	S2.1	Carpinteria, Goleta

Source: CDFW 2022

Global/State Rarity Ranking

G1/S1 – Critically imperiled. At very high risk of extinction due to extreme rarity (often 5 or fewer populations), very steep declines, or other factors.
 G2/S2 – Imperiled. At high risk of extinction due to very restricted range, very few populations (often 20 or fewer), steep declines, or other factors.
 G3/S3 – Vulnerable. At moderate risk of extinction due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors.
 G4/S4 – Apparently Secure. Uncommon but not rare; some cause for long-term concern due to declines or other factors.
 G5/S5 – Demonstrably Secure. Common; widespread and abundant.

USGS Quadrangle: Locations where the species has historically been recorded by U.S. Geological Survey quadrangle

This page was intentionally left blank.

APPENDIX E

Supporting Noise Materials

This page was intentionally left blank.

Baseline Average Day-Night Noise Levels @ 50 feet (dB) Project Average Day-Night Noise Levels @ 50 feet (dB)

No.	Roadways	Baseline ADT	Truck ADT	% Trucks	Vehicle Speed	Baseline			Project Average			Total Truck ADT	Combine dDay-Night Level	Change in dB Cars Only	Change in dB with Trucks	Change in UPRR	Change in dBA Ldn @ 100 feet	Change in dBA Ldn @ 200 feet	Change in dBA Ldn @ 400 feet	Change in dBA Ldn @ 800 feet	Change in dBA Ldn @ 1600 feet	Change in dBA Ldn @ 3200 feet				
						Cars Only	With Trucks	UPRR	Cars Only	With Trucks	UPRR															
Eastern Goleta Valley																										
1	U.S. 101 @ Junction SR 154	109,000	6,540	6.00%	60	69	83	71	83	71	83	7,020	69	83	71	83	0	0	0	0	0	0	0			
2	U.S. 101 @ Turnpike Road	107,000	6,420	6.00%	60	69	83	71	83	71	83	7,020	69	83	71	83	0	0	0	0	0	0	0			
3	U.S. 101 @ Junction SR 217 South	80,000	4,800	6.00%	60	68	81	71	82	71	83	6,733	70	83	71	83	1	2	0	1	80	77	74	71	68	65
4	U.S. 101 @ Storke Road	35,500	3,309	9.32%	60	64	80	71	80	71	80	4,350	65	81	71	80	1	1	0	0	77	74	71	68	65	62
5	Paterson - Hollister to 101	24,800	2,400	9.68%	40	59	72	46	71	72	72	57,019	63	60	63	60	0	0	0	0	69	66	63	60	57	54
6	Hollister - Walnut to San Marcos Road	14,600	1,400	9.59%	40	57	70	46	61	46	61	34,267	60	60	60	46	0	0	0	0	58	55	52	49	46	43
7	San Marcos Road - Hollister to San Simeon	1,700	170	10.00%	25	43	52	52	52	52	52	16,861	53	53	52	52	0	0	0	0	52	49	46	43	40	37
8	Turnpike - Hollister to 101	22,800	2,280	10.00%	40	59	72	46	61	46	61	37,961	61	61	52	61	2	2	0	0	58	55	52	49	46	43
9	Calie Real - El Sueno to Turnpike*	7,000	700	10.00%	40	53	66	41	55	41	55	11,506	56	56	83	71	83	0	0	0	80	77	74	71	68	65
10	Cathedral Oaks @ SR 154	9,800	980	10.00%	40	55	68	41	57	41	57	17,792	57	57	57	57	2	2	0	0	54	51	48	45	42	39
11	Hollister - Turnpike to Upper State	14,800	1,480	10.00%	40	57	70	46	61	46	61	15,941	57	57	52	58	0	0	0	0	55	52	49	46	43	40
Carpinteria																										
12	SR 192 - Linden	3,200	320	10.00%	40	50	66	66	66	66	4,776	287	52	67	80	68	2	1	2	2	65	62	59	56	53	50
13	U.S. 101 @ Santa Monica Road	64,000	6,400	10.00%	60	67	80	80	80	80	68,489	3,534	67	80	80	80	0	0	0	0	77	74	71	68	65	62
Orcutt																										
14	U.S. 101 @ Clark Avenue Santa Maria	28,000	2,800	10.00%	60	63	80	80	80	80	39,604	5,545	64	82	82	82	1	2	2	2	79	76	73	70	67	64
15	SR 135 @ East Clark Avenue	16,800	1,680	10.00%	60	61	80	80	80	80	44,463	8,893	65	84	84	84	4	4	4	4	81	78	75	72	69	66
16	Clark Ave - Bradley to Stillwell	16,100	1,610	10.00%	40	57	70	46	61	46	61	27,704	59	59	59	2	0	0	0	2	56	53	50	47	44	41

Sources:
 Caltrans Traffic Census Program - Annual ADT for all Vehicles and Truck Traffic on California State Highways (2021) - <https://dot.ca.gov/programs/traffic-operations/census>
 HUD Day/Night Noise Level Calculator for Roadway & Railway Traffic - <https://www.hudexchange.info/programs/environmental-review/dnt-calculator/>
 Eastern Goleta Valley Community Plan ER Figure 4.2-2: Existing Average Daily Traffic Volumes
 Trip Generation, Institute of Transportation Engineers (ITE) for Specialty Retail and Condos (High Rise)
 PacificSurfliner Wikipedia - https://en.wikipedia.org/wiki/Pacific_Surfliner
 Key Site 3 ER Table 4.11-2: Existing Roadway Levels of Service

Assumptions:
 Vehicle speeds presume 5 mph less than posted speed limit if over 25 MPH
 Train operations assume 35 passenger trains (4 daily Amtrak Pacific Surfliner + 1 daily Coast Starlight trains) per Amtrak.com, plus 43 freight trains per week (7 daily freight trains on weekdays, 4 daily freight trains on weekends) per City of Santa Barbara Barbara Circulation Element (1998)
 All noise estimates from 50 feet from travel corridor line; distance from railroad based on location of roadway using Google Earth
 15% of ADT is nighttime traffic, based on HUD default values
 Average train speed (11.2 MPH) based on Pacific Surfliner average operating speeds, rounded up, to nearest 5 (45 MPH)
 No substantial truck traffic on local roads; truck traffic data (% of Annual ADT) only available for Caltrans roadways
 * Calle Real is a frontage road along U.S. 101 + UPRR. Local road, highway, and UPRR noise are included for this location.

Site ADT Calculations

Potential Rezones

No.	Site Name	APN(s)	Current Zoning	Proposed Zoning	RHMA Subregion	Size (Acres)	Max EIR Limits	Res I TE Rate (230 - Res ADT) (ITE)	Res ADT (ITE)	Max Commercial #	Comm I TE Rate (82A - % Comm ADT) (ITE)	Comm ADT (ITE)
1	Georg	071-140-064	AG-110	DR-30/40	South Coast	64.8	1,082	418	14,082	0	0.0432	0
2	Thomasic Church	071-140-071	AG-110	DR-30/40	South Coast	3.29	1,082	418	14,082	0	0.0432	0
3	Scott	071-140-071	AG-110	DR-30/40	South Coast	9.38	1,082	418	14,082	0	0.0432	0
4	Exwell	071-140-048	AG-110	DR-30/40	South Coast	8.23	427	418	1,785	0	0.0432	0
5	Clare 1	065-090-031	AG-110	DR-20/25	South Coast	15.22	494	418	2,065	0	0.0432	0
6	Clare 2	065-090-032	AG-110	DR-20/25	South Coast	15.22	494	418	2,065	0	0.0432	0
7	Clare 3	071-190-014	AG-110	DR-20/25 and AG-110	South Coast	69.8	1,349	418	5,639	0	0.0432	0
8	San Marcos Growers 1	065-040-041	AG-15	DR-30/40	South Coast	27.37	1,422	418	5,944	0	0.0432	0
9	San Marcos Growers 2	065-040-042	AG-15	DR-30/40	South Coast	5.7	296	418	1,237	0	0.0432	0
10	McCloskey Landab	065-080-010, 065-080-011	AG-15	DR-30/40	South Coast	6.95	379	418	1,501	0	0.0432	0
11	McCloskey Landab	065-080-010, 071-530-020, 071-530-012	AG-15	DR-30/40	South Coast	2.61	211	418	1,150	0	0.0432	0
12	St Vincent's - East	059-130-011	DR-1 and DR-4.6	DR-20/20	South Coast	15.69	611	418	2,554	0	0.0432	0
13	St Vincent's - West	059-130-014, 059-130-015	DR-1	DR-20/20	South Coast	33.37	1,301	418	5,438	0	0.0432	0
14	Hugo Community Church	057-143-001	8-R-1	DR-20/20	South Coast	2.95	114	418	477	0	0.0432	0
15	Van Wagoner Church	057-143-001	8-R-1	DR-20/20	South Coast	2.95	114	418	477	0	0.0432	0
16	Van Wagoner Church	057-143-001	8-R-1	DR-20/20	South Coast	2.95	114	418	477	0	0.0432	0
17	Montessori	004-005-001	AG-110	DR-20/20	South Coast	9.6	377	418	1,575	0	0.0432	0
18	Friendship Manor	065-080-024, 065-080-008, 065-080-009	AG-15	DR-30/40	South Coast	11.4	591	418	2,470	0	0.0432	0
19	Key Site 1	075-020-035	SKH-20	DR-30/40	South Coast	1.2	62	418	259	0	0.0432	0
20	Key Site 1	129-120-024	C-2	C-2 and DR-0	Sanita Marina	24.71	2,099	418	8,774	363,944	0.0432	16,130
21	Key Site 1	103-760-011, 103-760-017	PRD	DR-20/20	Sanita Marina	16.7	651	418	2,721	0	0.0432	0
22	Key Site 11	103-181-006	C-2 and REC	DR-20/20 and C-2	Sanita Marina	21.43	945	418	3,950	32,670	0.0432	1,448
23	Key Site 16	105-330-001, 105-330-002	SC	DR-30/40 and C-2	Sanita Marina	11.78	764	418	3,194	56,014	0.0432	2,394
24	Key Site 26	107-250-001, 107-250-002, 107-250-021, 107-250-022	DR-33	DR-30/40	Sanita Marina	10.87	3,201	418	13,601	0.0432	0.0432	15,667
25	Key Site 26	107-250-001, 107-250-002	DR-33	DR-30/40	Sanita Marina	10.87	3,201	418	13,601	0.0432	0.0432	15,667
26	Northport HOA	107-470-003	DR-33	DR-20/25	Sanita Marina	8.75	283	418	1,183	0	0.0432	0
27	Highland Girls Club	107-470-011	DR-33	DR-20/25	Sanita Marina	14.9	483	418	2,019	0	0.0432	0
28	Woodman Wilas HOA	107-250-017, 107-770-027	DR-33	DR-20/25	Sanita Marina	17.55	569	418	2,378	0	0.0432	0
29	Woodman Wilas HOA	107-250-017, 107-770-027	DR-33	DR-20/25	Sanita Marina	17.55	569	418	2,378	0	0.0432	0
30	Latter Day Saints	109-040-001	8-R-1	DR-30/40	Sanita Marina	4.83	250	418	1,045	0	0.0432	0
31	Element Church	103-080-048	10-R-1	DR-20/20	Sanita Marina	3.83	148	418	619	0	0.0432	0
32	Fong 1	097-491-007	7-R-1	DR-30/40	Lompoc	2.36	122	418	510	0	0.0432	0
33	Fong 2	097-491-007	7-R-1	DR-30/40	Lompoc	2.35	122	418	510	0	0.0432	0
34	Fong 3	097-491-007	7-R-1	DR-30/40	Lompoc	2.35	122	418	510	0	0.0432	0
35	Chemura LLC	143-220-005, 143-220-007, 143-241-002	C-2 and REC	DR-30/40	Sanita Ynez	5.89	305	418	1,275	35,501	0.0432	1,572
36	Blue Sky Property	149-290-001	AG-110	C-2 and DR-20	Cuyama	37.88	1,812	418	7,574	206,910	0.0432	9,170

Potential Rezones

No.	Site Name	APN(s)	Current Zoning	Proposed Zoning	RHMA Subregion	Size (Acres)	Max EIR Limits	Res I TE Rate (230 - Res ADT) (ITE)	Res ADT (ITE)	Max Commercial #	Comm I TE Rate (82A - % Comm ADT) (ITE)	Comm ADT (ITE)
37	Ballard	001-080-045, 001-080-046	3-E-1	DR-20	South Coast	6.98	486	418	2,031	0	0.0432	0
38	1555 Hollister Apartments	061-070-002	DR-20	N/A	South Coast	1.1	61	418	255	0	0.0432	0
39	2085 State Street	061-110-014	MD	N/A	South Coast	1.71	69	418	288	0	0.0432	0
40	2085 State Street	061-110-014	MD	N/A	South Coast	1.71	69	418	288	0	0.0432	0
41	MTD	059-140-004, 059-140-006, 059-140-008, 067-200-026	DR-20 and 10-E-1	N/A	South Coast	18.56	962	418	4,021	0	0.0432	0
42	Hulun	065-040-026	DR-20	DR-20/20	South Coast	23	959	418	4,009	0	0.0432	0
43	Miramar	009-333-013	C-V	N/A	South Coast	1	58	418	242	0	0.0432	0
44	Elmore	097-371-012	C-2 and DR-12	DR-12	South Coast	26.1	7	418	1,045	0	0.0432	0
45	Elmore	097-371-012	C-2 and DR-12	DR-12	South Coast	26.1	7	418	1,045	0	0.0432	0
46	Constitution	097-371-072	C-2	C-2	Lompoc	5.16	139	418	591	48,290	0.0432	2,140
47	Piedras Picas	149-051-002, 149-051-001	C-2	N/A	Cuyama	1.08	95	418	397	1,110	0.0432	49
48	Piedras Picas	101-130-015, 101-130-019	PRD-46	N/A	Sanita Ynez	17.79	199	418	832	0	0.0432	0

County-Owned Projects

No.	Site Address	APN(s)	Current Zoning	Proposed Zoning	RHMA Subregion	Size (Acres)	Max EIR Limits	Res I TE Rate (230 - Res ADT) (ITE)	Res ADT (ITE)	Max Commercial #	Comm I TE Rate (82A - % Comm ADT) (ITE)	Comm ADT (ITE)
49	1500 Hollister Ave, Santa Barbara, CA 051-040-012, 061-040-020, 061-040-024	051-040-012, 061-040-020, 061-040-024	REC	REC	South Coast	11.08	75	418	314	0	0.0432	0
50	5370 Hollister Ave, Santa Barbara, CA 051-040-030	051-040-030	REC	REC	South Coast	0.57	36	418	150	0	0.0432	0
51	5370 Hollister Ave, Santa Barbara, CA 051-040-030	051-040-030	REC	REC	South Coast	0.57	36	418	150	0	0.0432	0
52	1015 Santa Barbara St, Santa Barbara, CA 029-212-019	029-212-019	N/A	N/A	South Coast	0.22	13	418	54	0	0.0432	0
53	5554 Hollister Ave, Santa Barbara, CA 051-040-019, 061-040-020, 061-040-021	051-040-019, 061-040-020, 061-040-021	REC	REC	South Coast	0.35	14	418	59	0	0.0432	0
54	4560 Hollister Ave, Santa Barbara, CA 051-040-043	051-040-043	REC	REC	South Coast	20.38	18	418	75	0	0.0432	0
55	260 San Antonio rd, Santa Barbara, CA 059-140-029	059-140-029	REC	REC	South Coast	61.86	116	418	485	0	0.0432	0

ADT Increase Estimate by Area/Roadways
Neighborhood/Area
South Dade
Smi Marcos Agricultural Area - Hollis/Hur/Turmpike
Calle Real/Turmpike
Hollis/Hur - Turmpike/Upper State Street
GlenArie - Stone/A/S 101
SR 1192 - LINDSM
U.S. 101 - Santa Monica Road
CDA Avenue - West @ SR 135

Add ADT
3,221
Reasons for ADT Increase
15,161 Pending 42
4,506 County owned
1,141 County owned 49, 50, 53, 54
11,172 Reason 11
7,992 Reason 12, 13
1,576 Reason 15
Reason 16
2,489 Reason 17, 20, 21
Reason 22
11,604 Reason 22, 23, 31

Hauling Sites Included
Reasons for ADT Increase
15,161 Pending 42
4,506 County owned
1,141 County owned 49, 50, 53, 54
11,172 Reason 11
7,992 Reason 12, 13
1,576 Reason 15
Reason 16
2,489 Reason 17, 20, 21
Reason 22
11,604 Reason 22, 23, 31

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Analysis

Record Date

09/01/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 1 U.S. 101 @ SR 154

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

50

Distance to Stop Sign

0

0

Average Speed

60

60

Average Daily Trips (ADT)

109000

6540

Night Fraction of ADT

15

15

Road Gradient (%)

0

Vehicle DNL

69

0

83

Calculate Road #1 DNL

83

Reset

Railroad #1 Track Identifier:

UPRR

Rail # 1

Train Type

Electric

Diesel

Effective Distance	<input type="text"/>	50
Average Train Speed	<input type="text"/>	45
Engines per Train	<input type="text"/>	1
Railway cars per Train	<input type="text"/>	6
Average Train Operations (ATO)	<input type="text"/>	6
Night Fraction of ATO	<input type="text"/>	15
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="71"/>
<input type="button" value="Calculate Rail #1 DNL"/>	<input type="text" value="71"/>	<input type="button" value="Reset"/>
<input type="button" value="Add Road Source"/>	<input type="button" value="Add Rail Source"/>	
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	<input type="text" value="83"/>	
Combined DNL including Airport	<input type="text" value="N/A"/>	
Site DNL with Loud Impulse Sound	<input type="text"/>	
<input type="button" value="Calculate"/>	<input type="button" value="Reset"/>	

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - **Contact your Field or Regional Environmental Officer** (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Analysis

Record Date

09/01/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 1 U.S. 101 @ SR 154

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

50

Distance to Stop Sign

0

0

Average Speed

60

60

Average Daily Trips (ADT)

116992

7020

Night Fraction of ADT

15

15

Road Gradient (%)

0

Vehicle DNL

69

0

83

Calculate Road #1 DNL

83

Reset

Railroad #1 Track Identifier:

UPRR

Rail # 1

Train Type

Electric

Diesel

Effective Distance	<input type="text"/>	50
Average Train Speed	<input type="text"/>	45
Engines per Train	<input type="text"/>	1
Railway cars per Train	<input type="text"/>	6
Average Train Operations (ATO)	<input type="text"/>	6
Night Fraction of ATO	<input type="text"/>	15
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="71"/>
<input type="button" value="Calculate Rail #1 DNL"/>	<input type="text" value="71"/>	<input type="button" value="Reset"/>
<input type="button" value="Add Road Source"/>	<input type="button" value="Add Rail Source"/>	
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	<input type="text" value="83"/>	
Combined DNL including Airport	<input type="text" value="N/A"/>	
Site DNL with Loud Impulse Sound	<input type="text"/>	
<input type="button" value="Calculate"/>	<input type="button" value="Reset"/>	

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - **Contact your Field or Regional Environmental Officer** (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (</resource/3822/day-night-noise-level-assessment-tool-user-guide/>)

Day/Night Noise Level Assessment Tool Flowcharts (</resource/3823/day-night-noise-level-assessment-tool-flowcharts/>)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Analysis

Record Date

09/01/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 2 U.S. 101 @ Turnpike Road

Road #1

Vehicle Type **Cars** **Medium Trucks** **Heavy Trucks**

Effective Distance 50 50

Distance to Stop Sign 0 0

Average Speed 60 60

Average Daily Trips (ADT) 107000 6420

Night Fraction of ADT 15 15

Road Gradient (%) 0

Vehicle DNL 69 0 82

Calculate Road #1 DNL

83

Reset

Railroad #1 Track Identifier:

UPRR

Rail # 1

Train Type

Electric

Diesel

Effective Distance	<input type="text"/>	50
Average Train Speed	<input type="text"/>	45
Engines per Train	<input type="text"/>	1
Railway cars per Train	<input type="text"/>	6
Average Train Operations (ATO)	<input type="text"/>	6
Night Fraction of ATO	<input type="text"/>	15
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="71"/>
<input type="button" value="Calculate Rail #1 DNL"/>	<input type="text" value="71"/>	<input type="button" value="Reset"/>
<input type="button" value="Add Road Source"/>	<input type="button" value="Add Rail Source"/>	
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	<input type="text" value="83"/>	
Combined DNL including Airport	<input type="text" value="N/A"/>	
Site DNL with Loud Impulse Sound	<input type="text"/>	
<input type="button" value="Calculate"/>	<input type="button" value="Reset"/>	

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - **Contact your Field or Regional Environmental Officer** (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (</resource/3822/day-night-noise-level-assessment-tool-user-guide/>)

Day/Night Noise Level Assessment Tool Flowcharts (</resource/3823/day-night-noise-level-assessment-tool-flowcharts/>)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID	HEU Roadway Noise Analysis
Record Date	09/01/2023
User's Name	Erika Leachman

Road # 1 Name: No. 2 U.S. 101 @ Turnpike Road

Road #1

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	50		50
Distance to Stop Sign	0		0
Average Speed	60		60
Average Daily Trips (ADT)	127808		7668
Night Fraction of ADT	15		15
Road Gradient (%)			0
Vehicle DNL	70	0	83
Calculate Road #1 DNL	83	Reset	

Railroad #1 Track Identifier: UPRR

Rail # 1

Train Type **Electric** **Diesel**

Effective Distance	<input type="text"/>	50
Average Train Speed	<input type="text"/>	45
Engines per Train	<input type="text"/>	1
Railway cars per Train	<input type="text"/>	6
Average Train Operations (ATO)	<input type="text"/>	6
Night Fraction of ATO	<input type="text"/>	15
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="71"/>
<input type="button" value="Calculate Rail #1 DNL"/>	<input type="text" value="71"/>	<input type="button" value="Reset"/>
<input type="button" value="Add Road Source"/> <input type="button" value="Add Rail Source"/>		
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	<input type="text" value="84"/>	
Combined DNL including Airport	<input type="text" value="N/A"/>	
Site DNL with Loud Impulse Sound	<input type="text"/>	
<input type="button" value="Calculate"/> <input type="button" value="Reset"/>		

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - **Contact your Field or Regional Environmental Officer** (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (</resource/3822/day-night-noise-level-assessment-tool-user-guide/>)

Day/Night Noise Level Assessment Tool Flowcharts (</resource/3823/day-night-noise-level-assessment-tool-flowcharts/>)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Analysis

Record Date

09/01/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 3 U.S. 101 @ SR 217

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

50

Distance to Stop Sign

0

0

Average Speed

60

60

Average Daily Trips (ADT)

80000

4800

Night Fraction of ADT

15

15

Road Gradient (%)

0

Vehicle DNL

68

0

81

Calculate Road #1 DNL

81

Reset

Railroad #1 Track Identifier:

UPRR

Rail # 1

Train Type

Electric

Diesel

Effective Distance	<input type="text"/>	50
Average Train Speed	<input type="text"/>	45
Engines per Train	<input type="text"/>	1
Railway cars per Train	<input type="text"/>	6
Average Train Operations (ATO)	<input type="text"/>	6
Night Fraction of ATO	<input type="text"/>	15
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="71"/>
<input type="button" value="Calculate Rail #1 DNL"/>	<input type="text" value="71"/>	<input type="button" value="Reset"/>
<input type="button" value="Add Road Source"/>	<input type="button" value="Add Rail Source"/>	
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	<input type="text" value="82"/>	
Combined DNL including Airport	<input type="text" value="N/A"/>	
Site DNL with Loud Impulse Sound	<input type="text"/>	
<input type="button" value="Calculate"/>	<input type="button" value="Reset"/>	

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (</resource/3822/day-night-noise-level-assessment-tool-user-guide/>)

Day/Night Noise Level Assessment Tool Flowcharts (</resource/3823/day-night-noise-level-assessment-tool-flowcharts/>)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Analysis

Record Date

09/01/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 3 U.S. 101 @ SR 217

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

50

Distance to Stop Sign

0

0

Average Speed

60

60

Average Daily Trips (ADT)

112219

6733

Night Fraction of ADT

15

15

Road Gradient (%)

0

Vehicle DNL

69

0

83

Calculate Road #1 DNL

83

Reset

Railroad #1 Track Identifier:

UPRR

Rail # 1

Train Type

Electric

Diesel

Effective Distance	<input type="text"/>	50
Average Train Speed	<input type="text"/>	45
Engines per Train	<input type="text"/>	1
Railway cars per Train	<input type="text"/>	6
Average Train Operations (ATO)	<input type="text"/>	6
Night Fraction of ATO	<input type="text"/>	15
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="71"/>
<input type="button" value="Calculate Rail #1 DNL"/>	<input type="text" value="71"/>	<input type="button" value="Reset"/>
<input type="button" value="Add Road Source"/>	<input type="button" value="Add Rail Source"/>	
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	<input type="text" value="83"/>	
Combined DNL including Airport	<input type="text" value="N/A"/>	
Site DNL with Loud Impulse Sound	<input type="text"/>	
<input type="button" value="Calculate"/>	<input type="button" value="Reset"/>	

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - **Contact your Field or Regional Environmental Officer** (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (</resource/3822/day-night-noise-level-assessment-tool-user-guide/>)

Day/Night Noise Level Assessment Tool Flowcharts (</resource/3823/day-night-noise-level-assessment-tool-flowcharts/>)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Analysis

Record Date

09/01/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 4 U.S. 101 @ Storke Road

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

50

Distance to Stop Sign

0

0

Average Speed

60

60

Average Daily Trips (ADT)

35500

3309

Night Fraction of ADT

15

15

Road Gradient (%)

0

Vehicle DNL

64

0

80

Calculate Road #1 DNL

80

Reset

Railroad #1 Track Identifier:

UPRR

Rail # 1

Train Type

Electric

Diesel

Effective Distance	<input type="text"/>	50
Average Train Speed	<input type="text"/>	45
Engines per Train	<input type="text"/>	1
Railway cars per Train	<input type="text"/>	6
Average Train Operations (ATO)	<input type="text"/>	6
Night Fraction of ATO	<input type="text"/>	15
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="71"/>
<input type="button" value="Calculate Rail #1 DNL"/>	<input type="text" value="71"/>	<input type="button" value="Reset"/>
<input type="button" value="Add Road Source"/>	<input type="button" value="Add Rail Source"/>	
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	<input type="text" value="80"/>	
Combined DNL including Airport	<input type="text" value="N/A"/>	
Site DNL with Loud Impulse Sound	<input type="text"/>	
<input type="button" value="Calculate"/>	<input type="button" value="Reset"/>	

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - **Contact your Field or Regional Environmental Officer** (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Analysis

Record Date

09/01/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 4 U.S. 101 @ Storke Road

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

50

Distance to Stop Sign

0

0

Average Speed

60

60

Average Daily Trips (ADT)

46673

4350

Night Fraction of ADT

15

15

Road Gradient (%)

0

Vehicle DNL

65

0

81

Calculate Road #1 DNL

81

Reset

Railroad #1 Track Identifier:

UPRR

Rail # 1

Train Type

Electric

Diesel

Effective Distance	<input type="text"/>	50
Average Train Speed	<input type="text"/>	45
Engines per Train	<input type="text"/>	1
Railway cars per Train	<input type="text"/>	6
Average Train Operations (ATO)	<input type="text"/>	6
Night Fraction of ATO	<input type="text"/>	15
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="71"/>
<input type="button" value="Calculate Rail #1 DNL"/>	<input type="text" value="71"/>	<input type="button" value="Reset"/>
<input type="button" value="Add Road Source"/>	<input type="button" value="Add Rail Source"/>	
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	<input type="text" value="80"/>	
Combined DNL including Airport	<input type="text" value="N/A"/>	
Site DNL with Loud Impulse Sound	<input type="text"/>	
<input type="button" value="Calculate"/>	<input type="button" value="Reset"/>	

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - **Contact your Field or Regional Environmental Officer** (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Analysis

Record Date

09/01/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 5 Patterson - Hollister to U.S. 101

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

Distance to Stop Sign

0

Average Speed

40

Average Daily Trips (ADT)

24800

Night Fraction of ADT

15

Road Gradient (%)

Vehicle DNL

59

0

0

Calculate Road #1 DNL

59

Reset

Railroad #1 Track Identifier:

UPRR

Rail # 1

Train Type

Electric

Diesel

Effective Distance	<input type="text"/>	50
Average Train Speed	<input type="text"/>	45
Engines per Train	<input type="text"/>	1
Railway cars per Train	<input type="text"/>	6
Average Train Operations (ATO)	<input type="text"/>	6
Night Fraction of ATO	<input type="text"/>	15
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="71"/>
<input type="button" value="Calculate Rail #1 DNL"/>	<input type="text" value="71"/>	<input type="button" value="Reset"/>
<input type="button" value="Add Road Source"/>	<input type="button" value="Add Rail Source"/>	
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	<input type="text" value="72"/>	
Combined DNL including Airport	<input type="text" value="N/A"/>	
Site DNL with Loud Impulse Sound	<input type="text"/>	
<input type="button" value="Calculate"/>	<input type="button" value="Reset"/>	

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (</resource/3822/day-night-noise-level-assessment-tool-user-guide/>)

Day/Night Noise Level Assessment Tool Flowcharts (</resource/3823/day-night-noise-level-assessment-tool-flowcharts/>)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

Record Date

User's Name

Road # 1 Name:

Road #1

Vehicle Type **Cars** **Medium Trucks** **Heavy Trucks**

Effective Distance

Distance to Stop Sign

Average Speed

Average Daily Trips (ADT)

Night Fraction of ADT

Road Gradient (%)

Vehicle DNL

Railroad #1 Track Identifier:

Rail # 1

Train Type **Electric**

Diesel

Effective Distance	<input type="text"/>	50
Average Train Speed	<input type="text"/>	45
Engines per Train	<input type="text"/>	1
Railway cars per Train	<input type="text"/>	6
Average Train Operations (ATO)	<input type="text"/>	6
Night Fraction of ATO	<input type="text"/>	15
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="71"/>
<input type="button" value="Calculate Rail #1 DNL"/>	<input type="text" value="71"/>	<input type="button" value="Reset"/>
<input type="button" value="Add Road Source"/>	<input type="button" value="Add Rail Source"/>	
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	<input type="text" value="72"/>	
Combined DNL including Airport	<input type="text" value="N/A"/>	
Site DNL with Loud Impulse Sound	<input type="text"/>	
<input type="button" value="Calculate"/>	<input type="button" value="Reset"/>	

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - **Contact your Field or Regional Environmental Officer** (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (</resource/3822/day-night-noise-level-assessment-tool-user-guide/>)

Day/Night Noise Level Assessment Tool Flowcharts (</resource/3823/day-night-noise-level-assessment-tool-flowcharts/>)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Analysis

Record Date

09/01/2023

User's Name

Erika Leachman

Road # 1 Name:**No. 6 Hollister - Walnut to San Marcos Road****Road #1****Vehicle Type****Cars** **Medium Trucks** **Heavy Trucks**

Effective Distance

50

Distance to Stop Sign

0

Average Speed

40

Average Daily Trips (ADT)

14600

Night Fraction of ADT

15

Road Gradient (%)

Vehicle DNL

57

0

0

Calculate Road #1 DNL

57

Reset

Railroad #1 Track Identifier:**UPRR****Rail # 1****Train Type****Electric** **Diesel**

Effective Distance	<input type="text"/>	2500
Average Train Speed	<input type="text"/>	45
Engines per Train	<input type="text"/>	1
Railway cars per Train	<input type="text"/>	6
Average Train Operations (ATO)	<input type="text"/>	6
Night Fraction of ATO	<input type="text"/>	15
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="46"/>
<input type="button" value="Calculate Rail #1 DNL"/>	<input type="text" value="46"/>	<input type="button" value="Reset"/>
<input type="button" value="Add Road Source"/> <input type="button" value="Add Rail Source"/>		
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	<input type="text" value="57"/>	
Combined DNL including Airport	<input type="text" value="N/A"/>	
Site DNL with Loud Impulse Sound	<input type="text"/>	
<input type="button" value="Calculate"/> <input type="button" value="Reset"/>		

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (</resource/3822/day-night-noise-level-assessment-tool-user-guide/>)

Day/Night Noise Level Assessment Tool Flowcharts (</resource/3823/day-night-noise-level-assessment-tool-flowcharts/>)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Analysis

Record Date

09/01/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 6 Hollister - Walnut to San Marcos Road

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

Distance to Stop Sign

0

Average Speed

40

Average Daily Trips (ADT)

34267

Night Fraction of ADT

15

Road Gradient (%)

Vehicle DNL

60

0

0

Calculate Road #1 DNL

60

Reset

Railroad #1 Track Identifier:

UPRR

Rail # 1

Train Type

Electric

Diesel

Effective Distance	<input type="text"/>	2500
Average Train Speed	<input type="text"/>	45
Engines per Train	<input type="text"/>	1
Railway cars per Train	<input type="text"/>	6
Average Train Operations (ATO)	<input type="text"/>	6
Night Fraction of ATO	<input type="text"/>	15
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="46"/>
<input type="button" value="Calculate Rail #1 DNL"/>	<input type="text" value="46"/>	<input type="button" value="Reset"/>
<input type="button" value="Add Road Source"/> <input type="button" value="Add Rail Source"/>		
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	<input type="text" value="61"/>	
Combined DNL including Airport	<input type="text" value="N/A"/>	
Site DNL with Loud Impulse Sound	<input type="text"/>	
<input type="button" value="Calculate"/> <input type="button" value="Reset"/>		

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - **Contact your Field or Regional Environmental Officer** (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Analysis

Record Date

09/01/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 7 San Marcos Road - Hollister to San Simeon

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

Distance to Stop Sign

0

Average Speed

25

Average Daily Trips (ADT)

1700

Night Fraction of ADT

15

Road Gradient (%)

Vehicle DNL

43

0

0

Calculate Road #1 DNL

43

Reset

Railroad #1 Track Identifier:

UPRR

Rail # 1

Train Type

Electric

Diesel

Effective Distance	<input type="text"/>	1000
Average Train Speed	<input type="text"/>	45
Engines per Train	<input type="text"/>	1
Railway cars per Train	<input type="text"/>	6
Average Train Operations (ATO)	<input type="text"/>	6
Night Fraction of ATO	<input type="text"/>	15
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="52"/>
<input type="button" value="Calculate Rail #1 DNL"/>	<input type="text" value="52"/>	<input type="button" value="Reset"/>
<input type="button" value="Add Road Source"/> <input type="button" value="Add Rail Source"/>		
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	<input type="text" value="52"/>	
Combined DNL including Airport	<input type="text" value="N/A"/>	
Site DNL with Loud Impulse Sound	<input type="text"/>	
<input type="button" value="Calculate"/> <input type="button" value="Reset"/>		

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - **Contact your Field or Regional Environmental Officer** (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Analysis

Record Date

09/01/2023

User's Name

Erika Leachman

Road # 1 Name:**No. 7 San Marcos Road - Hollister to San Simeon****Road #1****Vehicle Type****Cars** **Medium Trucks** **Heavy Trucks**

Effective Distance

50

Distance to Stop Sign

0

Average Speed

25

Average Daily Trips (ADT)

16861

Night Fraction of ADT

15

Road Gradient (%)

Vehicle DNL

53

0

0

Calculate Road #1 DNL

53

Reset

Railroad #1 Track Identifier:**UPRR****Rail # 1****Train Type****Electric** **Diesel**

Effective Distance	<input type="text"/>	1000
Average Train Speed	<input type="text"/>	45
Engines per Train	<input type="text"/>	1
Railway cars per Train	<input type="text"/>	6
Average Train Operations (ATO)	<input type="text"/>	6
Night Fraction of ATO	<input type="text"/>	15
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="52"/>
<input type="button" value="Calculate Rail #1 DNL"/>	<input type="text" value="52"/>	<input type="button" value="Reset"/>
<input type="button" value="Add Road Source"/>	<input type="button" value="Add Rail Source"/>	
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	<input type="text" value="55"/>	
Combined DNL including Airport	<input type="text" value="N/A"/>	
Site DNL with Loud Impulse Sound	<input type="text"/>	
<input type="button" value="Calculate"/>	<input type="button" value="Reset"/>	

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - **Contact your Field or Regional Environmental Officer** (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Analysis

Record Date

09/01/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 8 Turnpike - Hollister to U.S. 101

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

Distance to Stop Sign

0

Average Speed

40

Average Daily Trips (ADT)

22800

Night Fraction of ADT

15

Road Gradient (%)

Vehicle DNL

59

0

0

Calculate Road #1 DNL

59

Reset

Railroad #1 Track Identifier:

UPRR

Rail # 1

Train Type

Electric

Diesel

Effective Distance	<input type="text"/>	1000
Average Train Speed	<input type="text"/>	45
Engines per Train	<input type="text"/>	1
Railway cars per Train	<input type="text"/>	6
Average Train Operations (ATO)	<input type="text"/>	6
Night Fraction of ATO	<input type="text"/>	15
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="52"/>
<input type="button" value="Calculate Rail #1 DNL"/>	<input type="text" value="52"/>	<input type="button" value="Reset"/>
<input type="button" value="Add Road Source"/>	<input type="button" value="Add Rail Source"/>	
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	<input type="text" value="59"/>	
Combined DNL including Airport	<input type="text" value="N/A"/>	
Site DNL with Loud Impulse Sound	<input type="text"/>	
<input type="button" value="Calculate"/>	<input type="button" value="Reset"/>	

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (</resource/3822/day-night-noise-level-assessment-tool-user-guide/>)

Day/Night Noise Level Assessment Tool Flowcharts (</resource/3823/day-night-noise-level-assessment-tool-flowcharts/>)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Analysis

Record Date

09/01/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 8 Turnpike - Hollister to U.S. 101

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

Distance to Stop Sign

0

Average Speed

40

Average Daily Trips (ADT)

37961

Night Fraction of ADT

15

Road Gradient (%)

Vehicle DNL

61

0

0

Calculate Road #1 DNL

61

Reset

Railroad #1 Track Identifier:

UPRR

Rail # 1

Train Type

Electric

Diesel

Effective Distance	<input type="text"/>	1000
Average Train Speed	<input type="text"/>	45
Engines per Train	<input type="text"/>	1
Railway cars per Train	<input type="text"/>	6
Average Train Operations (ATO)	<input type="text"/>	6
Night Fraction of ATO	<input type="text"/>	15
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="52"/>
<input type="button" value="Calculate Rail #1 DNL"/>	<input type="text" value="52"/>	<input type="button" value="Reset"/>
<input type="button" value="Add Road Source"/>	<input type="button" value="Add Rail Source"/>	
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	<input type="text" value="61"/>	
Combined DNL including Airport	<input type="text" value="N/A"/>	
Site DNL with Loud Impulse Sound	<input type="text"/>	
<input type="button" value="Calculate"/>	<input type="button" value="Reset"/>	

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - **Contact your Field or Regional Environmental Officer** (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Analysis

Record Date

09/01/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 9 Calle Real - El Sueno to Turnpike

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

Distance to Stop Sign

0

Average Speed

40

Average Daily Trips (ADT)

7000

Night Fraction of ADT

15

Road Gradient (%)

Vehicle DNL

53

0

0

Calculate Road #1 DNL

53

Reset

Road # 2 Name:

U.S. 101 @ Turnpike Road

Road #2

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance	<input type="text" value="50"/>	<input type="text" value="50"/>
Distance to Stop Sign	<input type="text" value="0"/>	<input type="text" value="0"/>
Average Speed	<input type="text" value="60"/>	<input type="text" value="60"/>
Average Daily Trips (ADT)	<input type="text" value="107000"/>	<input type="text" value="6540"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text" value="15"/>
Road Gradient (%)	<input type="text"/>	<input type="text" value="0"/>
Vehicle DNL	<input type="text" value="69"/>	<input type="text" value="83"/>
Calculate Road #2 DNL	<input type="text" value="83"/>	<input type="button" value="Reset"/>

Railroad #1 Track Identifier:

Rail # 1

Train Type	Electric <input type="checkbox"/>	Diesel <input checked="" type="checkbox"/>
Effective Distance	<input type="text"/>	<input type="text" value="50"/>
Average Train Speed	<input type="text"/>	<input type="text" value="45"/>
Engines per Train	<input type="text"/>	<input type="text" value="1"/>
Railway cars per Train	<input type="text"/>	<input type="text" value="6"/>
Average Train Operations (ATO)	<input type="text"/>	<input type="text" value="6"/>
Night Fraction of ATO	<input type="text"/>	<input type="text" value="15"/>
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNI	<input type="text" value="0"/>	<input type="text" value="71"/>

From Site	<input type="text"/>	<input type="text"/>
Calculate Rail #1 DNL	71	Reset
Add Road Source	Add Rail Source	
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	83	
Combined DNL including Airport	N/A	
Site DNL with Loud Impulse Sound	<input type="text"/>	
Calculate	Reset	

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Analysis

Record Date

09/01/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 9 Calle Real - El Sueno to Turnpike

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

Distance to Stop Sign

0

Average Speed

40

Average Daily Trips (ADT)

11506

Night Fraction of ADT

15

Road Gradient (%)

Vehicle DNL

56

0

0

Calculate Road #1 DNL

56

Reset

Road # 2 Name:

U.S. 101 @ Turnpike Road

Road #2

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance	<input type="text" value="50"/>	<input type="text"/>	<input type="text" value="50"/>
Distance to Stop Sign	<input type="text" value="0"/>	<input type="text"/>	<input type="text" value="0"/>
Average Speed	<input type="text" value="60"/>	<input type="text"/>	<input type="text" value="60"/>
Average Daily Trips (ADT)	<input type="text" value="107000"/>	<input type="text"/>	<input type="text" value="6540"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text"/>	<input type="text" value="15"/>
Road Gradient (%)	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>
Vehicle DNL	<input type="text" value="69"/>	<input type="text" value="0"/>	<input type="text" value="83"/>
Calculate Road #2 DNL	<input type="text" value="83"/>	<input type="text" value="Reset"/>	

Railroad #1 Track Identifier:

Rail # 1

Train Type	Electric <input type="checkbox"/>	Diesel <input checked="" type="checkbox"/>
Effective Distance	<input type="text"/>	<input type="text" value="50"/>
Average Train Speed	<input type="text"/>	<input type="text" value="45"/>
Engines per Train	<input type="text"/>	<input type="text" value="1"/>
Railway cars per Train	<input type="text"/>	<input type="text" value="6"/>
Average Train Operations (ATO)	<input type="text"/>	<input type="text" value="6"/>
Night Fraction of ATO	<input type="text"/>	<input type="text" value="15"/>
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNI	<input type="text" value="0"/>	<input type="text" value="71"/>

From Site	<input type="text"/>	<input type="text"/>
Calculate Rail #1 DNL	71	Reset
Add Road Source	Add Rail Source	
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	83	
Combined DNL including Airport	N/A	
Site DNL with Loud Impulse Sound	<input type="text"/>	
Calculate	Reset	

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

This page was intentionally left blank.

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Calculations

Record Date

09/01/2023

User's Name

Erika Leachman

Road # 1 Name:

No 10. Cathedral Oaks @ SR 154

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

Distance to Stop Sign

0

Average Speed

40

Average Daily Trips (ADT)

9800

Night Fraction of ADT

15

Road Gradient (%)

Vehicle DNL

55

0

0

Calculate Road #1 DNL

55

Reset

Railroad #1 Track Identifier:

Rail # 1

Train Type

Electric

Diesel

Effective Distance	<input type="text"/>	5000
Average Train Speed	<input type="text"/>	45
Engines per Train	<input type="text"/>	1
Railway cars per Train	<input type="text"/>	6
Average Train Operations (ATO)	<input type="text"/>	6
Night Fraction of ATO	<input type="text"/>	15
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="41"/>
<input type="button" value="Calculate Rail #1 DNL"/>	<input type="text" value="41"/>	<input type="button" value="Reset"/>
<input type="button" value="Add Road Source"/> <input type="button" value="Add Rail Source"/>		
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	<input type="text" value="55"/>	
Combined DNL including Airport	<input type="text" value="N/A"/>	
Site DNL with Loud Impulse Sound	<input type="text"/>	
<input type="button" value="Calculate"/> <input type="button" value="Reset"/>		

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - **Contact your Field or Regional Environmental Officer** (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Calculations

Record Date

09/01/2023

User's Name

Erika Leachman

Road # 1 Name:

No 10. Cathedral Oaks @ SR 154

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

Distance to Stop Sign

0

Average Speed

40

Average Daily Trips (ADT)

17792

Night Fraction of ADT

15

Road Gradient (%)

Vehicle DNL

57

0

0

Calculate Road #1 DNL

57

Reset

Railroad #1 Track Identifier:

Rail # 1

Train Type

Electric

Diesel

Effective Distance	<input type="text"/>	5000
Average Train Speed	<input type="text"/>	45
Engines per Train	<input type="text"/>	1
Railway cars per Train	<input type="text"/>	6
Average Train Operations (ATO)	<input type="text"/>	6
Night Fraction of ATO	<input type="text"/>	15
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="41"/>
<input type="button" value="Calculate Rail #1 DNL"/>	<input type="text" value="41"/>	<input type="button" value="Reset"/>
<input type="button" value="Add Road Source"/>	<input type="button" value="Add Rail Source"/>	
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	<input type="text" value="57"/>	
Combined DNL including Airport	<input type="text" value="N/A"/>	
Site DNL with Loud Impulse Sound	<input type="text"/>	
<input type="button" value="Calculate"/>	<input type="button" value="Reset"/>	

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - **Contact your Field or Regional Environmental Officer** (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (</resource/3822/day-night-noise-level-assessment-tool-user-guide/>)

Day/Night Noise Level Assessment Tool Flowcharts (</resource/3823/day-night-noise-level-assessment-tool-flowcharts/>)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Calculations

Record Date

09/01/2023

User's Name

Erika Leachman

Road # 1 Name:

No 11. Hollister - Turnpike to Upper State

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

Distance to Stop Sign

0

Average Speed

40

Average Daily Trips (ADT)

14800

Night Fraction of ADT

15

Road Gradient (%)

Vehicle DNL

57

0

0

Calculate Road #1 DNL

57

Reset

Railroad #1 Track Identifier:

UPRR

Rail # 1

Train Type

Electric

Diesel

Effective Distance	<input type="text"/>	1000
Average Train Speed	<input type="text"/>	45
Engines per Train	<input type="text"/>	1
Railway cars per Train	<input type="text"/>	6
Average Train Operations (ATO)	<input type="text"/>	6
Night Fraction of ATO	<input type="text"/>	15
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="52"/>
<input type="button" value="Calculate Rail #1 DNL"/>	<input type="text" value="52"/>	<input type="button" value="Reset"/>
<input type="button" value="Add Road Source"/>	<input type="button" value="Add Rail Source"/>	
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	<input type="text" value="58"/>	
Combined DNL including Airport	<input type="text" value="N/A"/>	
Site DNL with Loud Impulse Sound	<input type="text"/>	
<input type="button" value="Calculate"/>	<input type="button" value="Reset"/>	

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - **Contact your Field or Regional Environmental Officer** (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Calculations

Record Date

09/01/2023

User's Name

Erika Leachman

Road # 1 Name:

No 11. Hollister - Turnpike to Upper State

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

Distance to Stop Sign

0

Average Speed

40

Average Daily Trips (ADT)

15941

Night Fraction of ADT

15

Road Gradient (%)

Vehicle DNL

57

0

0

Calculate Road #1 DNL

57

Reset

Railroad #1 Track Identifier:

UPRR

Rail # 1

Train Type

Electric

Diesel

Effective Distance	<input type="text"/>	1000
Average Train Speed	<input type="text"/>	45
Engines per Train	<input type="text"/>	1
Railway cars per Train	<input type="text"/>	6
Average Train Operations (ATO)	<input type="text"/>	6
Night Fraction of ATO	<input type="text"/>	15
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="52"/>
<input type="button" value="Calculate Rail #1 DNL"/>	<input type="text" value="52"/>	<input type="button" value="Reset"/>
<input type="button" value="Add Road Source"/>	<input type="button" value="Add Rail Source"/>	
Airport Noise Level	<input type="text"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No	
Combined DNL for all Road and Rail sources	<input type="text" value="58"/>	
Combined DNL including Airport	<input type="text" value="N/A"/>	
Site DNL with Loud Impulse Sound	<input type="text"/>	
<input type="button" value="Calculate"/>	<input type="button" value="Reset"/>	

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - **Contact your Field or Regional Environmental Officer** (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Calculations

Record Date

09/03/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 12 SR 192 @ Linden

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

50

Distance to Stop Sign

0

0

Average Speed

40

40

Average Daily Trips (ADT)

3200

192

Night Fraction of ADT

15

15

Road Gradient (%)

0

Vehicle DNL

50

0

66

Calculate Road #1 DNL

66

Reset

Add Road Source

Add Rail Source

Airport Noise Level

Loud Impulse Sounds?

Yes No

Combined DNL for all Road and Rail sources	<input type="text" value="0"/>
Combined DNL including Airport	<input type="text"/>
Site DNL with Loud Impulse Sound	<input type="text"/>

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

Record Date

User's Name

Road # 1 Name:

Road #1

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	<input type="text" value="50"/>	<input type="text"/>	<input type="text" value="50"/>
Distance to Stop Sign	<input type="text" value="0"/>	<input type="text"/>	<input type="text" value="0"/>
Average Speed	<input type="text" value="40"/>	<input type="text"/>	<input type="text" value="40"/>
Average Daily Trips (ADT)	<input type="text" value="4776"/>	<input type="text"/>	<input type="text" value="287"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text"/>	<input type="text" value="15"/>
Road Gradient (%)	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>
Vehicle DNL	<input type="text" value="52"/>	<input type="text" value="0"/>	<input type="text" value="67"/>
Calculate Road #1 DNL	<input type="text" value="68"/>	<input type="text" value="Reset"/>	

Airport Noise Level

Loud Impulse Sounds? Yes No

Combined DNL for all Road and Rail sources	<input type="text" value="0"/>
Combined DNL including Airport	<input type="text"/>
Site DNL with Loud Impulse Sound	<input type="text"/>

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (</resource/3822/day-night-noise-level-assessment-tool-user-guide/>)

Day/Night Noise Level Assessment Tool Flowcharts (</resource/3823/day-night-noise-level-assessment-tool-flowcharts/>)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Calculations

Record Date

09/03/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 13 U.S. 101 @ Santa Monica Road

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

50

Distance to Stop Sign

0

0

Average Speed

60

60

Average Daily Trips (ADT)

64000

3302

Night Fraction of ADT

15

15

Road Gradient (%)

0

Vehicle DNL

67

0

80

Calculate Road #1 DNL

80

Reset

Add Road Source

Add Rail Source

Airport Noise Level

Loud Impulse Sounds?

Yes No

Combined DNL for all Road and Rail sources	<input type="text" value="0"/>
Combined DNL including Airport	<input type="text"/>
Site DNL with Loud Impulse Sound	<input type="text"/>

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Calculations

Record Date

09/03/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 13 U.S. 101 @ Santa Monica Road

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

50

Distance to Stop Sign

0

0

Average Speed

60

60

Average Daily Trips (ADT)

68489

3534

Night Fraction of ADT

15

15

Road Gradient (%)

0

Vehicle DNL

67

0

80

Calculate Road #1 DNL

80

Reset

Add Road Source

Add Rail Source

Airport Noise Level

Loud Impulse Sounds?

Yes No

Combined DNL for all Road and Rail sources	<input type="text" value="0"/>
Combined DNL including Airport	<input type="text"/>
Site DNL with Loud Impulse Sound	<input type="text"/>

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Calculations

Record Date

09/03/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 14 U.S. 101 @ Clark Ave

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

50

Distance to Stop Sign

0

0

Average Speed

60

60

Average Daily Trips (ADT)

28000

3980

Night Fraction of ADT

15

15

Road Gradient (%)

0

Vehicle DNL

63

0

80

Calculate Road #1 DNL

80

Reset

Add Road Source

Add Rail Source

Airport Noise Level

Loud Impulse Sounds?

Yes No

Combined DNL for all Road and Rail sources	<input type="text" value="0"/>
Combined DNL including Airport	<input type="text"/>
Site DNL with Loud Impulse Sound	<input type="text"/>

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Calculations

Record Date

09/03/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 14 U.S. 101 @ Clark Ave

Road #1**Vehicle Type**Cars Medium Trucks Heavy Trucks

Effective Distance

50

50

Distance to Stop Sign

0

0

Average Speed

60

60

Average Daily Trips (ADT)

82933

11611

Night Fraction of ADT

15

15

Road Gradient (%)

0

Vehicle DNL

68

0

85

Calculate Road #1 DNL

85

Reset

Add Road Source

Add Rail Source

Airport Noise Level

Loud Impulse Sounds?

 Yes No

Combined DNL for all Road and Rail sources	<input type="text" value="0"/>
Combined DNL including Airport	<input type="text"/>
Site DNL with Loud Impulse Sound	<input type="text"/>

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Calculations

Record Date

09/03/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 14 U.S. 101 @ Clark Ave

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

50

Distance to Stop Sign

0

0

Average Speed

60

60

Average Daily Trips (ADT)

39604

5545

Night Fraction of ADT

15

15

Road Gradient (%)

0

Vehicle DNL

64

0

82

Calculate Road #1 DNL

82

Reset

Add Road Source

Add Rail Source

Airport Noise Level

Loud Impulse Sounds?

Yes No

Combined DNL for all Road and Rail sources	<input type="text" value="0"/>
Combined DNL including Airport	<input type="text"/>
Site DNL with Loud Impulse Sound	<input type="text"/>

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Calculations

Record Date

09/03/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 15 SR 135 @ East Clark Ave

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

50

Distance to Stop Sign

0

0

Average Speed

60

60

Average Daily Trips (ADT)

16800

3360

Night Fraction of ADT

15

15

Road Gradient (%)

0

Vehicle DNL

61

0

80

Calculate Road #1 DNL

80

Reset

Add Road Source

Add Rail Source

Airport Noise Level

Loud Impulse Sounds?

Yes No

Combined DNL for all Road and Rail sources	<input type="text" value="0"/>
Combined DNL including Airport	<input type="text"/>
Site DNL with Loud Impulse Sound	<input type="text"/>

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Calculations

Record Date

09/03/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 15 SR 135 @ East Clark Ave

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

50

Distance to Stop Sign

0

0

Average Speed

60

60

Average Daily Trips (ADT)

44463

8893

Night Fraction of ADT

15

15

Road Gradient (%)

0

Vehicle DNL

65

0

84

Calculate Road #1 DNL

84

Reset

Add Road Source

Add Rail Source

Airport Noise Level

Loud Impulse Sounds?

Yes No

Combined DNL for all Road and Rail sources	<input type="text" value="0"/>
Combined DNL including Airport	<input type="text"/>
Site DNL with Loud Impulse Sound	<input type="text"/>

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Calculations

Record Date

09/03/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 16 Clark Ave - Bradley to Stillwell

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

Distance to Stop Sign

0

Average Speed

40

Average Daily Trips (ADT)

16100

Night Fraction of ADT

15

Road Gradient (%)

Vehicle DNL

57

0

0

Calculate Road #1 DNL

57

Reset

Add Road Source

Add Rail Source

Airport Noise Level

Loud Impulse Sounds?

Yes No

Combined DNL for all Road and Rail sources	<input type="text" value="0"/>
Combined DNL including Airport	<input type="text"/>
Site DNL with Loud Impulse Sound	<input type="text"/>

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

HEU Roadway Noise Calculations

Record Date

09/03/2023

User's Name

Erika Leachman

Road # 1 Name:

No. 16 Clark Ave - Bradley to Stillwell

Road #1

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

50

Distance to Stop Sign

0

Average Speed

40

Average Daily Trips (ADT)

27704

Night Fraction of ADT

15

Road Gradient (%)

Vehicle DNL

59

0

0

Calculate Road #1 DNL

59

Reset

Add Road Source

Add Rail Source

Airport Noise Level

Loud Impulse Sounds?

Yes No

Combined DNL for all Road and Rail sources	<input type="text" value="0"/>
Combined DNL including Airport	<input type="text"/>
Site DNL with Loud Impulse Sound	<input type="text"/>

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

[Day/Night Noise Level Assessment Tool User Guide \(/resource/3822/day-night-noise-level-assessment-tool-user-guide/\)](/resource/3822/day-night-noise-level-assessment-tool-user-guide/)

[Day/Night Noise Level Assessment Tool Flowcharts \(/resource/3823/day-night-noise-level-assessment-tool-flowcharts/\)](/resource/3823/day-night-noise-level-assessment-tool-flowcharts/)

APPENDIX F

VMT Technical Report

This page was intentionally left blank.

Vehicle Miles Traveled Impact Analysis Report

Santa Barbara County Housing Element Update

Prepared for:
WSP

November 2023

LA22-3419

FEHR  PEERS

Table of Contents

1. Introduction	4
1.1 Study Scope	4
1.2 Background on VMT	5
1.3 Organization of Report	5
2. VMT Analysis Methodology	6
2.1 Housing Element Update Project	6
2.2 Regional Travel Demand Model	7
2.3 VMT Metrics for Land Use Plans	8
2.4 County VMT	8
2.5 Future No Project and With Housing Element Update (2031) Scenarios	9
3. VMT Impact Analysis	11
3.1 Santa Barbara County VMT Guidance	11
3.2 VMT Significance Thresholds	13
3.3 Project VMT Impact Analysis	14
3.4 Cumulative Impact Analysis	17
3.5 Mitigation Measures	19
4. Project Alternatives	24
4.1 Overview	24
4.2 VMT Impact Analysis	26
4.3 Cumulative Impact Analysis	32
References	37

List of Tables

Table 1: Summary of Maximum Potential Buildout Scenario by HMA	7
Table 2: County Baseline (2023) Socio-Economic Data and VMT Metrics	9
Table 3: Future No Project and With Housing Element Update (2031) Socio-Economic Data Assumptions	10
Table 4: County VMT and VMT Impact Threshold for Land Use Plans	13
Table 5: Future No Project and With Housing Element Update (2031) Vehicle Miles Traveled	15
Table 6: Project VMT Impact Summary (Total VMT per Service Population)	16
Table 7: Cumulative VMT Impact Summary (Change in Total VMT)	18

Table 8: Housing Element Update VMT Reduction Measures.....	20
Table 9: Site-Specific VMT Reduction Measures (Developer Requirements)	22
Table 10: Housing Element Update Alternatives (2031) Socio-Economic Data Assumptions.....	25
Table 11: Reduced Project A Vehicle Miles Traveled in Comparison to Future No Project and With Housing Element Update (2031)	27
Table 12: Reduced Project B Vehicle Miles Traveled in Comparison to Future No Project and With Housing Element Update (2031)	28
Table 13: Reduced Project C Vehicle Miles Traveled in Comparison to Future No Project and With Housing Element Update (2031)	30
Table 14: SCS Alternative Vehicle Miles Traveled in Comparison to Future No Project and With Housing Element Update (2031)	31
Table 15: Project Alternatives VMT Impact Summary (Total VMT per Service Population).....	32
Table 16: Reduced Project A Cumulative VMT Impact Summary (Change in Total VMT).....	33
Table 17: Reduced Project B Cumulative VMT Impact Summary (Change in Total VMT).....	34
Table 18: Reduced Project C Cumulative VMT Impact Summary (Change in Total VMT).....	35
Table 19: SCS Alternative Cumulative VMT Impact Summary (Change in Total VMT).....	36

1. Introduction

This study is completed in support of the Program Environmental Impact Report (EIR) to evaluate the potential environmental impacts that could result from the implementation of the 6th Cycle 2023-2031 Housing Element Update (Housing Element Update; Project) in the County of Santa Barbara (County). This transportation analysis provides the background and analysis to inform the state-required vehicle miles traveled (VMT) impacts for consideration of the Housing Element Update. The Project-specific impact analysis is performed in compliance with the rules and regulations of the California Environmental Quality Act (CEQA) and using CEQA criteria.

The Regional Housing Needs Assessment (RHNA) is a state-mandated process, which determines the number and affordability levels for new housing units that each local government must plan for in its housing element. State law requires local agencies to plan for the RHNA; however, the RHNA does not approve any housing development and is not a prediction of building permits, construction, or housing activity. Further, the RHNA is not limited to existing land use capacity or growth controls if rezoning is necessary to accommodate the housing need. The RHNA helps communities anticipate and plan for projected growth and demonstrate to the state there are sufficient sites zoned to accommodate this number of new dwelling units. The RHNA enables communities to anticipate growth so that collectively the region can grow in ways that enhance the quality of life, improve access to jobs, promote transportation mobility, and address fair share housing needs.

1.1 Study Scope

In accordance with CEQA and County transportation study requirements, this study analyzes the effect of the Project on vehicle miles traveled (VMT) as the primary metric of assessing the potential for the Project to result in significant transportation impacts. CEQA Guidelines Section 15064.3 was added by the Governor's Office of Planning and Research (OPR) on December 28, 2018, and states that VMT is the appropriate measure of transportation impacts for projects subject to CEQA. CEQA Guidelines Section 15064.3(c) also states that the provisions of this section shall apply prospectively (i.e., only applicable to new projects after date of adoption) and must be implemented statewide by July 1, 2020. In response to Senate Bill (SB) 743, the County adopted new transportation impact thresholds to adhere to CEQA requirements as described in their *Environmental Thresholds and Guidelines Manual* (County Guidelines).¹ The VMT analysis for the Project is based on the County's guidance for transportation impacts. The methodology and VMT analysis findings are presented in Chapters 2 and 3 of this report.

¹ *Environmental Thresholds and Guidelines Manual*, County of Santa Barbara Planning and Development, January 2021.

1.2 Background on VMT

VMT measures the cumulative distance of automobile travel, taking into account the origin and destination of a particular trip. Typically, development located at a greater distance from other land uses and in areas without transit and active transportation options generates more VMT than development near other land uses with more robust transportation options. Mitigation to reduce VMT can include designing projects with a mix of uses, building transportation demand management (TDM) features into the design, locating growth in neighborhoods that have transit or active transportation opportunities, or contributing to the creation of such opportunities. Since VMT is sensitive to regional location, it can also be mitigated by choosing a more central location for the project. Used as a transportation metric under CEQA, VMT could encourage reduction of motor vehicle travel, increase transit and active transportation, and increase infill development.

1.3 Organization of Report

This report is divided into three chapters, including this introduction. **VMT Analysis Methodology** describes the methodology for analyzing VMT and scenarios analyzed for this Project. **VMT Impact Analysis** provides the VMT impact analysis findings and identifies potential mitigation measures, as needed.

2. VMT Analysis Methodology

2.1 Housing Element Update Project

The Housing Element Update lays out the strategic plan for the development of housing to meet the state-mandated RHNA plus a 15 percent buffer for lower- and moderate-income units in all unincorporated lands in the county. The Santa Barbara County Association of Governments (SBCAG), in partnership with County staff, has determined that Santa Barbara County's RHNA for the 6th Cycle Housing Element is 5,664 housing units for the 2023-2031 planning period. To ensure that sufficient capacity exists in the Housing Element Update to accommodate the RHNA throughout the planning period, the California Department of Housing and Community Development (State HCD) recommends that a jurisdiction create a buffer in the housing element inventory of at least 15 to 30 percent more capacity than required, especially to accommodate the lower-income and moderate-income RHNA. The projected growth in the Housing Element Update is 6,240 units, which includes a 15 percent buffer for the lower- and moderate-income categories.

To identify potential housing sites, the County prepared an analysis of land suitable and available for residential development. Potential housing sites included vacant sites on the South Coast, vacant sites in the North County, projected ADUs, pending projects, County-owned sites, and sites that could accommodate new housing if rezoned for residential use or rezoned to allow higher density (potential rezone sites). The Program EIR analyzes the potential buildout of the County's sites inventory considering the County's existing zoning regulations and potential density bonuses afforded for housing projects qualifying for the State Density Bonus Law (SDBL). As a result, the maximum potential buildout scenario estimates that substantially more housing could be developed under the Project than estimated in the Housing Element Update's sites inventory. In total, the County identified 423 sites that could accommodate new housing during the 2023-2031 planning period. This included 36 sites that could be rezoned to accommodate the shortfall of units for lower-income and moderate-income housing units under existing zoning provisions and after considering County-owned sites. The County's sites inventory also included existing commercial or mixed-use zoned sites that could accommodate up to 1,549,170.8 gross square feet for new ground floor commercial uses as part of mixed-use development. The Board of Supervisors is tasked with selecting enough housing sites to meet the RHNA plus a 15 percent buffer for lower- and moderate-income units. The Board will only need to select a subset of potential housing sites; however, this study evaluates the entire suite of sites to reflect the maximum buildout that would be allowed under the Housing Element Update if adopted as is, and to provide the Board with the maximum flexibility in decision making.

The theoretical buildout of all housing sites identified by the County corresponds to approximately 34,558 units. **Table 1** summarizes the maximum total units in each Housing Market Area (HMA). The VMT analysis evaluates the impact of the Housing Element Update on each of the County's five HMA's separately due to the diverse housing markets that exist across the unincorporated area's communities

and differences in transportation networks, proximity of housing to jobs, and availability of multi-modal and active transportation choices.

Table 1: Summary of Maximum Potential Buildout Scenario by HMA

HMA	Number of Sites		Total Acres		Maximum Total Units ¹	
	Total	Potential Rezones Only	Total	Potential Rezones Only	Total	Potential Rezones Only
South Coast	192	18	1,496	419	18,042	16,102
Lompoc	13	3	89	6	921	428
Santa Ynez	50	1	86	6	910	305
Santa Maria	166	13	1,168	191	12,840	9,911
Cuyama	2	1	39	38	1,845	1,812
Total	423	36	2,878	660	34,558	28,558

Source: "Chapter 3. Introduction to Environmental Impact Analysis." *Santa Barbara Housing Element Update Project: Screencheck Draft Environmental Report*, County of Santa Barbara, August 2023.

Notes: ¹ For each site, maximum total units are calculated based on allowed maximum density (i.e., units per acre) with an estimate of bonus density granted under SDBL to achieve the Housing Element Update's affordability targets, as well as project description details for pending housing projects.

2.2 Regional Travel Demand Model

As explained in the County Guidelines, the County uses the SBCAG's Regional Travel Demand Model (RTDM) to estimate VMT. The RTDM (TransCAD Version 9.0) is a four-step travel demand model that evaluates the following: 1) trip generation (number of trips); 2) trip distribution (where those trips go); 3) mode choice (how the trips are divided among the available modes of travel); and 4) trip assignment (route trips will take).

Each trip forecasted in the RTDM has a purpose, type, origin, and destination. The RTDM estimates and forecasts travel by traffic analysis zones (TAZ) for a 24-hour period on a typical weekday. Approximately 360 TAZs have significant portions within the unincorporated areas of the county. Each TAZ has socio-economic data that represent the population and employment within the area. The latest version of the SBCAG RTDM was developed for the *2050 Connected Regional Transportation Plan and Sustainable Communities Strategy* (SBCAG RTP/SCS) (SBCAG 2021) and was utilized for the Project VMT analysis.

The SBCAG RTDM uses an origin-destination (OD) VMT methodology to estimate the VMT of land use plans. The OD VMT methodology estimates the VMT generated by land uses in a defined geographic area, such as the unincorporated county or an HMA. The SBCAG RTDM estimates OD VMT by tracking all vehicles traveling to and from a defined geographic area and calculating the number of trips and length of those trips to estimate VMT.

2.3 VMT Metrics for Land Use Plans

According to County Guidelines, land use plans should analyze VMT using an efficiency metric rather than based on absolute VMT. While state climate-change legislation typically expresses greenhouse gas emissions reduction targets as a quantitative or absolute numeric threshold, the County Guidelines note that these targets do not translate directly into VMT thresholds of significance for individual projects, so it is best to assess VMT impacts using an efficiency metric.² Using an efficiency metric allows the Project to be compared to existing land uses in the county to determine if the VMT generated by the Housing Element Update is higher or lower than current conditions. An efficiency metric also enables the comparison of VMT in each HMA to the average VMT in the county to determine if the HMA generates VMT that is more or less efficient (i.e., lower or higher) than the countywide average. The specific metric that is applied to land use plans is Total VMT per Service Population. The following VMT calculation is completed using the SBCAG RTDM:

- **Total VMT per Service Population:** VMT generated by all land uses in a defined geographic area divided by the total number of residents and total number of employees in the geographic area. VMT per service population reflects all vehicle-trips (passenger and commercial vehicles) assigned on the roadway network. The County applies this metric to land use plans, such as the Project.

The SBCAG RTDM is used to estimate Total VMT by tracking all trips generated by land uses in the county and calculating the number of trips and length of those trips to estimate the Total VMT generated per Service Population.

2.4 County VMT

The SBCAG RTDM requires a geographic boundary to define the extent of VMT data to select and analyze. The County's VMT metrics use the unincorporated areas of the county (entire Santa Barbara County, excluding incorporated cities) as the geographic boundary for estimating VMT. The County Guidelines refer to VMT for the unincorporated areas as "county VMT." County VMT reflects all vehicle-trips that start and/or end in the unincorporated areas of Santa Barbara County. The County's baseline VMT is calculated using the SBCAG RTDM.

The SBCAG RTDM estimates VMT for 2015 and 2050 conditions for the RTP/SCS. SBCAG also has an interim year model that reflects forecasted 2035 conditions in the region. Since the horizon year of the Housing Element Update is 2031, the 2035 version of the RTDM was utilized in this analysis. VMT estimates for baseline conditions were developed by interpolating between the 2015 base year and 2035 future year to establish VMT values for the Year 2023 for the county VMT and for the Year 2031 for the analysis of the Housing Element Update. **Table 2** summarizes baseline socio-economic and VMT metrics for the county. As shown, all land uses in Santa Barbara County currently generate approximately 7.7 million VMT daily which equates to 39.5 Total VMT per Service Population.

² *Environmental Thresholds and Guidelines Manual*, County of Santa Barbara Planning and Development, January 2021.

Table 2: County Baseline (2023) Socio-Economic Data and VMT Metrics

Countywide Metrics	Socio-Economic Data			VMT Metrics			
	Population	Employment	Total Service Population	Daily Vehicle Trips	Average Trip Length	Total VMT	Total VMT per Service Population
Baseline (2023)	144,087	50,767	194,854	793,860	9.7	7,705,069	39.5

Source: SBCAG RTDM representing the 2050 Connected Regional Transportation Plan and Sustainable Communities Strategy (SBCAG RTP/SCS) (SBCAG 2021) and Fehr & Peers, 2023.

2.5 Future No Project and With Housing Element Update (2031) Scenarios

Two future scenarios were analyzed as part of the VMT impact analysis: 1) Future No Project; and 2) Future With Housing Element Update. Both scenarios reflect Year 2031 and account for growth in Santa Barbara County as planned by the SBCAG RTP/SCS including the incorporated cities. Within the county, the Future No Project is based on growth considered under the SBCAG RTP/SCS as included in the RTDM. The Future With Project scenario is based on the development of all potential housing sites identified for the Housing Element Update, which were calculated using the housing site and unit counts in **Table 1** and the expected amount of commercial development in the county. **Table 3** presents the socio-economic data assumptions for the Future No Project and Future With Housing Element Update scenarios.

As shown in **Table 3**, the development of all the housing sites would result in a population of approximately 232,400 under the Future with Housing Element Update scenario in 2031, which is a 56-percent increase in comparison to the Future No Project scenario. The commercial uses in the housing sites would increase employment to approximately 60,900 over the same period under the Future With Housing Element Update scenario, which is a 9 percent increase in comparison to the Future No Project scenario. Population and employment would also be higher in each HMA under the Future With Housing Element Update scenario compared to the Future No Project scenario assuming development of all housing sites. The South Coast, Santa Maria, and Cuyama HMAs are projected to experience the greatest increase in population under the Future With Housing Element Update scenario relative to the Future No Project scenario. However, the Santa Maria and Cuyama HMAs are also projected to experience a large increase in employment associated with the new ground floor commercial uses as part of mixed-use development sites under the Future with Housing Element Update scenario relative to the Future No Project scenario. The increase in employment between the two scenarios is minimal (less than 3 percent) for the South Coast, Lompoc, and Santa Ynez HMAs.

Table 3: Future No Project and With Housing Element Update (2031) Socio-Economic Data Assumptions

Category	Future No Project ¹ (2031)	Future With Housing Element (2031)	Percent Change from Future No Project
All County Unincorporated Areas			
<i>Population</i>	149,400	232,375	56%
<i>Employment</i>	55,695	60,859	9%
<i>Service Population</i>	205,095	293,234	43%
South Coast			
<i>Population</i>	80,112	123,450	54%
<i>Employment</i>	25,828	25,876	0.2%
<i>Service Population</i>	105,941	149,327	41%
Lompoc			
<i>Population</i>	17,188	19,353	13%
<i>Employment</i>	8,638	8,929	3%
<i>Service Population</i>	25,826	28,282	10%
Santa Ynez			
<i>Population</i>	12,107	14,272	18%
<i>Employment</i>	8,615	8,880	3%
<i>Service Population</i>	20,722	23,152	12%
Santa Maria			
<i>Population</i>	38,871	68,693	77%
<i>Employment</i>	12,328	15,930	29%
<i>Service Population</i>	51,199	84,624	65%
Cuyama			
<i>Population</i>	1,121	6,607	489%
<i>Employment</i>	286	1,244	335%
<i>Service Population</i>	1,408	7,851	458%

Source: Fehr & Peers 2023.

Notes: ¹No Project accounts for growth already anticipated through the SBCAG RTP/SCS.

3. VMT Impact Analysis

This chapter documents the transportation impact analysis conducted to determine the potential for the Project, implementation of the Housing Element Update, to result in significant VMT impacts under CEQA.

3.1 Santa Barbara County VMT Guidance

The County developed and adopted thresholds of significance for determining the significance of a project's transportation impacts based on general and specific guidance set forth in CEQA Guidelines Section 15064.3 and the Governor's Office of Planning and Research's (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR Technical Advisory). The County uses four transportation threshold questions to determine a project's potential impacts.³

1. Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?
2. Would the project conflict or be inconsistent with the VMT criteria for analyzing transportation impacts in CEQA Guidelines Section 15064.3(b)?
3. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
4. Would the project result in inadequate emergency access?

Projects that do not comply with these thresholds may have a significant effect on the environment and may require project modifications or mitigation measures. The second threshold question pertains to a project's VMT impact. The following subsections describe the potential VMT impact of the Housing Element Update under County Guidelines.

3.1.1 Screening Criteria for VMT Analysis

As a first step in determining the potential impact to VMT, the County has adopted screening criteria that can be used to "screen" out projects from VMT analysis. Projects meeting the VMT screening criteria are deemed to have a less than significant impact and no further VMT analysis is necessary. The screening criteria for projects is described below.

³ *Environmental Thresholds and Guidelines Manual*, County of Santa Barbara Planning and Development, January 2021.

Land Use Projects Screening Criteria: Does the project include the development of the following land uses, which are screened out from further analysis?

Land Uses Screened from VMT Analysis

- Small Projects: A project generates 110 or fewer average daily trips.
- Locally Serving Retail: A project that has locally serving retail uses that are 50,000 square feet or less.
- Projects Located in a VMT Efficient Area: A residential or office project that is located in an area that is already 15 percent below the county VMT.
- Projects near Major Transit Stop: A project that is located within a ½ mile of a major transit stop or within a ½ mile of a bus stop on a high-quality transit corridor (HQTC). In addition, the project must have a floor area ratio of 0.75 or greater, be consistent with the applicable SBCAG Sustainable Communities Strategy, provide no more parking than required by the County’s Comprehensive Plan and zoning ordinances, and not replace affordable housing units with a small number of moderate or high-income units.
- Affordable housing: A residential project that provides 100 percent affordable housing units

If a project meets at least one of the above screening criteria, no further analysis is required. For a mixed-use project, the individual components of the project are evaluated to determine if each can be screened out.

3.1.2 Screening Evaluation

Projects that are screened out based on the criterion above are presumed to have a less than significant impact on transportation and as such, no VMT analysis is required. This Project, the Housing Element Update, is a countywide housing plan and does not meet the screening criteria; and therefore, is not screened out from VMT analysis. The County also has a Project-Level VMT Calculator that identifies whether individual projects meet VMT screening criteria or exceed the applicable threshold of significance for VMT resulting in a VMT impact. However, the Project-Level VMT Calculator is not appropriate for analyzing large regional plans, such as the Housing Element Update, due to the magnitude of new housing being evaluated.

Achieving the RHNA allocation of 6,240 units throughout the county within the next 8 years would result in housing projects that would fall within and outside of the VMT screening criteria identified in the County Guidelines. Specific development projects that occur following adoption of the proposed Housing Element Update may be subject to subsequent individual review to determine compliance with CEQA and analysis of VMT as necessary. These aspects of individual projects cannot be known at this time.

3.2 VMT Significance Thresholds

The Housing Element Update is a countywide plan and as such cannot be screened out, as described above, and a VMT analysis is required. The VMT estimates of the Housing Element Update were compared against the County’s adopted VMT significance thresholds. The County adopted the OPR Technical Advisory recommended thresholds of significance for land use projects as part of the County Guidelines.⁴ For the Housing Element update, which is a land use plan, the County applies the same thresholds that are used for land use projects.

3.2.1 Project VMT Impact Threshold

The County’s VMT thresholds compare the existing, or baseline, countywide VMT to a project’s VMT. Specifically, the County compares the countywide VMT to a project’s VMT to determine if the project is generating VMT that is more or less efficient (i.e., lower or higher) than the average countywide VMT under existing conditions. For a land use project or plan, a VMT impact would occur if:

- The plan’s generated Total VMT per Service Population exceeds a level of 15 percent below existing Total VMT per Service Population in the county.

The countywide VMT and VMT impact thresholds for land use plans in Santa Barbara County are presented in **Table 4**. The VMT impact threshold of 33.6 Total VMT per Service Population represents a 15 percent reduction from the countywide VMT. If the Project results in a Total VMT per Service Population above 33.6 for the county or for a HMA, this would indicate a significant VMT impact. Comparing the Total VMT per Service Population for each HMA with the Housing Element Update to the countywide VMT helps to demonstrate the areas in the county that generate VMT that is higher or lower than the countywide average and allows impact findings to be made for each HMA.

Table 4: County VMT and VMT Impact Threshold for Land Use Plans

VMT Metrics	Year 2023	
	Countywide VMT	VMT Impact Threshold ¹
Total VMT per Service Population	39.5	33.6

Source: Fehr & Peers 2023.

Note: ¹The VMT Impact Threshold is 15% below the county VMT.

⁴ *Environmental Thresholds and Guidelines Manual*, County of Santa Barbara Planning and Development, January 2021.

3.2.2 Cumulative VMT Threshold

A land use plan could change travel patterns in the region, and an efficiency-based threshold may not fully capture such changes. Therefore, according to the County Guidelines, land use plans are subject to an absolute threshold of significance (i.e., total VMT). The analysis of cumulative impacts considers the combined impacts of the project and other closely related past, present, and reasonably foreseeable future projects. The plan's contribution to a VMT impact would be cumulatively considerable if the total VMT in the county or in a HMA is higher in the future with the Housing Element Update in place.

In some cases, land use plans may change the allocation of growth within the county and reporting the net change in total VMT helps to inform how the land use changes affect overall VMT in the county. However, in other cases, such as the Housing Element Update, substantial growth may be contemplated in comparison to growth already envisioned in the SBCAG RTP/SCS. Therefore, while the project-level VMT analysis may not indicate a significant impact, a cumulative impact could occur due an increase in total VMT in the county.

3.3 Project VMT Impact Analysis

Table 5 presents results from the SBCAG RTDM for the Future No Project and Future With Housing Element Update (2031) scenarios (see **Appendix A** for detailed VMT results). Under Future With Housing Element Update conditions, the county is forecasted to generate approximately 1.1 million vehicle trips and 11 million VMT daily, which equates to 37.9 Total VMT per Service Population. In comparison to the Future No Project scenario, the number of daily vehicle trips generated by the county would increase by 33 percent and the total daily VMT would increase by 31 percent. Daily VMT would increase at a lower rate than daily vehicle trips because the additional housing density and commercial uses that would potentially occur with the development of the housing sites under the Housing Element Update would reduce the average distance that vehicles travel between their home, work, and other locations, such as retail. The Total VMT per Service Population in the county would decrease from 41.5 in the Future No Project scenario to 37.9 in the Future With Housing Element scenario which equates to a 9 percent decrease.

Within each HMA, the growth in daily vehicle trips and VMT varies based on the amount of growth that could potentially occur in the housing sites. The highest growth occurs in the South Coast and Santa Maria HMAs with a 24 percent increase in daily vehicle trips and 17 percent increase in total daily VMT in South Coast HMA and a 60 percent increase in daily vehicle trips and 66 percent increase in total daily VMT in Santa Maria HMA. While the percent increase is highest in the Cuyama HMA, the total change in daily vehicle trips and VMT is lower than in South Coast and Santa Maria HMAs. Modest growth is forecasted in the Lompoc and Santa Ynez HMAs with a 6 percent increase in total VMT in Lompoc and a 15 percent increase in total VMT in Santa Ynez.

Table 5: Future No Project and With Housing Element Update (2031) Vehicle Miles Traveled

Area	VMT Metrics	Future No Project (2031)	Future With Housing Element (2031)	Percent Change from Future No Project
All County Unincorporated Areas	Daily Vehicle Trips	843,970	1,118,595	33%
	Average Trip Length	10.1	9.9	-1%
	Total VMT	8,521,343	11,127,670	31%
	Total VMT per Service Population	41.5	37.9	-9%
South Coast	Daily Vehicle Trips	434,466	537,407	24%
	Average Trip Length	9.2	8.7	-6%
	Total VMT	3,993,172	4,668,827	17%
	Total VMT per Service Population	37.7	31.3	-17%
Lompoc	Daily Vehicle Trips	118,004	129,078	9%
	Average Trip Length	12.2	11.9	-3%
	Total VMT	1,442,974	1,532,616	6%
	Total VMT per Service Population	55.9	54.2	-3%
Santa Ynez	Daily Vehicle Trips	81,273	94,013	16%
	Average Trip Length	12.6	12.5	-1%
	Total VMT	1,027,355	1,176,377	15%
	Total VMT per Service Population	49.6	50.8	2%
Santa Maria	Daily Vehicle Trips	201,645	321,697	60%
	Average Trip Length	9.2	9.6	5%
	Total VMT	1,862,820	3,099,601	66%
	Total VMT per Service Population	36.4	36.6	1%
Cuyama	Daily Vehicle Trips	8,582	36,400	324%
	Average Trip Length	22.7	17.9	-21%
	Total VMT	195,022	650,248	233%
	Total VMT per Service Population	138.6	82.8	-40%

Source: Fehr & Peers, 2023.

Table 6 summarizes the Total VMT per Service Population countywide and for each HMA compared to the County’s VMT impact threshold that reflects a 15 percent reduction in county VMT. Comparing the Total VMT per Service Population for each HMA with the Housing Element Update to the County’s VMT impact thresholds demonstrate the areas in the county that generate more or less efficient VMT given their land use context and transportation facilities. As shown, the Total VMT per Service Population under the Future With Housing Element Update scenario exceeds the County’s VMT impact threshold in four of the five HMAs: Lompoc, Santa Ynez, Santa Maria, and Cuyama. The South Coast HMA is forecasted to generate Total VMT per Service Population that is below the County’s VMT impact threshold.

Table 6: Project VMT Impact Summary (Total VMT per Service Population)

Area	Project VMT	County VMT Threshold	Project VMT Impact?
<i>All County Unincorporated Areas</i>	37.9	33.6	Yes
<i>South Coast</i>	31.3	33.6	No
<i>Lompoc</i>	54.2	33.6	Yes
<i>Santa Ynez</i>	50.8	33.6	Yes
<i>Santa Maria</i>	36.6	33.6	Yes
<i>Cuyama</i>	82.8	33.6	Yes

Source: Fehr & Peers, 2023.

Note: County VMT of 39.5 results in a VMT Threshold of 33.6 (15% reduction from baseline). Any VMT per Service Population greater than 33.6 will result in a VMT impact.

Three HMAs are forecasted to have a decrease in Total VMT per Service Population in comparison to the Future No Project scenario: South Coast, Lompoc, and Cuyama. Santa Ynez and Santa Maria are forecasted to have a small (2 percent or less) increase in Total VMT per Service Population in comparison to the Future No Project scenario. The VMT impact countywide and in each HMA is as follows:

- **Countywide** – Daily VMT is 2,606,326 higher in 2031 under the Future With Housing Element Update compared to the Future No Project scenario. This represents a 31 percent increase in VMT compared to the Future No Project scenario, but after factoring in population growth, represents a 9 percent lower Total VMT per Service Population. The countywide Total VMT per Service Population is 37.9 with the Housing Element Update, which exceeds the County’s VMT impact threshold.
- **South Coast** – Daily VMT is 675,655 higher in 2031 under the Future With Housing Element Update compared to the Future No Project scenario. This represents a 17 percent increase in VMT compared to the Future No Project scenario, but after factoring in population growth, represents

a 17 percent lower Total VMT per Service Population. The South Coast HMA Total VMT per Service Population is 31.3 with the Housing Element Update, which is below the County's VMT impact threshold.

- **Lompoc** – Daily VMT is 89,642 higher in 2031 under the Future With Housing Element Update compared to the Future No Project scenario. This represents a 6 percent increase in VMT compared to the No Project scenario, but after factoring in population growth, represents a 3 percent lower Total VMT per Service Population. Although the Total VMT per Service Population is lower under the Housing Element Update scenario, the Lompoc HMA Total VMT per Service Population is 54.2, which exceeds the County's VMT impact threshold.
- **Santa Ynez** – Daily VMT is 149,022 higher in 2031 under the Future With Housing Element Update compared to the Future No Project scenario. This represents a 15 percent increase in VMT compared to the Future No Project scenario, but after factoring in population growth, represents an 2 percent higher Total VMT per Service Population. The Santa Ynez HMA Total VMT per Service Population is 50.8 with the Housing Element Update, which exceeds the County's VMT impact threshold.
- **Santa Maria** – Daily VMT is 1,236,781 higher in 2031 under the Future With Housing Element Update compared to the Future No Project scenario. This represents a 66 percent increase in VMT compared to the Future No Project scenario, but after factoring in population growth, represents a 1 percent higher Total VMT per Service Population. The Santa Maria HMA Total VMT per Service Population is 36.6 with the Housing Element Update. While this Total VMT per service population is lower than the county VMT, it exceeds the County's VMT impact threshold.
- **Cuyama** – Daily VMT is 455,226 higher in 2031 under the Future With Housing Element Update compared to the Future No Project scenario. This represents a 233 percent increase in VMT compared to the No Project scenario, but after factoring in population growth, represents a 40 percent lower Total VMT per Service Population. The Cuyama HMA Total VMT per Service Population is 82.8 with the Housing Element Update, which exceeds the County's VMT impact threshold.

Overall, the Total VMT per Service Population generated by the county is lower compared to the Future No Project scenario but would exceed the County's VMT impact threshold. The reduction in Total VMT per Service Population is due to most of the housing and associated population growth occurring in the South Coast and Santa Maria HMAs that both have less Total VMT per Service Population than the county average. These areas are more densely developed and provide more mixed-use development and active transportation options, which leads to shorter vehicle trips on average. The higher Total VMT per Service Population occurring in the other three HMAs in the North County can be attributed to lower land use densities, minimal nearby employment opportunities, and less access to alternative modes of transportation that are conducive to longer trips on average.

3.4 Cumulative Impact Analysis

As discussed in Section 3.2, a land use plan could change travel patterns in the region, and an efficiency-based threshold may not fully capture such changes. Therefore, according to the County Guidelines, land

use plans are subject to an absolute threshold of significance (i.e., total VMT). The analysis of cumulative impacts considers the combined impacts of the project and other closely related past, present, and reasonably foreseeable future projects. The plan’s contribution to a VMT impact would be cumulatively considerable if the total VMT is higher in the Housing Element Update in place.

Table 7 summarizes the net change in VMT under the Future With Housing Element Update scenario compared to the Future No Project scenario for the county and each HMA. The Project’s total VMT is approximately 2,606,326 miles greater under the Future With Housing Element Update scenario. The Project’s total VMT is greater under the Future With Housing Element Update scenario in each of the five HMAs as well. Therefore, the Project would have a significant VMT impact under cumulative conditions.

In some cases, land use plans may change the allocation of growth within the county and reporting the net change in total VMT helps to inform how the land use changes affect overall VMT in the county. However, in other cases, such as the Housing Element Update, substantial growth is being proposed in comparison to growth already envisioned in the SBCAG RTP/SCS. Therefore, while the project-level VMT analysis may not indicate a significant impact for South Coast, a cumulative impact can still occur because total VMT increases in all HMAs and in the county. The net change in VMT summarized in Table 7 is unavoidable in the context of the No Net Loss law (Government Code Section 65863; Senate Bill [SB] 166), which requires adequate housing sites to be maintained at all times throughout the planning period to accommodate the remaining RHNA target by each income category. The proposed housing in South Coast which reflects the majority of the proposed new housing would fall below the County's VMT threshold.

Table 7: Cumulative VMT Impact Summary (Change in Total VMT)

Area	Future No Project (2031)	Future With Housing Element (2031)	Percent Change from Future No Project	Cumulative VMT Impact?
All County Unincorporated Areas	8,521,343	11,127,670	31%	Yes
South Coast	3,993,172	4,668,827	17%	Yes
Lompoc	1,442,974	1,532,616	6%	Yes
Santa Ynez	1,027,355	1,176,377	15%	Yes
Santa Maria	1,862,820	3,099,601	66%	Yes
Cuyama	195,022	650,248	233%	Yes

Source: Fehr & Peers, 2023.

3.5 Mitigation Measures

As detailed above, the Project would result in an exceedance of the County's VMT impact threshold for land use plans with VMT exceeding the impact threshold in four of the five HMAs. To reduce the Total VMT per Service Population to a less than significant level in these HMAs, which would bring the VMT impact of each HMA below the significant impact threshold, a further reduction of 38 percent or 582,351 VMT in Lompoc, 34 percent or 398,471 VMT in Santa Ynez, 8 percent or 256,250 VMT in Santa Maria, and 59 percent or 386,467 VMT in Cuyama would be required. Mitigation to reduce VMT can include designing projects with a mix of uses, building transportation demand management (TDM) features into the design, locating growth in neighborhoods that have transit or active transportation opportunities, or contributing to the creation of such opportunities. Since VMT is sensitive to regional location, it can also be mitigated by choosing a more central location for the project. Used as a transportation metric under CEQA, VMT could encourage reduction of motor vehicle travel, increase transit and active transportation, and increase infill development.

While additional mitigation measures will be needed, the housing policies and geographic distribution of sites in the Housing Element Update already support VMT reduction. A significant share of new housing sites identified in the Housing Element Update are in the South Coast, which has the lowest Total VMT per Service Population and shortest average trip lengths of the five HMAs. The Project also proposes housing near transit (e.g., on Hollister Avenue in Eastern Goleta Valley) and identifies several mixed-use sites. Mixed-use developments enable fewer and shorter trips by creating greater density and a greater mix of uses. Affordable housing can also reduce VMT by reducing commute travel distances for more residents. The County has adopted policies to promote the development of affordable housing including the Inclusionary Housing Ordinance (IHO), which requires residential projects creating five or more units, or subdivisions creating five or more lots, to construct a certain number of affordable housing units on the site or pay fees in lieu of constructing the affordable dwellings.

These features of the Project are VMT reduction strategies identified by the California Air Pollution Control Officers Association (CAPCOA) in their *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (December 2021). **Table 8** summarizes the VMT reduction strategies already incorporated into the Housing Element Update and the CAPCOA research showing VMT reduction effectiveness. The VMT reduction estimates are based on CAPCOA GHG emission reduction estimates for each measure. CAPCOA relies on the assumption that GHG emissions are proportional to the emissions source, so for transportation measures, CAPCOA estimates the GHG emission reduction potential using the expected percent reduction in vehicle trips or VMT. For this reason, the estimated GHG emission reduction potential is assumed to be equal to the percent VMT reduction potential for a given measure. As shown, increasing residential density, placing development close to transit, and providing affordable housing are all shown to decrease VMT by approximately 30 percent. These findings from the CAPCOA research support the VMT analysis conducted with the SBCAG RTDM, which showed a reduction in Total VMT per Service Population countywide and in three of the HMAs under the future with Housing Element Update scenario compared to the future no project scenario as well as two of the HMAs (South Coast and Santa Maria) performing below the county VMT.

Table 8: Housing Element Update VMT Reduction Measures

Measure #	Category	Scale ¹	Locational Context	VMT Reduction	Description
Land Use					
T-1	Increase Residential Density	P/S	Urban, suburban	Up to 30% reduction in project VMT	Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing residential density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in VMT.
T-3	Provide Transit-Oriented Development	P/S	Urban, suburban, rural (if adjacent to commuter rail station with convenient rail service to a major employment center)	Up to 31% reduction in project VMT	TOD refers to projects built in compact, walkable areas that have easy access to public transit, ideally in a location with a mix of uses, including housing, retail offices, and community facilities. Project site residents, employees, and visitors would have easy access to high-quality public transit, thereby encouraging transit ridership and reducing the number of single-occupancy vehicle trips and associated VMT.
T-4	Integrate Affordable and Below Market Rate Housing	P/S	Urban, suburban	Up to 28.6% reduction in project VMT	This measure requires below market rate (BMR) housing. BMR housing provides greater opportunity for lower income families to live closer to job centers and achieve a jobs/housing match near transit. It is also an important strategy to address the limited availability of affordable housing that might force residents to live far away from jobs or school, requiring longer commutes.

Note:

¹ Scale of application column abbreviations: P/S = Project/Site; P/C = Plan/Community; All.

² For quantifiable measures T-1 through T-30, the handbook estimates the VMT reducing effectiveness, and applies caps when appropriate (for example, simply aggregating the effectiveness of individual TDM measures can sometimes yield a result that is overestimated since more than one measure may be targeting the same trip).

Source: California Air Pollution Control Officers Association, *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*. December 2021.

In addition to the VMT benefits of providing new housing in VMT efficient areas like the South Coast HMA, County-driven programs and efforts are already underway to promote the use of active transportation for existing residents and for those residing at new housing sites. The County is also

planning to revise the Transportation Impact Fees following the adoption of the Housing Element Update, which could serve as a potential funding source for implementing transportation improvements that help to reduce VMT. The County has the following two programs that assist in reducing VMT:

- **County Active Transportation Plan (ATP)**⁵: The County's recently adopted ATP proposes a variety of policies and programs aimed at enhancing the multi-modal transportation network for the county and encouraging people to choose walking, bicycling, or rolling. Investing in high-quality pedestrian and cycling infrastructure can support a mode shift away from driving and towards active modes of transportation. The ATP recommends prioritizing improvements around schools, parks, transit corridors, and other key destinations. The ATP also recommends coordinating with local transit operators to upgrade resources, such as shelters and seating, at existing and future transit stops and increasing the number of secure, convenient, and attractive bicycle parking facilities at transit stops.
- **County Circulation Element**: The County's Circulation Element was originally adopted in 1980 and republished in 2014. The Circulation Element focuses primarily on facilitating vehicle travel in the county, which was the common approach to transportation planning at the time the plan was developed. The County is planning on initiating an update to the Circulation Element. This update will allow the county to envision their transportation network with growth planned under the Housing Element Update and plan for the future infrastructure and programs that are needed to reduce VMT. The updated Circulation Element will rely on the comprehensive planning effort already undertaken through the County ATP to plan how all travel modes can effectively be integrated into the County's transportation network.

The mitigation measures required to reduce VMT generated by the Housing Element Update consist of TDM strategies that can be implemented through the development of housing sites. The applicable TDM strategies are presented in additional detail below.

3.5.1 Housing Site Mitigation Requirements

Site-specific mitigation requirements that ensure each housing project design provides facilities and programs to support residents' use of transit and active transportation modes can help mitigate the VMT impact of the individual housing projects. Requirements would include filling in gaps in the sidewalk network, expanding bike infrastructure, subsidizing transit fares if transit service nearby is available, and providing bike parking. The site-specific mitigation measures are presented in additional detail along with their potential VMT reduction estimates in **Table 9**. These site-specific trip reduction measures will be most effective in VMT efficient areas like the South County and less so in areas like Cuyama where multi-modal infrastructure is limited. Nevertheless, the County's recently adopted ATP identifies improvements throughout the county, which housing projects constructed adjacent to planned facilities can support by implementing the planned improvements. Site-specific requirements cannot address the availability of transit or regionally connected bike infrastructure, which are already being considered through the County-driven programs discussed in the previous section.

⁵ *County of Santa Barbara Active Transportation Plan, County of Santa Barbara, March 2023.*

Table 9: Site-Specific VMT Reduction Measures (Developer Requirements)

Measure	Description	Scale ¹	Locational Context	VMT Reduction ²	Description
T-18	Provide Pedestrian Network Improvements	P/C	Urban, suburban, rural	Up to 6.4% of VMT in plan/community	This measure requires developers to provide pedestrian connections from the project site frontage to existing facilities. Providing sidewalks and an enhanced pedestrian network encourages people to walk instead of drive for short-distance trips. This mode shift results in a reduction in VMT.
T-19-A	Construct or Improve Bike Facility	P/C	Urban, suburban	Up to 0.8% reduction in VMT on parallel roadways	This measure requires projects located adjacent to planned improvements identified in the County ATP to construct or improve a bicycle lane facility (Class I, II, or IV). Providing bicycle infrastructure helps to improve biking conditions within an area. This encourages a mode shift on the roadway parallel to the bicycle facility from vehicles to bicycles, reducing VMT.
T-19-B	Construct or Improve Bike Boulevard	P/C	Urban, suburban	Up to 0.2% reduction in VMT on roadway	This measure requires projects located adjacent to planned improvements identified in the County ATP to construct or improve a bicycle boulevard. Bicycle boulevards are a designation within Class III Bikeway that create safe, low-stress connections for people biking and walking on streets.
T-34	Provide Bike Parking	All	Urban, suburban	Not quantified by CAPCOA	This measure requires projects to provide short-term and long-term bicycle parking facilities. Parking can be provided in designated areas or added within rights-of-way.
T-9	Implement Subsidized or Discounted Transit Program	P/S	Urban, suburban	Up to 5.5% of VMT from resident vehicles accessing the site	This measure requires projects located within 1-mile of a transit stop to provide subsidized or discounted, or free transit passes for residents. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips.

Note:

¹ Scale of application column abbreviations: P/S = Project/Site; P/C = Plan/Community; All.

² For quantifiable measures T-1 through T-30, the handbook estimates the VMT reducing effectiveness, and applies caps when appropriate (for example, simply aggregating the effectiveness of individual TDM measures can sometimes yield a result that is overestimated since more than one measure may be targeting the same trip). CAPCOA offers methodologies based on preferred literature, along with methodologies based on alternative literature, for each quantified measure.

Source: California Air Pollution Control Officers Association, *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*. December 2021.

While these site-specific TDM reduction measures would reduce VMT, it is not possible to quantify the overall VMT reduction for the Housing Element Update since the applicable measures to be implemented are site dependent. Since it cannot be assured that these measures would be fully effective in reducing total VMT to below the County's adopted VMT impact thresholds for land use plans, the impact would be considered to remain significant and unavoidable.

4. Project Alternatives

4.1 Overview

As part of the Housing Element Update, four land use growth alternatives, in addition to the no project alternative, were developed to analyze the potential impacts for a range of housing growth options in the County. Each of the alternatives would implement the same components of the Project, including the proposed goals, policies, and programs. However, the alternatives would involve a modified sites inventory for consideration for rezoning under the Potential Rezone Program. The four alternatives are described briefly below.

- **Reduced Project A** would involve a modified sites inventory that includes nine fewer potential rezone sites⁶ under the Potential Rezone Program. These nine sites would be limited to land uses and development allowed under the existing zoning ordinances resulting in a reduction in new development compared to the Project. The maximum housing development would be approximately 13,704 units in the South Coast and 12,755 units in the North County, for a total of 26,459 units countywide, approximately 23.5 percent less than the Project. Reduced Project A would result in the potential development of up to 1.31 million square feet of commercial development.
- **Reduced Project B** would involve a modified sites inventory that includes six fewer potential rezone sites⁷ under the Potential Rezone Program. These six sites would be limited to land uses and development allowed under the existing zoning ordinances resulting in a reduction in new development compared to the Project. In addition, Reduced Project B proposes to modify the residential zoning district proposed for Site No. 24 (Key Site 26), from DR-30/40 under the Project to DR-20/30, thereby decreasing the capacity for housing on this site. The maximum housing development would be approximately 13,388 units in the South Coast and 13,297 units in the North County, for a total of 26,685 units countywide, approximately 22.8 percent less than the Project. Reduced Project B would result in the potential development of up to 1.44 million square feet of commercial development.
- **Reduced Project C** would involve a modified sites inventory that includes five fewer potential rezone sites⁸ under the Potential Rezone Program. These five sites would be limited to land uses and development allowed under the existing zoning ordinances. In addition, Reduced Project C proposes to modify the residential zoning district proposed for Key Site 16, from DR-30/40 under

⁶ Reduced Project A eliminates the following rezone sites: Site No. 2 (St. Athanasius Church), Site No. 3 (Scott), Site No. 4 (Ekwill), Site No. 5 (Caird 1), Site No. 6 (Caird 2), Site No. 7 (Caird 3), Site No. 24 (Key Site 26), Site No. 26 (North Point HOA), and Site No. 27 (Boys and Girls Club).

⁷ Reduced Project B eliminates the following rezone sites: Site No. 2 (St. Athanasius Church), Site No. 3 (Scott), Site No. 4 (Ekwill), Site No. 11 (Glen Annie), Site No. 19 (Key Site 1), and Site No. 23 (Key Site 16).

⁸ Reduced Project C eliminates the following rezone sites: Site No. 1 (Giorgi), Site No. 10 (McCloskey Lelande), Site No. 17 (Montessori), Site No. 21 (Key Site 10), and Site No. 22 (Key Site 11).

the Project to DR-20/30, thereby reducing the capacity of the site for additional housing. The maximum housing development would be approximately 13,724 units in the South Coast and 14,832 units in the North County, for a total of 28,556 units countywide, approximately 18.4 percent less than the Project. Reduced Project C would result in the potential development of up to 1.56 million square feet of commercial development.

- **Sustainable Communities Strategy Alternative** would involve the same amount of housing growth as under the Project. In South Coast, the housing growth proposed in the potential rezone sites would occur within the transit priorities areas adjacent to the Hollister Avenue corridor. In North County, a portion of housing growth would be shifted from the Lompoc, Santa Ynez, and Cuyama HMA to the Santa Maria HMA.

The total population and employment countywide and in each HMA for the four land use growth alternatives were calculated using the proposed housing sites, unit counts, and the expected amount of commercial development for use in the SBCAG RTDM. **Table 10** presents the socio-economic data assumptions for each project alternative under 2031 conditions.

Table 10: Housing Element Update Alternatives (2031) Socio-Economic Data Assumptions

Category	Reduced Project A	Reduced Project B	Reduced Project C	SCS Alternative
All County Unincorporated Areas				
<i>Population</i>	212,907	213,374	217,770	232,375
<i>Employment</i>	60,066	60,500	60,895	60,859
<i>Service Population</i>	272,973	273,874	278,665	293,234
South Coast				
<i>Population</i>	113,132	112,228	113,066	123,450
<i>Employment</i>	25,876	25,876	25,876	25,876
<i>Service Population</i>	139,008	138,105	138,942	149,327
Lompoc				
<i>Population</i>	19,353	19,353	19,353	18,336
<i>Employment</i>	8,929	8,929	8,929	8,811
<i>Service Population</i>	28,282	28,282	28,282	27,147
Santa Ynez				
<i>Population</i>	14,272	14,272	14,272	13,543
<i>Employment</i>	8,880	8,880	8,880	8,880
<i>Service Population</i>	23,152	23,152	23,152	22,423
Santa Maria				
<i>Population</i>	59,544	60,914	64,472	74,769
<i>Employment</i>	15,138	15,571	15,967	16,738
<i>Service Population</i>	74,681	76,485	80,439	91,507
Cuyama				

Category	Reduced Project A	Reduced Project B	Reduced Project C	SCS Alternative
Population	6,607	6,607	6,607	2,277
Employment	1,244	1,244	1,244	554
Service Population	7,851	7,851	7,851	2,831

4.2 VMT Impact Analysis

The SBCAG RTDM was used to estimate VMT for each of the land use growth alternatives. **Table 11** presents the VMT results for Reduced Project A in comparison to the Future No Project and Future With Housing Element Update (2031) scenarios. Reduced Project A has the least amount of new housing growth (23.5 percent less than the Project) and the lowest countywide total VMT of the land use growth alternatives (10.6 million VMT in comparison to 11.1 million VMT with the Project). While the total VMT is 5 percent lower than the Project, lower land use densities and the placement of the new housing growth under Reduced Project A result in countywide Total VMT per Service Population that is 2 percent higher than the Project. The results are similar for most HMAs with the South Coast HMA experiencing a 2 percent decrease in total VMT and a 5 percent increase in Total VMT per Service Population, the Lompoc and Santa Ynez HMAs experiencing a 1 percent decrease in both total VMT and Total VMT per Service Population, and the Cuyama HMA experiencing a 1 percent increase in both total VMT and Total VMT per Service Population. The Santa Maria HMA has the largest reduction in total VMT of 14 percent and a reduction in Total VMT per Service Population of 3 percent in comparison to the Project.

Table 12 presents the VMT results for Reduced Project B in comparison to the Future No Project and Future With Housing Element Update (2031) scenarios. Reduced Project B has slightly more new housing (226 units) and slightly more total VMT (approximately 25,000 more VMT) than Reduced Project A. Overall, the VMT findings for Reduced Project B are similar to Reduced Project A. For the overall county, the total VMT decreases by 5 percent while the Total VMT per Service Population is 2 percent higher than the Project. The results are also similar for the HMAs with the South Coast experiencing a 4 percent decrease in total VMT and a 4 percent increase in Total VMT per Service Population, Santa Ynez experiencing a 1 percent decrease in both total VMT and Total VMT per Service Population, and Cuyama experiencing a 1 percent increase in both total VMT and Total VMT per Service Population in comparison to the Project. Santa Maria has the largest reduction in total VMT of 11 percent and a reduction in Total VMT per Service Population of 1 percent. In the Lompoc HMA, the change in total VMT and Total VMT per Service Population is less than 1 percent in comparison to the Project.

Table 11: Reduced Project A Vehicle Miles Traveled in Comparison to Future No Project and With Housing Element Update (2031)

Area	VMT Metrics	Future No Project	Future With Housing Element	Reduced Project A	Percent Change from Future No Project	Percent Change from Future With Housing Element
All County Unincorporated Areas	Daily Vehicle Trips	843,970	1,118,595	1,073,211	27%	-4%
	Average Trip Length	10.1	9.9	9.9	-2%	0%
	Total VMT	8,521,343	11,127,670	10,576,479	24%	-5%
	Total VMT per SP ¹	41.5	37.9	38.7	-7%	2%
South Coast	Daily Vehicle Trips	434,466	537,407	527,327	21%	-2%
	Average Trip Length	9.2	8.7	8.7	-5%	0%
	Total VMT	3,993,172	4,668,827	4,578,080	15%	-2%
	Total VMT per SP	37.7	31.3	32.9	-13%	5%
Lompoc	Daily Vehicle Trips	118,004	129,078	128,547	9%	0%
	Average Trip Length	12.2	11.9	11.9	-2%	0%
	Total VMT	1,442,974	1,532,616	1,524,063	6%	-1%
	Total VMT per SP	55.9	54.2	53.9	-4%	-1%
Santa Ynez	Daily Vehicle Trips	81,273	94,013	93,294	15%	-1%
	Average Trip Length	12.6	12.5	12.5	-1%	0%
	Total VMT	1,027,355	1,176,377	1,164,588	13%	-1%
	Total VMT per SP	49.6	50.8	50.3	1%	-1%
Santa Maria	Daily Vehicle Trips	201,645	321,697	287,601	43%	-11%
	Average Trip Length	9.2	9.6	9.2	0%	-4%
	Total VMT	1,862,820	3,099,601	2,653,209	42%	-14%
	Total VMT per SP	36.4	36.6	35.5	-2%	-3%
Cuyama	Daily Vehicle Trips	8,582	36,400	36,441	325%	0%
	Average Trip Length	22.7	17.9	18	-21%	1%
	Total VMT	195,022	650,248	656,539	237%	1%
	Total VMT per SP	138.6	82.8	83.6	-40%	1%

Source: Fehr & Peers, 2023.

Note: 1. SP = Service Population.

Table 12: Reduced Project B Vehicle Miles Traveled in Comparison to Future No Project and With Housing Element Update (2031)

Area	VMT Metrics	Future No Project	Future With Housing Element	Reduced Project B	Percent Change from Future No Project	Percent Change from Future With Housing Element
All County Unincorporated Areas	Daily Vehicle Trips	843,970	1,118,595	1,064,202	26%	-5%
	Average Trip Length	10.1	9.9	10	-1%	1%
	Total VMT	8,521,343	11,127,670	10,601,530	24%	-5%
	Total VMT per SP ¹	41.5	37.9	38.7	-7%	2%
South Coast	Daily Vehicle Trips	434,466	537,407	512,418	18%	-5%
	Average Trip Length	9.2	8.7	8.7	-5%	0%
	Total VMT	3,993,172	4,668,827	4,475,094	12%	-4%
	Total VMT per SP	37.7	31.3	32.4	-14%	4%
Lompoc	Daily Vehicle Trips	118,004	129,078	128,681	9%	0%
	Average Trip Length	12.2	11.9	12	-2%	1%
	Total VMT	1,442,974	1,532,616	1,539,771	7%	0%
	Total VMT per SP	55.9	54.2	54.4	-3%	0%
Santa Ynez	Daily Vehicle Trips	81,273	94,013	92,931	14%	-1%
	Average Trip Length	12.6	12.5	12.6	0%	1%
	Total VMT	1,027,355	1,176,377	1,168,004	14%	-1%
	Total VMT per SP	49.6	50.8	50.4	2%	-1%
Santa Maria	Daily Vehicle Trips	201,645	321,697	293,715	46%	-9%
	Average Trip Length	9.2	9.6	9.4	2%	-2%
	Total VMT	1,862,820	3,099,601	2,759,767	48%	-11%
	Total VMT per SP	36.4	36.6	36.1	-1%	-1%
Cuyama	Daily Vehicle Trips	8,582	36,400	36,457	325%	0%
	Average Trip Length	22.7	17.9	18.1	-20%	1%
	Total VMT	195,022	650,248	658,893	238%	1%
	Total VMT per SP	138.6	82.8	83.9	-39%	1%

Source: Fehr & Peers, 2023.

Note: 1. SP = Service Population.

Table 13 presents the VMT results for Reduced Project C in comparison to the Future No Project and Future With Housing Element Update (2031) scenarios. Reduced Project C has 1,871 more housing units than Reduced Project B and 2,097 more housing units than Reduced Project A. The total VMT increases from approximately 10.6 million under Reduced Project Alternatives A and B to 10.9 million under Reduced Project C. In comparison to the Project, the countywide total VMT is 2 percent lower while the Total VMT per Service Population is 3 percent higher. When comparing Reduced Project C to the Project in each HMA, the South Coast HMA experiences a 1 percent decrease in total VMT and a 6 percent increase in Total VMT per Service Population, the Santa Maria HMA experiences a 7 percent decrease in total VMT and a 2 percent decrease in Total VMT per Service Population, and the Cuyama HMA experiences a 1 percent increase in both total VMT and Total VMT per Service Population. In the Lompoc and Santa Ynez HMAs, the change in total VMT and Total VMT per Service Population is less than 1 percent in comparison to the Project.

Table 14 presents the VMT results for the SCS Alternative in comparison to the Future No Project and Future With Housing Element Update (2031) scenarios. The SCS Alternative has the same amount of housing development as under the Project; however, the allocation of growth is shifted. In the South Coast HMA, the housing growth proposed in the potential rezone sites would occur within the transit priorities areas adjacent to the Hollister Avenue corridor. Relocating the housing growth in the rezone sites to be closer to transit reduces the South Coast HMA total VMT by 5 percent and the Total VMT per Service Population by 4 percent in comparison to the Project. Given that 41 percent of the total VMT in the unincorporated county is generated in the South Coast HMA, this reduction in total VMT results in an overall reduction in countywide VMT with both total VMT and Total VMT per Service Population decreasing by 1 percent in comparison to the Project. In comparison to Future No Project conditions, the SCS Alternative Total VMT per Service Population is 10 percent lower.

In North County, the total amount of housing growth in the SCS Alternative is the same as the Project. However, less growth occurs in the Lompoc, Santa Ynez, and Cuyama HMA and more growth occurs in the Santa Maria HMA. While the Lompoc, Santa Ynez, and Cuyama HMAs all experience a decrease in total VMT under the SCS Alternative, the Total VMT per Service Population increases in these HMAs due to lower land use densities and less commercial development than would occur under the Project. The commercial development included in the rezone sites provides goods and services for the new housing growth and also for existing residents in these communities resulting in shorter travel distances under the Project than in the SCS Alternative. In the Lompoc HMA, the total VMT decreases by 1 percent and the Total VMT per Service Population increases by 3 percent. In the Santa Ynez HMA, the total VMT decreases by 2 percent and the Total VMT per Service Population increases by 2 percent. In the Cuyama HMA, the Total VMT decreases by 59 percent and the Total VMT per Service Population increases by 13%.

In the Santa Maria HMA, the additional housing growth increases the total VMT by 16 percent and the Total VMT per Service Population by 7 percent in comparison to the Project. While the Total VMT per Service Population in the Santa Maria HMA is still less than the county baseline VMT (1 percent lower), the Total VMT per Service Population in the HMA is higher than under Future No Project Conditions (39.1 under the SCS Alternative compared to 36.4). The additional housing growth in the Santa Maria HMA in

the SCS Alternative worsens the jobs to housing ratio from 0.88 under Future No Project scenario to 0.58 under the SCS Alternative resulting in fewer nearby jobs and longer commutes for the additional residents living in the Santa Maria HMA. The number of vehicles traveling from Santa Maria to South Coast increases under the SCS Alternative (8 percent of vehicle-trips in comparison to 6 percent in the Project) which increases overall VMT due to the long distance (approximately 65 miles) between these communities.

Table 13: Reduced Project C Vehicle Miles Traveled in Comparison to Future No Project and With Housing Element Update (2031)

Area	VMT Metrics	Future No Project	Future With Housing Element	Reduced Project C	Percent Change from Future No Project	Percent Change from Future With Housing Element
All County Unincorporated Areas	Daily Vehicle Trips	843,970	1,118,595	1,094,216	30%	-2%
	Average Trip Length	10.1	9.9	9.9	-2%	0%
	Total VMT	8,521,343	11,127,670	10,870,578	28%	-2%
	Total VMT per SP ¹	41.5	37.9	39.0	-6%	3%
South Coast	Daily Vehicle Trips	434,466	537,407	527,468	21%	-2%
	Average Trip Length	9.2	8.7	8.8	-4%	1%
	Total VMT	3,993,172	4,668,827	4,624,980	16%	-1%
	Total VMT per SP	37.7	31.3	33.3	-12%	6%
Lompoc	Daily Vehicle Trips	118,004	129,078	128,808	9%	0%
	Average Trip Length	12.2	11.9	11.9	-2%	0%
	Total VMT	1,442,974	1,532,616	1,532,318	6%	0%
	Total VMT per SP	55.9	54.2	54.2	-3%	0%
Santa Ynez	Daily Vehicle Trips	81,273	94,013	93,558	15%	0%
	Average Trip Length	12.6	12.5	12.5	-1%	0%
	Total VMT	1,027,355	1,176,377	1,171,034	14%	0%
	Total VMT per SP	49.6	50.8	50.6	2%	0%
Santa Maria	Daily Vehicle Trips	201,645	321,697	307,972	53%	-4%
	Average Trip Length	9.2	9.6	9.4	2%	-2%
	Total VMT	1,862,820	3,099,601	2,887,685	55%	-7%
	Total VMT per SP	36.4	36.6	35.9	-1%	-2%
Cuyama	Daily Vehicle Trips	8,582	36,400	36,409	324%	0%
	Average Trip Length	22.7	17.9	18	-21%	1%
	Total VMT	195,022	650,248	654,560	236%	1%
	Total VMT per SP	138.6	82.8	83.4	-40%	1%

Source: Fehr & Peers, 2023.

Note: 1. SP = Service Population.

Table 14: SCS Alternative Vehicle Miles Traveled in Comparison to Future No Project and With Housing Element Update (2031)

Area	VMT Metrics	Future No Project	Future With Housing Element	SCS Alternative	Percent Change from Future No Project	Percent Change from Future With Housing Element
All County Unincorporated Areas	Daily Vehicle Trips	843,970	1,118,595	1,079,299	28%	-4%
	Average Trip Length	10.1	9.9	10.2	1%	3%
	Total VMT	8,521,343	11,127,670	10,969,889	29%	-1%
	Total VMT per SP ¹	41.5	37.9	37.4	-10%	-1%
South Coast	Daily Vehicle Trips	434,466	537,407	505,649	16%	-6%
	Average Trip Length	9.2	8.7	8.8	-4%	1%
	Total VMT	3,993,172	4,668,827	4,457,832	12%	-5%
	Total VMT per SP	37.7	31.3	29.9	-21%	-4%
Lompoc	Daily Vehicle Trips	118,004	129,078	124,783	6%	-3%
	Average Trip Length	12.2	11.9	12.1	-1%	2%
	Total VMT	1,442,974	1,532,616	1,509,855	5%	-1%
	Total VMT per SP	55.9	54.2	55.6	-1%	3%
Santa Ynez	Daily Vehicle Trips	81,273	94,013	90,848	12%	-3%
	Average Trip Length	12.6	12.5	12.7	1%	2%
	Total VMT	1,027,355	1,176,377	1,156,176	13%	-2%
	Total VMT per SP	49.6	50.8	51.6	4%	2%
Santa Maria	Daily Vehicle Trips	201,645	321,697	344,029	71%	7%
	Average Trip Length	9.2	9.6	10.4	13%	8%
	Total VMT	1,862,820	3,099,601	3,580,444	92%	16%
	Total VMT per SP	36.4	36.6	39.1	7%	7%
Cuyama	Daily Vehicle Trips	8,582	36,400	13,990	63%	-62%
	Average Trip Length	22.7	17.9	19	-16%	6%
	Total VMT	195,022	650,248	265,583	36%	-59%
	Total VMT per SP	138.6	82.8	93.8	-32%	13%

Source: Fehr & Peers, 2023.

Note: 1. SP = Service Population.

Table 15 summarizes the VMT impact findings for each land use growth alternative in comparison to the Project. The findings are based on the Total VMT per Service Population countywide and for each HMA compared to the County’s VMT impact threshold that reflects a 15 percent reduction in county VMT. Comparing the Total VMT per Service Population for each HMA with the alternatives to the County’s VMT impact thresholds demonstrate the areas in the county that generate more or less efficient VMT given their land use context and transportation facilities. Overall, the Total VMT per Service Population generated by the county is lower under the Project and alternatives compared to the Future No Project scenario but would still exceed the County’s VMT impact threshold. However, the Total VMT per Service Population under the Project and the land use growth alternatives exceeds the County’s VMT impact threshold in four of the five HMAs: Lompoc, Santa Ynez, Santa Maria, and Cuyama. The South Coast HMA is forecasted to generate Total VMT per Service Population that is below the County’s VMT impact threshold under the Project and in each alternative.

Table 15: Project Alternatives VMT Impact Summary (Total VMT per Service Population)

Area	Project VMT Impact?	Reduced Project A VMT Impact?	Reduced Project B VMT Impact?	Reduced Project C VMT Impact?	SCS Alternative VMT Impact?
All County Unincorporated Areas	Yes	Yes	Yes	Yes	Yes
South Coast	No	No	No	No	No
Lompoc	Yes	Yes	Yes	Yes	Yes
Santa Ynez	Yes	Yes	Yes	Yes	Yes
Santa Maria	Yes	Yes	Yes	Yes	Yes
Cuyama	Yes	Yes	Yes	Yes	Yes

Source: Fehr & Peers, 2023.

Note: County VMT of 39.5 results in a VMT Threshold of 33.6 (15% reduction from baseline). Any VMT per Service Population greater than 33.6 will result in a VMT impact.

4.3 Cumulative Impact Analysis

According to the County Guidelines, land use plans are subject to an absolute threshold of significance (i.e., total VMT). The analysis of cumulative impacts considers the combined impacts of the project and other closely related past, present, and reasonably foreseeable future projects. The plan’s contribution to a VMT impact would be cumulatively considerable if the total VMT is higher in the future with the Project in place.

Table 16 summarizes the net change in VMT under Reduced Project A compared to the Future No Project scenario for the county and each HMA. Under Reduced Project A, countywide total VMT would increase by 24 percent. Reduced Project A total VMT is greater in each of the five HMAs as well. Therefore, Reduced Project A would have a significant VMT impact under cumulative conditions.

Table 16: Reduced Project A Cumulative VMT Impact Summary (Change in Total VMT)

Area	Future No Project (2031)	Future With Reduced Project A (2031)	Percent Change from Future No Project	Cumulative VMT Impact?
<i>All County Unincorporated Areas</i>	8,521,343	10,576,479	24%	Yes
<i>South Coast</i>	3,993,172	4,578,080	15%	Yes
<i>Lompoc</i>	1,442,974	1,524,063	6%	Yes
<i>Santa Ynez</i>	1,027,355	1,164,588	13%	Yes
<i>Santa Maria</i>	1,862,820	2,653,209	42%	Yes
<i>Cuyama</i>	195,022	656,539	237%	Yes

Source: Fehr & Peers, 2023.

Table 17 summarizes the net change in VMT under Reduced Project B compared to the Future No Project scenario for the county and each HMA. Under Reduced Project B, countywide total VMT would increase by 24 percent (same as Reduced Project A). Reduced Project B total VMT is greater in each of the five HMAs as well. Therefore, Reduced Project B would have a significant VMT impact under cumulative conditions.

Table 17: Reduced Project B Cumulative VMT Impact Summary (Change in Total VMT)

Area	Future No Project (2031)	Future With Reduced Project B (2031)	Percent Change from Future No Project	Cumulative VMT Impact?
All County Unincorporated Areas	8,521,343	10,601,530	24%	Yes
South Coast	3,993,172	4,475,094	12%	Yes
Lompoc	1,442,974	1,539,771	7%	Yes
Santa Ynez	1,027,355	1,168,004	14%	Yes
Santa Maria	1,862,820	2,759,767	48%	Yes
Cuyama	195,022	658,893	238%	Yes

Source: Fehr & Peers, 2023.

Table 18 summarizes the net change in VMT under Reduced Project C compared to the Future No Project scenario for the county and each HMA. Under Reduced Project C, countywide total VMT would increase by 28 percent due to the higher number of housing units compared to the Reduced Project A and B. Reduced Project C total VMT is greater in each of the five HMAs as well. Therefore, Reduced Project C would have a significant VMT impact under cumulative conditions.

Table 18: Reduced Project C Cumulative VMT Impact Summary (Change in Total VMT)

Area	Future No Project (2031)	Future With Reduced Project C (2031)	Percent Change from Future No Project	Cumulative VMT Impact?
All County Unincorporated Areas	8,521,343	10,870,578	28%	Yes
South Coast	3,993,172	4,624,980	16%	Yes
Lompoc	1,442,974	1,532,318	6%	Yes
Santa Ynez	1,027,355	1,171,034	14%	Yes
Santa Maria	1,862,820	2,887,685	55%	Yes
Cuyama	195,022	654,560	236%	Yes

Source: Fehr & Peers, 2023.

Table 19 summarizes the net change in VMT under the SCS Alternative compared to the Future No Project scenario for the county and each HMA. Under the SCS Alternative, countywide total VMT would increase by 29 percent which is the highest VMT increase of the land use alternatives but also has the highest number of new housing units (same as the Project). The net change in VMT is lower under the SCS Alternative than the Project (29 percent increase in comparison to 31 percent increase under the Project) due to more housing units in South Coast being located in a transit priority area. The SCS Alternative total VMT is also greater in each of the five HMAs. Therefore, the SCS Alternative would have a significant VMT impact under cumulative conditions.

Table 19: SCS Alternative Cumulative VMT Impact Summary (Change in Total VMT)

Area	Future No Project (2031)	Future With SCS Alternative (2031)	Percent Change from Future No Project	Cumulative VMT Impact?
<i>All County Unincorporated Areas</i>	8,521,343	10,969,889	29%	Yes
<i>South Coast</i>	3,993,172	4,457,832	12%	Yes
<i>Lompoc</i>	1,442,974	1,509,855	5%	Yes
<i>Santa Ynez</i>	1,027,355	1,156,176	13%	Yes
<i>Santa Maria</i>	1,862,820	3,580,444	92%	Yes
<i>Cuyama</i>	195,022	265,583	36%	Yes

Source: Fehr & Peers, 2023.

References

- *2040 Regional Transportation Plan and Sustainable Communities Strategy*, SBCAG, August 15, 2013.
- California Public Resources Code, Section 21099.
- *County of Santa Barbara Active Transportation Plan*, County of Santa Barbara, March 2023.
- *County of Santa Barbara Energy and Climate Action Plan*, County of Santa Barbara, May 2015.
- *Environmental Thresholds and Guidelines Manual*, County of Santa Barbara Planning and Development, January 2021.
- *Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory)*, Governor's Office of Planning and Research (OPR), December 2018.
- "Chapter 2. Project Description." *Santa Barbara Housing Element Update Project: Screencheck Draft Environmental Report*, County of Santa Barbara, August 2023.
- "Chapter 3. Introduction to Environmental Impact Analysis." *Santa Barbara Housing Element Update Project: Screencheck Draft Environmental Report*, County of Santa Barbara, August 2023.
- *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, California Air Pollution Control Officers Association (CAPCOA), December 2021.

Appendix A: Santa Barbara County Housing Element Update VMT Summary

Metrics	Project VMT Threshold				Countywide (Unincorporated) VMT						South Coast VMT					
	Project VMT Analysis		Cumulative VMT Analysis		Project VMT Analysis		Cumulative VMT Analysis		Compared to HMA		Project VMT Analysis		Cumulative VMT Analysis			
	Country Baseline VMT	Housing Element vs. County Baseline	2031 No Project	VMT with Housing Element	2031 vs. 2031	% Change	2031 No Project	VMT with Housing Element	HMA Baseline VMT	Housing Element vs. HMA Baseline	2031 No Project	VMT with Housing Element	Housing Element vs. 2031 No Project	% Change		
	2023	2031 vs. 2023	2031	2031	2031 vs. 2031	% Change	2031	2031	2023	2031 vs. 2023	2031	2031	2031 vs. 2031	% Change		
Socioeconomic Data																
CAPITA	144,087	88,288	149,400	232,375	82,976	56%	149,400	232,375	77,283	80,112	123,450	43,338	54%			
EMP	50,767	10,092	55,695	60,859	5,164	9%	55,695	60,859	23,596	25,828	25,876	48	0.2%			
SERVICE POP	194,854	98,381	205,095	293,234	88,140	43%	205,095	293,234	100,879	105,941	149,327	43,386	41%			
Daily VMT																
Total Daily VMT	7,705,069	3,422,600	8,521,343	11,127,670	2,606,326	31%	8,521,343	11,127,670	3,460,720	3,993,172	4,668,827	675,655	17%			
VMT Metrics																
VMT/Service Pop	39.5	-1.6	41.5	37.9	-3.6	-9%	41.5	37.9	34.3	37.7	31.3	-6.4	-17%			
Daily VT																
Total Daily VT	793,860	324,735	843,970	1,118,595	274,625	33%	843,970	1,118,595	401,466	434,466	537,407	102,941	24%			
VT Metrics																
VT/Service Pop	4.1	-0.3	4.1	3.8	-0.3	-7%	4.1	3.8	4.0	4.1	3.6	-0.5	-12%			

Note:

VMT data based on SBCAG travel demand model developed for 2050 Connected Regional Transportation Plan and Sustainable Communities Strategy (SBCAG RTP/SCS).

County VMT reflects all vehicle-trips that start and/or end in the unincorporated areas of Santa Barbara County.

County Baseline VMT of 39.5 results in a VMT Threshold of 33.6 (15% reduction from baseline).

According to County Guidelines, land use plans should analyze Total VMT per Service Population.

For cumulative impacts, the analysis of a land use plan's cumulative impacts should consider the net increase in total VMT.

Growth in daily vehicle trips generated by housing element.

Source: Fehr & Peers, 2023.

Metrics	Project VMT Threshold				Countywide (Unincorporated) VMT						Lompoc VMT						
	Project VMT Analysis		Cumulative VMT Analysis		Project VMT Analysis		Compared to HMA		Project VMT Analysis		Compared to HMA		Cumulative VMT Analysis		Project VMT Analysis		
	VMT with Housing Element	Housing Element vs. County Baseline	2031 No Project	VMT with Housing Element	Housing Element vs. 2031 No Project	% Change	VMT with Housing Element	HMA Baseline VMT	Housing Element vs. HMA Baseline	VMT with Housing Element	% Difference from County Baseline	VMT with Housing Element	HMA Baseline VMT	Housing Element vs. HMA Baseline	VMT with Housing Element	Housing Element vs. 2031 No Project	% Change
	2031	2031 vs. 2023	2031	2031	2031 vs. 2031		2031	2023	2031 vs. 2023	2031	Baseline	2031	2023	2031 vs. 2023	2031	2031 vs. 2031	
Socioeconomic Data																	
CAPITA	144,087	88,288	149,400	232,375	82,976	56%	19,353	16,689		17,188	19,353	2,165		17,188	19,353	2,165	13%
EMP	50,767	10,092	55,695	60,859	5,164	9%	8,929	8,098		8,638	8,929	291		8,638	8,929	291	3.4%
SERVICE POP	194,854	98,381	205,095	293,234	88,140	43%	28,282	24,787		25,826	28,282	2,456		25,826	28,282	2,456	10%
Daily VMT																	
Total Daily VMT	7,705,069	3,422,600	8,521,343	11,127,670	2,606,326	31%	1,532,616	1,367,798		1,442,974	1,532,616	89,642		1,442,974	1,532,616	89,642	6%
VMT Metrics																	
VMT/Service Pop	39.5	-1.6	41.5	37.9	-3.6	-9%	54.2	55.2	-2%	55.9	54.2	-1.7		55.9	54.2	-1.7	-3%
Daily VT																	
Total Daily VT	793,860	324,735	843,970	1,118,595	274,625	33%	129,078	112,848		118,004	129,078	11,073		118,004	129,078	11,073	9%
VT Metrics																	
VT/Service Pop	4.1	-0.3	4.1	3.8	-0.3	-7%	4.6	4.6	0%	4.6	4.6	0.0		4.6	4.6	0.0	0%

Note:

VMT data based on SBCAG travel demand model developed for 2050 Connected Regional Transportation Plan and Sustainable Communities Strategy (SBCAG RTP/SCS). County VMT reflects all vehicle-trips that start and/or end in the unincorporated areas of Santa Barbara County.

County Baseline VMT of 39.5 results in a VMT Threshold of 33.6 (15% reduction from baseline).

According to County Guidelines, land use plans should analyze Total VMT per Service Population.

For cumulative impacts, the analysis of a land use plan's cumulative impacts should consider the net increase in total VMT.

Growth in daily vehicle trips generated by housing element.

Source: Fehr & Peers, 2023.

Metrics	Countywide (Unincorporated) VMT						Santa Ynez VMT												
	Project VMT Threshold			Project VMT Analysis			Cumulative VMT Analysis			Project VMT Analysis			Compared to HMA			Cumulative VMT Analysis			
	County Baseline VMT	VMT with Housing Element	Housing Element vs. County Baseline	2031 No Project	VMT with Housing Element	Housing Element vs. 2031 No Project	% Change	2031	2031	HMA Baseline VMT	Housing Element vs. HMA Baseline	2031 vs. 2023	2031 No Project	VMT with Housing Element	Housing Element vs. 2031 No Project	% Change	2031	2031	2031 vs. 2023
Socioeconomic Data																			
CAPITA	144,087	232,375	88,288	149,400	232,375	82,976	56%	14,272	11,657	12,107	14,272	2,165	18%						
EMP	50,767	60,859	10,092	55,695	60,859	5,164	9%	8,880	7,417	8,615	8,880	265	3%						
SERVICE POP	194,854	293,234	98,381	205,095	293,234	88,140	43%	23,152	19,074	20,722	23,152	2,430	12%						
Daily VMT																			
Total Daily VMT	7,705,069	11,127,670	3,422,600	8,521,343	11,127,670	2,606,326	31%	1,176,377	953,009	1,027,355	1,176,377	149,022	15%						
VMT Metrics																			
VMT/Service Pop	39.5	37.9	-1.6	41.5	37.9	-3.6	-9%	50.8	50.0	49.6	50.8	1.2	2%						
Daily VT																			
Total Daily VT	793,860	1,118,595	324,735	843,970	1,118,595	274,625	33%	94,013	75,863	81,273	94,013	12,740	16%						
VT Metrics																			
VT/Service Pop	4.1	3.8	-0.3	4.1	3.8	-0.3	-7%	4.1	4.0	3.9	4.1	0.1	4%						

Note: VMT data based on SBCAG travel demand model developed for 2050 Connected Regional Transportation Plan and Sustainable Communities Strategy (SBCAG RTP/SCS).

County VMT reflects all vehicle-trips that start and/or end in the unincorporated areas of Santa Barbara County.

County Baseline VMT of 39.5 results in a VMT Threshold of 33.6 (15% reduction from baseline).

According to County Guidelines, land use plans should analyze Total VMT per Service Population.

For cumulative impacts, the analysis of a land use plan's cumulative impacts should consider the net increase in total VMT.

Growth in daily vehicle trips generated by housing element.

Source: Fehr & Peers, 2023.

Metrics	Countywide (Unincorporated) VMT						Santa Maria VMT										
	Project VMT Threshold			Project VMT Analysis			Cumulative VMT Analysis			Project VMT Analysis			Cumulative VMT Analysis				
	County Baseline VMT	VMT with Housing Element	Housing Element vs. County Baseline	2031 No Project	VMT with Housing Element	Housing Element vs. 2031 No Project	2031 No Project	VMT with Housing Element	Housing Element vs. HMA Baseline	2031 vs. 2023	2031	HMA Baseline VMT	Housing Element vs. HMA Baseline	2031 No Project	VMT with Housing Element	Housing Element vs. 2031 No Project	% Change
	194,854	293,234	98,381	205,095	88,140	43%	84,624	48,746		51,199	48,746		51,199	84,624	33,425	65%	
	7,705,069	11,127,670	3,422,600	8,521,343	11,127,670	31%	3,099,601	1,726,794		1,862,820	1,726,794		1,862,820	3,099,601	1,236,781	66%	
Socioeconomic Data																	
CAPITA	144,087	232,375	88,288	149,400	82,976	56%	68,693	37,376		38,871	37,376		38,871	68,693	29,823	77%	
EMP	50,767	60,859	10,092	55,695	5,164	9%	15,930	11,370		12,328	11,370		12,328	15,930	3,602	29%	
SERVICE POP	194,854	293,234	98,381	205,095	88,140	43%	84,624	48,746		51,199	48,746		51,199	84,624	33,425	65%	
Daily VMT																	
Total Daily VMT	7,705,069	11,127,670	3,422,600	8,521,343	11,127,670	31%	3,099,601	1,726,794		1,862,820	1,726,794		1,862,820	3,099,601	1,236,781	66%	
VMT Metrics																	
VMT/Service Pop	39.5	37.9	-1.6	41.5	37.9	-9%	36.6	35.4	3%	36.4	35.4	3%	36.4	36.6	0.2	1%	
Daily VT																	
Total Daily VT	793,860	1,118,595	324,735	843,970	1,118,595	33%	321,697	195,108		201,645	195,108		201,645	321,697	120,052	60%	
VT Metrics																	
VT/Service Pop	4.1	3.8	-0.3	4.1	3.8	-7%	3.8	4.0	-5%	3.9	4.0	-5%	3.9	3.8	-0.1	-3%	

Note: VMT data based on SBCAG travel demand model developed for 2050 Connected Regional Transportation Plan and Sustainable Communities Strategy (SBCAG RTP/SCS).

County VMT reflects all vehicle-trips that start and/or end in the unincorporated areas of Santa Barbara County.

County Baseline VMT of 39.5 results in a VMT Threshold of 33.6 (15% reduction from baseline).

According to County Guidelines, land use plans should analyze Total VMT per Service Population.

For cumulative impacts, the analysis of a land use plan's cumulative impacts should consider the net increase in total VMT.

Growth in daily vehicle trips generated by housing element.

Source: Fehr & Peers, 2023.

Metrics	Countywide (Unincorporated) VMT						Cuyama VMT								
	Project VMT Threshold			Project VMT Analysis			Cumulative VMT Analysis			Project VMT Analysis			Cumulative VMT Analysis		
	County Baseline VMT	VMT with Housing Element	Housing Element vs. County Baseline	2031 No Project	VMT with Housing Element	Housing Element vs. 2031 No Project	% Change	2031	VMT with Housing Element	HMA Baseline VMT	Housing Element vs. HMA Baseline	2031 No Project	VMT with Housing Element	Housing Element vs. 2031 No Project	% Change
Socioeconomic Data															
CAPITA	144,087	232,375	88,288	149,400	232,375	82,976	56%	6,607	1,082		1,121	6,607	5,485	489%	
EMP	50,767	60,859	10,092	55,695	60,859	5,164	9%	1,244	286		286	1,244	958	335%	
SERVICE POP	194,854	293,234	98,381	205,095	293,234	88,140	43%	7,851	1,368		1,408	7,851	6,443	458%	
Daily VMT															
Total Daily VMT	7,705,069	11,127,670	3,422,600	8,521,343	11,127,670	2,606,326	31%	650,248	196,748		195,022	650,248	455,226	233%	
VMT Metrics															
VMT/Service Pop	39.5	37.9	-1.6	41.5	37.9	-3.6	-9%	82.8	143.8	-42%	138.6	82.8	-55.7	-40%	
Daily VT															
Total Daily VT	793,860	1,118,595	324,735	843,970	1,118,595	274,625	33%	36,400	8,575		8,582	36,400	27,819	324%	
VT Metrics															
VT/Service Pop	4.1	3.8	-0.3	4.1	3.8	-0.3	-7%	4.6	6.3	-26%	6.1	4.6	-1.5	-24%	

Note:

VMT data based on SBCAG travel demand model developed for 2050 Connected Regional Transportation Plan and Sustainable Communities Strategy (SBCAG RTP/SCS).

County VMT reflects all vehicle-trips that start and/or end in the unincorporated areas of Santa Barbara County.

County Baseline VMT of 39.5 results in a VMT Threshold of 33.6 (15% reduction from baseline).

According to County Guidelines, land use plans should analyze Total VMT per Service Population.

For cumulative impacts, the analysis of a land use plan's cumulative impacts should consider the net increase in total VMT.

Growth in daily vehicle trips generated by housing element.

Source: Fehr & Peers, 2023.

APPENDIX G

Transportation Fuel Consumptions Calculations

This page was intentionally left blank.

Phase	Equipment	Quantity	Hours	Total Number of	Horse Power	Load Factor	Fuel Consumption	Duration	Total Fuel Consumption
			Each Day	Days Worked			Rate (Gallons per Hour)	(Total Hours)	
Scenario 1: Rezone Site No. 1 (Giorgi)									
Site Preparation	Rubber Tired Dozers	3	8	40	247	0.4	3,952	320	1,264.64
	Tractors/Loaders/Backhoes	4	8	40	97	0.37	1,794.5	320	574.24
	[Insert Equipment Type]							0	#VALUE!
	[Insert Equipment Type]							0	#VALUE!
Grading	[Insert Equipment Type]							0	#VALUE!
	Excavators	2	8	110	158	0.38	3,002	880	2,641.76
	Graders	1	8	110	187	0.41	4,081	880	3,591.28
	Rubber Tired Dozers	1	8	110	247	0.4	3,952	880	3,477.76
	Scrapers	2	8	110	367	0.48	8,808	880	7,751.04
Building Construction	Tractors/Loaders/Backhoes	2	8	110	97	0.37	1,794.5	880	1,579.16
	Cranes	1	7	110	231	0.29	3,349.5	7,770	26,025.62
	Forklifts	3	8	110	89	0.2	0.89	8,880	7,903.20
	Generator Sets	1	8	110	84	0.74	3,108	8,880	27,599.04
	Tractors/Loaders/Backhoes	3	7	110	97	0.37	1,794.5	7,770	13,943.27
	Welders	1	8	110	46	0.45	1,035	8,880	9,190.80
Paving	Pavers	2	8	75	130	0.42	2.73	600	1,638.00
	Paving Equipment	2	8	75	132	0.36	2,376	600	1,425.60
	Rollers	2	8	75	80	0.38	1.52	600	912.00
	[Insert Equipment Type]							0	#VALUE!
	[Insert Equipment Type]							0	#VALUE!
Architectural Coating	Air Compressors	1	6	75	78	0.48	1,872	450	842.40
	[Insert Equipment Type]							0	#VALUE!
	[Insert Equipment Type]							0	#VALUE!
	[Insert Equipment Type]							0	#VALUE!
	[Insert Equipment Type]							0	#VALUE!
[Insert Phase Name]	[Insert Equipment Type]							0	#VALUE!
Total Fuel Consumption for Scenario 1 Construction Equipment									110,359.80

Phase	Category	Vehicle Type	Number of Trips	Trip Length	Number of Days	VMT	Total Trips	Fuel Consumption	
								Rate (Gallons per Hour)	Total Fuel Consumption
Scenario 1: Rezone Site No. 1 (Giorgi)									
Site Preparation	Worker Trips	Light-duty vehicle	18	8.3	40	5,976.0	720	21	284.57
	Vendor Trips	Heavy-duty vehicle	0	6.4	40	0.0	0	8	0.00
	Haul Trips	Heavy-heavy-duty vehicle	0	20	40	0.0	0	6.2	0.00
Grading	Worker Trips	Light-duty vehicle	20	8.3	110	18,260.0	2,200	21	869.52
	Vendor Trips	Heavy-duty vehicle	0	6.4	110	0.0	0	8	0.00
	Haul Trips	Heavy-heavy-duty vehicle	0	20	110	0.0	0	6.2	0.00
Building Construction	Worker Trips	Light-duty vehicle	2,426	8.3	1110	22,350,738.0	2,692,860	21	1,064,320.86
	Vendor Trips	Heavy-duty vehicle	360	6.4	1110	2,557,440.0	399,600	8	319,680.00
	Haul Trips	Heavy-heavy-duty vehicle	0	20	1110	0.0	0	6.2	0.00
Paving	Worker Trips	Light-duty vehicle	15	8.3	75	9,337.5	1,125	21	444.64
	Vendor Trips	Heavy-duty vehicle	0	6.4	75	0.0	0	8	0.00
	Haul Trips	Heavy-heavy-duty vehicle	0	20	75	0.0	0	6.2	0.00
Architectural Coating	Worker Trips	Light-duty vehicle	485	8.3	75	301,912.5	36,375	21	14,376.79
	Vendor Trips	Heavy-duty vehicle	0	6.4	75	0.0	0	8	0.00
	Haul Trips	Heavy-heavy-duty vehicle	0	20	75	0.0	0	6.2	0.00
Total Fuel Consumption for Scenario 1 Construction Vehicle Trips								1,399,976.38	

Phase	Equipment	Quantity	Hours Each Day	Total Number of Days Worked	Horse Power	Load Factor	Fuel Consumption		Duration (Total Hours)	Total Fuel Consumption
							Rate (Gallons per Hour)	Consumption		
Scenario 2: Rezone Site No. 19 (Key Site 1)										
Site Preparation	Rubber Tired Dozers	3	8	40	247	0.4	3.952	320	1,264.64	
	Tractors/Loaders/Backhoes	4	8	40	97	0.37	1.7945	320	574.24	
	[Insert Equipment Type]							0	#VALUE!	
	[Insert Equipment Type]							0	#VALUE!	
Grading	[Insert Equipment Type]							0	#VALUE!	
	Excavators	2	8	100	158	0.38	3.002	800	2,401.60	
	Graders	1	8	100	187	0.41	4.081	800	3,264.80	
	Rubber Tired Dozers	1	8	100	247	0.4	3.952	800	3,161.60	
	Scrapers	2	8	100	367	0.48	8.808	800	7,046.40	
	Tractors/Loaders/Backhoes	2	8	100	97	0.37	1.7945	800	1,435.60	
Building Construction	Cranes	1	7	1270	231	0.29	3.3495	8890	29,777.06	
	Forklifts	3	8	1270	89	0.2	0.89	10,160	9,042.40	
	Generator Sets	1	8	1270	84	0.74	3.108	10,160	31,577.28	
	Tractors/Loaders/Backhoes	3	7	1270	97	0.37	1.7945	8890	15,953.11	
	Welders	1	8	1270	46	0.45	1.035	10,160	10,515.60	
	Pavers	2	8	75	130	0.42	2.73	600	1,638.00	
Paving	Paving Equipment	2	8	75	132	0.36	2.376	600	1,425.60	
	Rollers	2	8	75	80	0.38	1.52	600	912.00	
	[Insert Equipment Type]							0	#VALUE!	
	[Insert Equipment Type]							0	#VALUE!	
Architectural Coating	Air Compressors	1	6	75	78	0.48	1.872	450	842.40	
	[Insert Equipment Type]							0	#VALUE!	
	[Insert Equipment Type]							0	#VALUE!	
	[Insert Equipment Type]							0	#VALUE!	
[Insert Phase Name]	[Insert Equipment Type]							0	#VALUE!	
Total Fuel Consumption for Scenario 2 Construction Equipment									120,832.32	

Phase	Category	Vehicle Type	Number of Trips	Trip Length	Number of Days	VMT	Total Trips	Fuel Consumption	
								Rate (Gallons per Hour)	Total Fuel Consumption
Scenario 2: Rezone Site No. 19 (Key Site 1)									
Site Preparation	Worker Trips	Light-duty vehicle	18	8.3	40	5,976.0	720	21	284.57
	Vendor Trips	Heavy-duty vehicle	0	6.4	40	0.0	0	8	0.00
	Haul Trips	Heavy-heavy-duty vehicle	0	20	40	0.0	0	6.2	0.00
Grading	Worker Trips	Light-duty vehicle	20	8.3	100	16,600.0	2,000	21	790.48
	Vendor Trips	Heavy-duty vehicle	0	6.4	100	0.0	0	8	0.00
	Haul Trips	Heavy-heavy-duty vehicle	0	20	100	0.0	0	6.2	0.00
Building Construction	Worker Trips	Light-duty vehicle	1,750	8.3	1270	18,446,750.0	2,222,500	21	878,416.67
	Vendor Trips	Heavy-duty vehicle	332	6.4	1270	2,698,496.0	421,640	8	337,312.00
	Haul Trips	Heavy-heavy-duty vehicle	0	20	1270	0.0	0	6.2	0.00
Paving	Worker Trips	Light-duty vehicle	15	8.3	75	9,337.5	1,125	21	444.64
	Vendor Trips	Heavy-duty vehicle	0	6.4	75	0.0	0	8	0.00
	Haul Trips	Heavy-heavy-duty vehicle	0	20	75	0.0	0	6.2	0.00
Architectural Coating	Worker Trips	Light-duty vehicle	350	8.3	75	217,875.0	26,250	21	10,375.00
	Vendor Trips	Heavy-duty vehicle	0	6.4	75	0.0	0	8	0.00
	Haul Trips	Heavy-heavy-duty vehicle	0	20	75	0.0	0	6.2	0.00
Total Fuel Consumption for Scenario 2 Construction Vehicle Trips								1,227,623.36	

	Percent of Trips	Daily Vehicle Miles Traveled	Average Fuel Economy (mpg)	Total Daily Fuel Consumption (Gallons)
Existing + Project Total	100	2,606,326		138,382.55
Passenger Cars	51.7%	1,347,471	23.3	57,831.35
Light/Medium-duty Vehicles	40.2%	1,047,743	17.1	61,271.52
Heavy-duty Vehicles	5.4%	140,742	7.3	19,279.67
Motorcycles	2.7%	70,371	43.4	1,621.45

This page was intentionally left blank.

APPENDIX H

Projected Future Water Supply and Demand for Normal, Single-Dry, and Multiple-Dry Years

This page was intentionally left blank.

Projected Future Water Supply and Demand for Normal, Single-Dry, and Multiple-Dry Years, 2035.

SOUTH COAST

South Coast, ALL AVAILABLE	Additional Project Calculated Demand:				2,899.94
Projected 2035	Supply (AFY)	Demand (AFY)	Surplus (AFY)	Surplus Under Project (AFY)	
Normal Year	52,973	35,391	17,582	14,682.06	
Single Dry Year	40,308	36,877	3,431	531.06	
5th Dry Year	34,992	33,383	1,609	-1,290.94	

Carpinteria Valley Water District			
Projected 2035	Supply	Demand	Surplus
Normal Year	5,586	4,381	1,205
Single Dry Year	4,571	4,571	0
5th Dry Year	3,883	3,883	0

City of Santa Barbara			
Projected 2035	Supply	Demand	Surplus
Normal Year	22,530	14,580	7,950
Single Dry Year	14,580	14,580	0
5th Dry Year	13,900	11,660	2,240

Goleta Water District			
Projected 2035	Supply	Demand	Surplus
Normal Year	16,244	11,561	4,683
Single Dry Year	15,468	12,370	3,098
5th Dry Year	12,370	12,370	0

Montecito Water District			
Projected 2035	Supply	Demand	Surplus
Normal Year	8,613	4,869	3,744
Single Dry Year	5,689	5,356	333
5th Dry Year	4,839	5,470	-631

La Cumbre Mutual Water District			
Projected 2035	Supply	Demand	Surplus
Normal Year	--	--	--
Single Dry Year	--	--	--
5th Dry Year	--	--	--

SANTA YNEZ VALLEY

Santa Ynez Valley ALL AVAILABLE (Golden State Water Company -- Orcutt)	Additional Project Calculated Demand:				231.70
Projected 2035	Supply (AFY)	Demand (AFY)	Surplus (AFY)	Surplus Under Project (AFY)	
Normal Year	--	--	--	--	--
Single Dry Year	--	--	--	--	--
5th Dry Year	--	--	--	--	--

Los Alamos CSD			
Projected 2035	Supply	Demand	Surplus
Normal Year	--	--	--
Single Dry Year	--	--	--
5th Dry Year	--	--	--

Santa Ynez River Water Conservation District			
Projected 2035	Supply	Demand	Surplus
Normal Year	--	--	--
Single Dry Year	--	--	--
5th Dry Year	--	--	--

SANTA MARIA VALLEY

Santa Maria Valley, ALL AVAILABLE (Golden State Water Company -- Orcutt)	Additional Project Calculated Demand:				2,316.88
Projected 2035	Supply	Demand	Surplus	Surplus Under Project	
Normal Year	11,423	6,432	4,991	2,674.12	
Single Dry Year	11,000	7,075	3,925	1,608.12	
5th Dry Year	11,202	7,225	3,977	1,660.12	

Casmalia CSD			
Projected 2035	Supply	Demand	Surplus
Normal Year	--	--	--
Single Dry Year	--	--	--
5th Dry Year	--	--	--

Golden State Water Company -- Orcutt			
Projected 2035	Supply	Demand	Surplus
Normal Year	11,423	6,432	4,991
Single Dry Year	11,000	7,075	3,925
5th Dry Year	11,202	7,225	3,977

LOMPOC VALLEY

Lompoc Valley	Additional Project Calculated Demand:				208.71
Projected 2035	Supply (AFY)	Demand (AFY)	Surplus (AFY)	Surplus Under Project (AFY)	
Normal Year	--	--	--	--	--
Single Dry Year	--	--	--	--	--
5th Dry Year	--	--	--	--	--

Mission Hills CSD			
Projected 2035	Supply	Demand	Surplus
Normal Year	--	--	--
Single Dry Year	--	--	--
5th Dry Year	--	--	--

Vandenberg Village CSD			
Projected 2035	Supply	Demand	Surplus
Normal Year	--	--	--
Single Dry Year	--	--	--
5th Dry Year	--	--	--

CUYAMA VALLEY

Cuyama Valley	Additional Project Calculated Demand:				276.75
Projected 2035	Supply (AFY)	Demand (AFY)	Surplus (AFY)	Surplus Under Project (AFY)	
Normal Year	--	--	--	--	--
Single Dry Year	--	--	--	--	--
5th Dry Year	--	--	--	--	--

Cuyama CSD			
Projected 2035	Supply	Demand	Surplus
Normal Year	--	--	--
Single Dry Year	--	--	--
5th Dry Year	--	--	--

This page was intentionally left blank.

APPENDIX I

Santa Barbara County Planning and Development Review Cumulative Project List

This page was intentionally left blank.

Santa Barbara County Planning and Development Review Cumulative Projects List

June 2023

Housing Element Update Program EIR

Other Housing Element Updates in process in Santa Barbara County (i.e., cities).						
	PROJECT NAME	DESCRIPTION	LOCATION	CEQA PROCESS	STATUS	DISCUSSION
1	City of Buellton 2023-2031 Housing Element Update	For the purposes of estimating new units that could be constructed between 2023 and 2031 as a result of 6th Cycle Housing Element Update, a conservative estimate of 322 new units constructed was used, which assumes approximately 40 percent of the units anticipated during the planning period by pending Pipeline Projects, accessory dwelling unit (ADUs), affordable housing overlay zone (AHOZ) sites, and vacant residential sites. The RHNA allocation is 165 units.	City of Buellton	Draft Initial Study/Negative Declaration (IS/ND) published March 2023	In Progress	Addresses the development of housing within the city over the next 8-year planning period.
2	City of Carpinteria 2023-2031 Housing Element	Potential new units to be constructed between 2023 and 2031 as a result of 6th Cycle Housing Element Update is 901 units. Units to be rehabilitated is 30 and units to be preserved is 1,038.	City of Carpinteria	Exempt pursuant to CEQA Guidelines Section 15061(b)(3), the “common sense exemption”	In Progress	Addresses the development of housing within the city over the next 8-year planning period.
3	City of Goleta Housing Element Update (2023-2031)	For 6th Cycle Housing Element Update, the city’s RHNA allocation is 1,837. Total housing unit potential is 2,607.	City of Goleta	Exempt pursuant to CEQA Guidelines Section 15061(b)(3), the “common sense exemption”	Housing Element Update adopted 2023	Addresses the development of housing within the city over the next 8-year planning period.
4	Guadalupe Updated 2023-2031 Housing Element	For the 6th Cycle Housing Element Update, the city’s RHNA allocation is 431 units.	Guadalupe	Scope of the CEQA document to be determined	In Progress	Addresses the development of housing within the city over the next 8 year planning period.
5	Housing Element Update for the City of Lompoc (6 th Cycle)	For 6th Cycle Housing Element Update, the city’s RHNA allocation is 2,248 units. Total potential new construction is 2,500 (plus additional 40 for rehabilitation and 1,247 units for preservation).	City of Lompoc	In Progress CEQA Addendum	Housing Element Update adopted 2023	Addresses the development of housing within the city over the next 8-year planning period.
6	City of Santa Barbara 2023-2031 Housing Element Update	For 6th Cycle Housing Element Update, the city’s RHNA allocation is 8,001 units.	City of Santa Barbara	Program EIR in progress	Housing Element Update adopted 2023	Addresses the development of housing within the city over the next 8-year planning period.
7	City of Santa Maria 6 th Cycle Housing Element 2023-2031	For 6th Cycle Housing Element Update, the City’s RHNA allocation is 5,418 units. Total potential new construction is 5,418 (plus additional 150 for rehabilitation and 6 units for preservation).	Santa Maria	IS/ND completed December 2022.	Housing Element Update adopted 2023	Addresses the development of housing within the city over the next 8-year planning period.

8	City of Solvang 6 th Cycle Housing Element 2023-2031	For 6th Cycle Housing Element Update, the City's RHNA allocation is 191 units. Total potential new construction is 208 (plus additional 19 for rehabilitation and 136 units for preservation).	City of Solvang	In Progress EIR	Housing Element Update adopted 2023	Addresses the development of housing within the city over the next 8-year planning period.
9	Potential Annexation of unincorporated county land into incorporated jurisdictions.	Describe the potential for annexation via housing element planning at a high level.	Countywide	Unknown	Not initiated	

County Comprehensive Plan Policy Initiatives/Programs Affecting Housing

PROJECT NAME	DESCRIPTION	LOCATION	CEQA PROCESS	STATUS	DISCUSSION	
The following are considered "closely related past, present and reasonably foreseeable probable future projects" (CEQA Guidelines 15355(b)) and will be included in the cumulative impact analysis.						
1	Utility Grade Solar Ordinance Amendments	Amendments to allow utility-scale solar within the following zones located within the Inland Area of the county: Agricultural I (AG-I); Agricultural II (AG-II); Public Utilities (PU); Light Industry (M-1); General Industry (M-2); Industrial Research Park (M-RP); and Professional and Institutional (PI). <ul style="list-style-type: none"> Amend the Santa Barbara County Uniform Rules for Agricultural Preserves and Farmland Security Zones (Uniform Rules) to allow utility-scale solar within agricultural preserve contracted lands, on prime and non-prime farmlands Amend "solar energy system" and "utility-scale solar" definitions, permit requirements, and permit thresholds as needed to streamline permitting of solar photovoltaic systems within the LUDC, Montecito LUDC, and CZO. Amend the Comprehensive Plan as needed for consistency with the ordinance amendments. 	Countywide	Future CEQA Program EIR	In progress	
2	Airport Land Use Compatibility Plan (ALUCP) Comprehensive Plan Consistency Amendments (Mandated)	This project involves amending the Comprehensive Plan to be consistent with the ALUCPs for the airports located within the county. Pursuant to	Countywide	IS/ND Adopted January 2023	CEQA completed	In August 2019, Santa Barbara County Association of Governments (SBCAG) staff released six draft ALUCPs (one for each airport within the county).

PROJECT NAME		DESCRIPTION	LOCATION	CEQA PROCESS	STATUS	DISCUSSION
		Government Code § 65302.3, the County must amend its Comprehensive Plan to be consistent with the ALUCPs or adopt findings to overrule the ALUCPs, within 180 days of the ALUCPs' adoption.				In January 2023, SBCAG adopted five draft ALUCPs (Santa Barbara, Santa Maria, Lompoc, Santa Ynez, and Vandenberg).
3	Comprehensive Plan Environmental Justice Element	Preparation and adoption of a new Comprehensive Plan Element to comply with Senate Bill 1000 (SB 1000), which requires cities and counties with disadvantaged communities to incorporate environmental justice (EJ) policies into their general plans.	Countywide	Future CEQA NOE	CEQA not initiated	
4	Agricultural Enterprise Ordinance	Zoning ordinances amending the County LUDC and CZO to allow a variety of uses that would be incidental to and compatible with traditional agriculture uses on lands zoned AG-II. One of the uses (incidental food service) is also proposed to be allowed at winery tasting rooms located on lands zoned AG-I. The goal is to expand economic opportunities for farmers and improve the County's overall agricultural land viability while maintaining the function and character of the County's rural agricultural areas. The primary use of the land must continue to be agriculture (e.g., crop cultivation, ranching/grazing).	Countywide	CEQA Program EIR	In progress	This project would allow local farmers and ranchers to pursue incidental and compatible agricultural enterprises that support their existing agricultural operations. Uses include supplemental, supportive agricultural uses (e.g., small-scale agricultural product preparation and processing) and rural recreational or agritourism uses (e.g., small-scale campgrounds, farmstays, educational opportunities, small-scale events). Decision-maker hearings are anticipated to commence in Fall 2023 with the County Planning Commission.
5	ADU Amendments	This project involves updates to the County's Accessory Dwelling Units (ADUs) and Junior Accessory Dwelling Units (JADUs) ordinances to comply with recent changes to State law, including but not limited to AB 2221.	Countywide	CEQA NOE	Adopted	
6	Low Barrier Navigation Centers Ordinance Amendment	This project involves updates to the County's zoning ordinances to facilitate the development of Low Barrier Navigation Centers in compliance with State law. Updates include permit qualifying low barrier navigation centers by-right in areas zoned for mixed use and non-residential zoned permitting multifamily uses in compliance with AB 101.	Countywide	CEQA exempt	In progress	This amendment has been drafted and is working to be packaged for the Planning Commission and BOS for review.
7	By Right Supportive Housing Ordinance Amendment/AB 2162	This project involves updates to the County's zoning ordinances to permit qualifying supportive housing developments by-right in zones where	Countywide	CEQA exempt	In progress	The County is in the progress of drafting the ordinance amendments.

PROJECT NAME		DESCRIPTION	LOCATION	CEQA PROCESS	STATUS	DISCUSSION
		multifamily and mixed uses are permitted in compliance with AB 2162.				
8	Ministerial Housing Development Ordinance Amendment/SB 35	This project involves updates to the County's zoning ordinances to create a ministerial permit path that confirms to the State's permit processing requirements for qualifying housing developments (SB 35).	Inland areas	CEQA exempt	In progress	A number of updates to the LUDC have been adopted and additional updates are underway.
9	Zoning Ordinance Amendment Project	This project involves a range of updates to the County's zoning ordinances to address various technical updates to the Shopping Center zone district, streamlining the permitting process, and expanding the list of projects that can be exempt or be subject to ministerial permits, and updates to development standards in the multifamily zoning districts to facilitate the development of affordable housing.	Countywide	CEQA TBD	In progress	
10	SHDBL Ordinance Amendments	This project involves updates to the County's density bonus provisions to expand the types of projects eligible for a density bonus to bring the ordinance into compliance with changes to State law.	Countywide	CEQA exempt	In progress	
11	Housing Accountability Act (HAA) Implementation	This project includes updates to the County's zoning ordinances to comply with the HAA and the development of a guidance package as a reference for planning staff and the public to comply with the HAA.	Countywide	CEQA exempt	In progress	The guidance package is in development and the ordinance amendments have not been initiated.
12	Objective Design Standards	This project will update the County's zoning ordinances to add objective design and planning standards for qualifying multifamily housing developments, supportive housing developments, and LBNCs consistent with SB 35, AB 2162, and AB 101, respectively.	Countywide	CEQA exempt	In progress	Relevant amendments have been adopted into the LUDC and drafts are under development for the CZO and MLUDC.
13	Seismic Safety and Safety Element Update- Phase I	The Seismic Safety and Safety Element Update will incorporate new policies and programs in compliance with recent State laws to better prepare for risks associated with wildfire and flood hazards and to address climate change hazards. Phase I of the Safety Element Update focuses on wildfire policy amendments, in compliance with	Countywide	Phase I – CEQA Section 15061 (b) (3)	In progress	A Climate Change Vulnerability Assessment was completed in Fall 2021. Work on the Adaptation Plan was initiated in spring 2022. The Board of Supervisors will consider adoption the Wildfire Policy Safety Element amendments (Phase I) in July 2023.

PROJECT NAME		DESCRIPTION	LOCATION	CEQA PROCESS	STATUS	DISCUSSION
		current legislative requirements; updated wildfire information, resources, and maps; and incorporation of the 2022 Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) by reference into the Seismic Safety and Safety Element.				
14	Countywide Recreation Master Plan & Amendments to the Comprehensive Plan and Zoning Code	The Community Development Department, Parks Division is preparing a Countywide Recreation Master Plan supported by amendments to the County's Comprehensive Plan Land Use Element and Open Space Element, as well as the County's Zoning Code. This project will provide a strategic planning program for parks, trails, and recreation facilities throughout Santa Barbara County. The Master Plan will assess existing facilities, address unmet recreation needs, identify a range of recreation improvements, and foster coordination and cooperation between the County, cities, local agencies within the county, and non-profit and private recreation service providers. Key goals include increased interagency cooperation and potentially shared funding programs for needed parks and recreation facilities. The Master Plan will allow the County and participating agencies to better compete for project funding, streamline required environmental review, and pursue recreation improvements in coordination to better meet the long-term needs of all communities.	Countywide	Future Program EIR	In progress	The recommendations for improvements identified in the Recreation Master Plan would be supported by policy and regulatory changes. The County is developing potential amendments to its recreation policy framework to guide the long-term provision of parks, recreation, and trails in unincorporated areas. These amendments will provide goals and policies for park and recreation projects and support for the implementation of the Countywide Recreation Master Plan, which is currently under development. The amendments will help implement the Recreation Master Plan to meet the needs of communities that currently lack adequate access to parks and recreation facilities.
15	2030 Climate Action Plan—CAP	The 2030 CAP identifies ways the County can reduce greenhouse gas (GHG) emissions and implement energy-saving measures in support of a thriving, well-balanced and sustainable community. The CAP is being prepared to assist the County with reducing its GHG emissions consistent with State Assembly Bill 32.	Countywide	Draft CEQA EIR released	In progress	In February 2023, the County released the Draft 2030 CAP for public comment. Subsequently, the County released the Draft Environmental Impact Report for public comment, which will close on July 27, 2023.
16	San Marcos Pass- Eastern Goleta Valley Mountainous Communities Community Wildfire Protection Plan (CWPP)	The CWPP identifies wildfire hazard mitigation strategies for communities in the San Marcos Pass / Eastern Goleta Valley Mountainous Area that are in balance with sustainable ecological management and fiscal resources. Additionally, the CWPP	San Marcos Pass and Eastern Goleta Valley	N/A	Adopted	The Board adopted this CWPP in 2019.

PROJECT NAME		DESCRIPTION	LOCATION	CEQA PROCESS	STATUS	DISCUSSION
		provides educational resources for residents to enhance wildfire preparedness. The CWPP serves to guide future actions of agencies and individuals but does not legally commit any public agency to a specific course of action.	Mountainous Area			
17	Carpinteria-Summerland Fire Protection District CWPP	The CWPP provides an assessment of the wildfire threat in the wildland urban interface of the Carpinteria-Summerland Fire Protection District.	Carpinteria-Summerland Fire Protection District Area	N/A	Adopted	The County revised and adopted the Carpinteria-Summerland Fire Protection District CWPP in 2021.
<p>The following projects are <i>not</i> sufficiently defined to enable appropriate CEQA cumulative impact analysis. The project scope for each of the projects below is either unspecified and/or the project timing uncertain. Environmental analysis at this juncture would be speculative and of little value to decision makers and the public.</p>						
1	Seismic Safety and Safety Element Update - Phase II	Phase II of the Safety Element Update focuses on the Climate Change Adaption Plan (Adaptation Plan). The update will be informed by the Santa Barbara County Climate Change Vulnerability Assessment (CCVA), completed in Fall 2021, and the pending Adaption Plan, as required by State law. The CCVA evaluates the effects that climate change will have on hazards such as flooding, wildfire, debris flows, coastal erosion, and sea level rise. The CCVA also evaluates the extent of the impacts of these hazards and the extent to which the County's assets are able to adapt to these hazards or are vulnerable to them. The Adaptation Plan will identify opportunities and methods to adapt to increasing hazards as a result of climate change. The CCVA and Adaptation Plan will inform revisions to the County's hazard maps and inform policy updates and implementation actions that will be set forth in the Safety Element Update – Phase II.	Countywide	Phase II-Future CEQA process TBD	In progress.	Work on the Adaptation Plan was initiated in spring 2022. Because the Adaptation Plan project description is not sufficiently defined at this time, <i>the project is not included in the cumulative impact analysis.</i>
2	Open Space Element	The Open Space Element consists of policies and measures for preserving open space for natural resources, outdoor recreation, public health and safety, and the managed production of resources. The Open Space Element contains mapped lands that should be considered for open space preservation.	Countywide	TBD	Not initiated	Under SB 1425, the County is required to review and update the Open Space Element by January 1, 2026. The update must include plans and an action program as required by Section 65564 to address: <ul style="list-style-type: none"> • Access to open space for all residents in a manner that considers social, economic, and racial equity, correlated with the environmental justice element or environmental justice policies in the Comprehensive Plan, as applicable,

PROJECT NAME		DESCRIPTION	LOCATION	CEQA PROCESS	STATUS	DISCUSSION
						<ul style="list-style-type: none"> Climate resilience and other cobenefits of open space, correlated with the Safety Element, and Rewilding opportunities, correlated with the Land Use Element. <p>Because the Open Space Element update revisions have not been initiated and are therefore not sufficiently defined at this time, <i>the project is not included in the cumulative impact analysis.</i></p>
3	Circulation Element Update	The Circulation Element satisfies the requirements of AB 1358 that dictate local jurisdictions plan for “Complete Streets” through a balanced, multimodal transportation network that meets the needs of all users, including seniors, pedestrians, bicyclists, private motorists, commercial and industrial carriers, and public transportation riders.	Countywide	TBD	Not initiated	The Circulation Element Update project description is not sufficiently defined at this time; therefore, <i>the project is not included in the cumulative impact analysis.</i>
4	Short Term Rentals LCPA	This project involves updates to the Coastal Zoning Ordinance to implement regulations for short term rentals in the Coastal Zone.	Coastal Zone	Future NOE	On hold	The Short Term Rentals LCPA project description is not sufficiently defined at this time; therefore, <i>the project is not included in the cumulative impact analysis.</i>
5	Annual Ordinance Amendments (SB 9 and Telecommunications)	This project involves updates to the County’s zoning ordinances to develop regulations to implement State law (SB 9) and update the County’s existing telecommunication regulations to streamline the permit process for certain telecommunication projects as well as develop objective design standards for small scale wireless systems.	Countywide	CEQA exempt	Pending	The annual ordinance amendments (SB 9 and Telecommunications) project has not been initiated and the project description is not sufficiently defined at this time; therefore, <i>the project is not included in the cumulative impact analysis.</i>
6	ALUPC Consistency Amendments	This project involves updates to the County LUDC and CZO for consistency with the adopted ALUCPs, pursuant to Government Code Section 65302.3.	Countywide	TBD	Not Initiated	This project has not been initiated and the project description is not sufficiently defined at this time; therefore, <i>the project is not included in the cumulative impact analysis.</i>
7	Coastal Resiliency Project	The County of Santa Barbara’s Coastal Resiliency Project was a grant-funded effort to evaluate the impacts of sea level rise and related coastal hazards along the County’s entire 110-mile long coastline. The Coastal Resiliency Project resulted in a Sea Level Rise and Coastal Hazards Vulnerability Assessment, online vulnerability mapping portal, and proposed amendments to the County’s Coastal Land Use Plan and Coastal Zoning Ordinance.	Coastal Zone	TBD	On hold	The County Board of Supervisors adopted the Coastal Resiliency Project Local Coastal Program Amendment (LCPA) on December 11, 2018. The County subsequently submitted the LCPA to the California Coastal Commission (Coastal Commission) for certification. In 2019, 2020, and 2021, the County consulted with Coastal Commission staff on the LCPA certification submittal. County staff participated in several rounds of negotiation with Coastal Commission staff on Coastal Commission staff’s suggested modifications to the LCPA. Coastal Commission staff ultimately brought the LCPA to the Coastal Commission for certification with numerous suggested modifications. The County ultimately withdrew the LCPA in 2021. The County may revisit the LCPA in the

PROJECT NAME	DESCRIPTION	LOCATION	CEQA PROCESS	STATUS	DISCUSSION
					future; however, based on the uncertain timeline of this potential effort, <i>the project is not included in the cumulative impact list.</i>

Cumulative Agricultural Projects (not Cannabis)							
Project Name	APN	Units/Lots	Building Size (sq. ft.)	Zoning	Housing Market Area (HMA)	Project Status ¹	Comment
1 North Fork Ranch Tentative Parcel Map	147-020-045	4	n/a	AG-II-100	Cuyama Valley	Under Review	A request to subdivide one lot into four lots.
3 SEPV Cuyama Solar	149-150-033	n/a	871,200	AG-II-40	Cuyama Valley	Approved	A request for a solar photovoltaic (PV) and battery energy storage facility utilizing the entire site, with capacity to generate, store and deliver up to three megawatts of renewable electrical energy. Approved 10/06/2021.
4 Arctic Cold	128-097-001 128-097-002	n/a	449,248	AG-II-40	Santa Maria Valley	Approved	A request for a freezing, processing, and storage/warehousing facility for agricultural products. Approved 03/09/2022.
6 Plantel Nurseries	129-170-004	n/a	1,596,480	AG-II-100	Santa Maria Valley	Under Review	A request to expand nursery operations adding 13 greenhouses and germination building.
7 Las Cumbres Ranch Special Events	099-010-018	n/a	n/a	AG-II-100	San Antonio Creek	Approved	A request to allow six events per year with 100-250 guests at each event. Each event may last between one to five days. No new permanent structures.
8 Brouillard Tier 2 Winery	099-170-021	1	16,336	AG-II-100	Lompoc Valley	Under Review	A request for a new Tier 2 winery with tasting room and special events (eight events per year with up to 150 guests at each event), and one residential unit.
10 Muro Agricultural Employee Dwellings	093-111-049	2	2,506	AG-II-40	Lompoc Valley	Under Construction	A request for two agricultural employee dwellings. Approved 2/22/2022.
11 Pence Tier 2 Winery	099-220-013	n/a	20,000	AG-II-100	Lompoc Valley	Under Construction	A request for a new Tier 2 winery with tasting room, eight special events per year with 80-150 guests at each event, and up to 50 gatherings per year at less than 80 guests at each gathering. Approved 06/18/2018. Phase 1 complete, Phase 2 approved but not complete.
12 Spear Tier 2 Winery	099-210-058	n/a	n/a	AG-II-100	Lompoc Valley	Under Review	A request to convert a Tier 1 winery to a Tier 2 winery to allow public wine tasting and special events (eight events per year with 80-150 guests at each event and 52 gatherings per year fewer than 80 guests at each). No new structures proposed. Tier 1 winery existing, Tier 2 under review
13 Tyler Tier 2 Winery	099-100-045	n/a	22,415	AG-II-100	Lompoc Valley	Approved	A request for a new Tier 2 winery (17,552 sq. ft.) and barn (4,863 sq. ft.) with tasting room and special events (six events per year with up to 150 guests at each event and six gatherings with up to 80 attendees at each). Approved 02/28/2022.

¹ Project Status should identify if the project is 1) under review, 2) approved, 3) under construction/partially occupied, or 4) a proposed project. Proposed projects should only be included if the pre-application data is specific and has a known time frame.

Cumulative Agricultural Projects (not Cannabis)								
Project Name	APN	Units/Lots	Building Size (sq. ft.)	Zoning	Housing Market Area (HMA)	Project Status ¹	Comment	
14	Ballard Ranch Special Events	137-250-069	n/a	n/a	AG-I-40	Santa Ynez Valley	Approved	A request to allow 12 commercial events per year with up to 150 guests at each event. Each event may last no more than one day.
15	Brick Barn Winery Special Events	099-251-069	n/a	n/a	AG-I-40	Santa Ynez Valley	Under Review	A request to convert the existing Tier 2 winery to a Tier 3 winery and to increase the number of special events from eight per year with up to 150 guests to 40 per year and allowing more than 200 guests at each event.
18	Finkelstein Tentative Parcel Map	137-090-064	n/a	n/a	AG-I-20	Santa Ynez Valley	Approved	A request to subdivide one lot into two lots. Approved 04/11/2022
21	JSP III Family Trust Commercial Horse Facility	137-120-073	n/a	4,200	AG-I-20	Santa Ynez Valley	Under Review	A request for a private community-based horse boarding and training facility. Riding lessons shall be incidental to the boarding of horses and limited to residents of the property, boarders or supervised guests of a boarder. No horses on the property will be available for hire to the general public.
23	Kernott Tentative Parcel Map	141-111-078	2	n/a	AG-I-5	Santa Ynez Valley	Under Review	A request to subdivide one lot into two lots.
25	Novatt Equestrian Facility	137-250-067	n/a	67,480	AG-I-40	Santa Ynez Valley	Under Review	A request for a commercial equestrian facility that would provide boarding, breeding and equestrian events, and up to 12 events per year to occur Thursday to Sunday with a maximum of 250 guests at each event. Dry camping for self-contained RVs is proposed during equestrian events.
26	Radef & Horne Special Events	135-020-054	n/a	n/a	AG-I-10	Santa Ynez Valley	Under Review	A request to allow 12 commercial events per year with up to 150 guests at each event. Approval on 02/08/2021 is under appeal.
28	Gaviota Springs Ranch Tentative Parcel Map	081-140-025 081-270-009 081-270-010	2	n/a	AG-II-100 (Inland) AG-II-320 (Coastal)	South Coast	Under Review	A request to subdivide one lot into two.
29	Moyer Events	055-020-023	n/a	n/a	AG-II-40	South Coast	Under Review	A request to allow special events (weddings) on Saturdays with up to 200 guests at each event.
30	Klentner Events	155-160-020	n/a	n/a	AG-I-40	South Coast	Under Review	A request to allow up to fifteen special events per year with up to 175 guests at each event.
31	McAland Ranch Tentative Parcel Map	155-150-009	4	n/a	AG-I-20	South Coast	Under Review	A request to subdivide two existing parcels into four lots.
32	Black Opal Ranch	155-170-059	n/a	22,238	AG-I-10	South Coast	Under Review	A request to convert multiple structures to a variety of conforming uses and construct additional buildings resulting in a net increase of 22,238 sq. ft. of development and no net increase in residential units.
33	Brand Commercial Horse Boarding	001-020-033	n/a	2,496	AG-I-10	South Coast	Under Review	A request for a new stable and to allow commercial boarding of horses.
34	Southern California Edison Pre-Application	005-430-060	n/a	30,676	AG-I-10	South Coast	Under Review	A pre-application to consider a proposal to develop a service center office and laydown yard, including a service truck fueling station and public EV charging station. The project would effectively relocate the existing service center in Goleta to the Carpinteria Valley site. In escrow to purchase.
35	Mosby Tier I Winery	099-020-010	n/a	2,250	AG-II-100	Santa Maria	Under Review	
36	Rancho Amoroso Events	099-340-008	n/a	3,500	AG-I-20	Lompoc	Under Review	

Cumulative Agricultural Projects (not Cannabis)							
Project Name	APN	Units/Lots	Building Size (sq. ft.)	Zoning	Housing Market Area (HMA)	Project Status ¹	Comment
37	Almarosa/Ranch De Zo Winery	083-170-016	n/a	15,326	AG-II-100	Lompoc	Under Review
38	Sobhani Tract Map	137-250-075			AG-I-10	Santa Ynez	Under Review
39	Cavanaugh Equestrian Facility	137-120-062	n/a		AG-I-20	Santa Ynez	Under Review
40	John Sebastiano Tier III Winery	099-220-021	n/a	35,385	AG-II-100	Lompoc	Under Review
41	Santa Barbara Ranch	079-140-022	n/a	19,498	NTS	South Coast	Under construction
							Equestrian facilities and agricultural support building. Public facilities including an access roadway to a 30-space public auto and horse trailer parking area, public horse stalls, restrooms, and picnic areas. Includes 16 SFDs in 03DVP-00041 and 5 SFDs in 08DVP-00049, and 08DVP-00101, and 08DVP-00024. Includes the other 50 SFDs in Santa Barbara Ranch.
42	Addamo Winery	129-151-042	n/a	38592	AG-II-100	Santa Maria	Under Construction
43	El Camino Winery	133-151-077	n/a	19819	AG-II-100	Santa Ynez	Approved
44	Larner Tier II Winery	137-100-001	n/a	4,702	AG-II-100	Santa Ynez	Approved
45	Ballard Ranch Winery and Ag Employee Dwellings	137-250-068	4	19,991	AG-II-100	Santa Ynez	Under Review
							4 AEDs + winery; proposed under separate permits. The project includes construction of a 6- building winery complex: 1) 4,879 SF wine tasting building, 2) 4,879 SF fermentation building, 3) 5,815 SF barrel storage building, 4) 1,122 SF office building, 5) 1,316 SF reception building, 6) 1,980 SF event barn.

Cumulative Agricultural Projects (Cannabis)							
Project Name	APN	Units/Lots	Building Size (sq. ft.)	Zoning	Housing Market Area (HMA)	Status ²	Comment
1	100 Salisbury Canyon Road Outdoor Cannabis Cultivation	149-140-052 149-140-053 149-140-054 149-140-056 149-190-031	n/a	6,866	AG-II-100	Cuyama Valley	Approved
							A request for 186.07 acres or outdoor cannabis cultivation including 0.5 acres of nursery. Six new accessory structures totaling 6,866 sq. ft. will support the cannabis cultivation. Approved 11/12/2021.
2	400 Wasioja Road Outdoor Cannabis Cultivation	147-100-043 147-100-057 147-100-058	n/a	n/a	AG-II-100	Cuyama Valley	Under Review
							A request for 34.97 acres of outdoor cannabis cultivation using hoop structures.
3	501 Harvey Road Cannabis Cultivation	149-310-004	n/a	n/a	AG-II-100	Cuyama Valley	Approved
							A request for 6.17 acres of outdoor cannabis cultivation.
4	Castro Canyon Outdoor Cannabis Cultivation	149-140-074	n/a	120	AG-II-100	Cuyama Valley	Approved
							A request for 3.62 acres of outdoor cannabis cultivation using hoop structures including 0.15 of nursery cultivation and one new storage shed. Approved 08/16/2021.
5	Chief Peak Solutions Outdoor	147-100-004	n/a	n/a	AG-II-100	Cuyama Valley	Approved
							A request for 17.56 acres of outdoor cannabis cultivation using hoop structures.

² Project Status should identify if the project is 1) under review, 2) approved, 3) under construction/partially occupied, or 4) a proposed project. Proposed projects should only be included if the pre-application data is specific and has a known time frame.

Cumulative Agricultural Projects (Cannabis)							
Project Name	APN	Units/Lots	Building Size (sq. ft.)	Zoning	Housing Market Area (HMA)	Status ²	Comment
Cannabis Cultivation							
6 Cuyama Foothill Road Farm Cannabis Cultivation	149-160-001 149-160-026	n/a	440	AG-II-100	Cuyama Valley	Approved	A request for 91.49 acres of outdoor cannabis cultivation with hoop structures, and three small structures totaling 440 sq. ft. Approved 07/29/2021.
7 Paladin Partners LLC Outdoor & Mixed-Light Cannabis Cultivation	149-230-010	n/a	152,648	AG-II-100	Cuyama Valley	Under Review	A request for 15.25 acres of outdoor cannabis cultivation and additional cultivation within 130,368 sq. ft. of greenhouses. Additional buildings include four warehouses for freezing, drying, trimming, and storage and four buildings for administrative and other support functions. A request for equestrian facilities, including 9.92-acre polo field, 0.29-acre equestrian arena, and 4,320 sq. ft. of covered paddock.
8 SBC Farms LLC Outdoor Cannabis Cultivation	149-150-023 149-160-020 149-160-021 149-160-022 149-160-023	n/a	8,264	AG-II-100	Cuyama Valley	Approved	A request for 167.28 acres of outdoor cannabis cultivation using hoop structures and 33 small accessory structures totaling 8,264 sq. ft. Approved 07/16/2021.
9 Suarez Outdoor Cannabis Cultivation	149-160-033	n/a	n/a	AG-II-100	Cuyama Valley	Approved	A request for 34.7 acres of outdoor cannabis cultivation under hoop structures. Approved 07/13/2021.
10 Wetzstein Cannabis Cultivation	147-100-044	n/a	n/a	AG-II-100	Cuyama Valley	Under Review	A request for 33.09 acres of outdoor cannabis cultivation.
11 2610 Clark Avenue Cannabis Cultivation	129-151-048	n/a	8,160	AG-II-40	Santa Maria Valley	Approved	A request for indoor cannabis cultivation in a new 7,200-sq. ft. greenhouse with 960-sq. ft. of processing structures and 160-sq. ft. office.
12 3851 Telephone Road Outdoor Cannabis Cultivation	129-010-012	n/a	n/a	AG-II-100	Santa Maria Valley	Approved	A request for 38 acres of outdoor cannabis cultivation using hoop structures.
13 Canna Rios Cannabis Cultivation	129-040-010	n/a	1,400	AG-II-100	Santa Maria Valley	Approved	A request for 47.74 acres of outdoor cannabis cultivation using hoop structures. Approved 12/14/2021.
14 Lily's Green Garden Cannabis Cultivation	117-020-074 117-020-075	n/a	541,434	AG-II-40	Santa Maria Valley	Under Review	A request to approve existing unpermitted agricultural development and cannabis cultivation operation.
15 Moriarty Holdings Outdoor Cannabis Cultivation	101-070-069	n/a	19,000	AG-II-100	Santa Maria Valley	Approved	A request for 17.40 acres of outdoor cannabis cultivation using hoop structures and processing within two new 9,500-sq. ft. buildings. Approval on 03/10/2022 under appeal.
16 Schwartz Outdoor Cannabis Cultivation	131-070-008	n/a	n/a	AG-II-100	Santa Maria Valley	Under Review	A request for six acres of outdoor cannabis cultivation using hoop structures.

Cumulative Agricultural Projects (Cannabis)								
Project Name	APN	Units/Lots	Building Size (sq. ft.)	Zoning	Housing Market Area (HMA)	Status ²	Comment	
17	Teixeira Outdoor Cannabis Cultivation	129-170-025	n/a	n/a	AG-II-40	Santa Maria Valley	Approved	A request for an additional 23.4 acres of outdoor cannabis cultivation using hoop structures. Thirty-seven acres of cannabis cultivation already approved.
18	WTMCA Outdoor and Indoor Cannabis Cultivation	129-010-011	n/a	50,568	AG-II-40	Santa Maria Valley	Approved	A request for 61.99 acres of outdoor cannabis cultivation using hoop structures, 13,916 sq. ft. of indoor nursery cultivation and nine new buildings for various processing and other accessory uses. Approved 09/24/2021.
19	9451 Batchelder Outdoor Cannabis Cultivation	099-010-045	n/a	n/a	AG-II-100	Santa Ynez	Approved	A request for 41.3 acres of outdoor cannabis cultivation using hoop structures. Approved 10/14/2021.
20	Boobie Trap Cannabis Cultivation	101-080-082 101-080-084 101-080-086	n/a	4,976	AG-II-100	Santa Ynez	Under Construction	A request for 62.47 acres of outdoor cannabis cultivation and seven accessory structures. Approved 04/27/2021.
21	Farming First LLC Outdoor Cannabis Cultivation	099-010-060	n/a	2,550	AG-II-100	Santa Ynez	Approved	A request for 93 acres of outdoor cannabis cultivation using hoop structures and three accessory structures. Approved 08/23/2021.
22	Fields Cannabis Cultivation	099-030-048	n/a	n/a	AG-II-100	Santa Ynez	Under Construction	A request for 49 acres of outdoor cannabis cultivation. Approved 08/03/2019.
23	La Laguna Los Alamos LLC Outdoor Cannabis Cultivation	099-050-008	n/a	n/a	AG-II-100	Santa Ynez	Approved	A request for 22.35 acres of outdoor cannabis cultivation using hoop structures. Approved 08/04/2021.
24	Thompson Cannabis Cultivation	101-080-098	n/a	n/a	AG-II-100	Santa Ynez	Approved	A request for 44 acres of outdoor cannabis cultivation using hoop structures for 27 acres. Approved 07/24/2020.
25	2501 San Miguelito Canyon	083-030-060	n/a	1,200	AG-II-100	Lompoc Valley	Approved	A request for 7.92 acres of outdoor cannabis cultivation using hoop structures. Approved 10/20/2021.
26	7261 Domingos Road Cannabis Cultivation	099-210-060 099-210-069	n/a	n/a	AG-II-100	Lompoc Valley	Under Review	A request for 2.3 acres of outdoor cultivation using hoops and 16,000 sq. ft. of indoor cultivation in existing buildings.
27	92nd G25, LLC Outdoor Cannabis Cultivation	099-141-013	n/a	n/a	AG-II-40	Lompoc Valley	Approved	A request for 4.17 acres of outdoor cannabis cultivation under hoop structures. Approved 12/01/2021.
28	ABL Partners (Lot 13) Cannabis Cultivation	099-420-013	n/a	3,280	AG-II-40	Lompoc Valley	Approved	A request for 5.2 acres of outdoor cannabis cultivation using hoop structures, new 1,800-sq. ft. barn and four 120-sq. ft. storage sheds. Approved 08/27/2021. A pending new revision would add two 500-sq. ft. pole barn.
29	ABL Partners (Lot 14) Cannabis Cultivation	099-420-014	n/a	9,000	AG-II-40	Lompoc Valley	Approved	A request for 3.32 acres of outdoor cannabis cultivation and two new structures for processing and related activities. Approved 09/22/2021.
30	ABL Partners (Lot 17) Cannabis Cultivation	099-420-017	n/a	17,500	AG-II-40	Lompoc Valley	Approved	A request for 5.11 acres of outdoor cannabis cultivation using hoop structures, and two new structures for nursery, processing and ancillary activities. Approved 09/22/2021.

Cumulative Agricultural Projects (Cannabis)								
Project Name	APN	Units/Lots	Building Size (sq. ft.)	Zoning	Housing Market Area (HMA)	Status ²	Comment	
31	Cadwell Cannabis Cultivation	083-150-013	n/a	n/a	AG-II-100	Lompoc Valley	Under Construction	A request for 24.45 acres of outdoor cannabis cultivation using hoop structures on 20 acres nursery cultivation within an existing greenhouse. Approved 02/15/2022 following appeals.
32	Clear Source Outdoor Cannabis Cultivation	099-610-006	n/a	n/a	AG-II-100	Lompoc Valley	Under Construction	A request for 14.41 acres of outdoor cannabis cultivation using hoop structures. Approved 09/13/2021.
33	Greenies Management Cannabis Cultivation	099-141-014	n/a	2,160	AG-II-100	Lompoc Valley	Under Construction	A request for 4.93 acres of outdoor cannabis cultivation using hoop structures and four new accessory structures. Approved 01/25/2021.
34	Hall Outdoor Cannabis Cultivation	099-610-014	n/a	n/a	AG-II-100	Lompoc Valley	Approved	A request for 8.84 acres of outdoor cannabis cultivation. Approved 01/06/2021.
35	High Meadows LLC Outdoor Cannabis Cultivation	099-610-005	n/a	1,920	AG-II-100	Lompoc Valley	Approved	A request for 6.70 acres of outdoor cannabis cultivation with 3.01 acres under hoop structures, including nursery cultivation and processing and 320 sq. ft. accessory. Approved 08/08/2019. A new request for 5 additional storage structures totaling 1,600 sq. ft. is pending.
36	Hilltop Sweeney Outdoor Cannabis Cultivation	099-420-018	n/a	1,800	AG-II-40	Lompoc Valley	Under Construction	A request for 14.85 acres of outdoor cannabis cultivation and indoor cultivation in six greenhouses (four existing and two new). Approved 09/22/2021.
37	Iron Angel Cannabis Cultivation	083-150-006 083-160-001 083-310-001 083-310-002 083-310-004	n/a	4,712	AG-II-100	Lompoc Valley	Approved	A request for 27.25 acres of outdoor cannabis cultivation using hoop structures. Approved 12/14/2020.
38	Santa Rita Holdings Outdoor & Nursery Cannabis Cultivation	099-110-060	n/a	n/a	AG-II-100	Lompoc Valley	Under Construction	A request for 2.54 acres outdoor cannabis cultivation. Approved 09/21/2021.
39	SBGL Cannabis Cultivation	099-210-055	n/a	2,820	AG-II-100	Lompoc Valley	Approved	A request for 3.84 acres of cannabis cultivation (3.5 acres outdoor) with indoor cultivation and processing to reuse existing structure, and one new 2,820-sq. ft. building. Approved 10/13/2021.
40	SFS Farms Cannabis Cultivation	099-150-065	n/a	320	AG-II-100	Lompoc Valley	Approved	A request for 86.80 acres of outdoor cannabis cultivation. Approved 09/01/2021.
41	Sugar Hill Farms Mixed Light Cannabis Cultivation	099-420-002	n/a	14,040	AG-II-40	Lompoc Valley	Approved	A request for 14,040 sq. ft. of mixed light cannabis cultivation in a new greenhouse of the same size, and 39,764 sq. ft. of outdoor cultivation using hoop structures, for a total of 1.24 acres of cultivation.
42	Tahquitz Farms Outdoor Cannabis Cultivation	099-230-026 099-230-035	n/a	n/a	AG-II-100	Lompoc Valley	Approved	A request for 15.75 acres of outdoor cannabis cultivation with only approx. 0.5 acres using hoop structures.

Cumulative Agricultural Projects (Cannabis)								
Project Name	APN	Units/Lots	Building Size (sq. ft.)	Zoning	Housing Market Area (HMA)	Status ²	Comment	
43	Terra Firma Long Beach Outdoor Cannabis Cultivation	099-110-047	n/a	n/a	AG-II-100	Lompoc Valley	Approved	A request for 42 acres of outdoor cannabis cultivation using 18.90 acres of hoop structures. Approval on 03/11/2021 under appeal.
44	TSBC Ranch Outdoor Cannabis Cultivation	093-030-023	n/a	n/a	AG-II-100	Lompoc Valley	Approved	A request for 14.64 acres of outdoor cannabis cultivation.
45	Williams Family Trust Outdoor, Indoor, & Nursery Cannabis Cultivation	099-141-002	n/a	9,360	AG-II-40	Lompoc Valley	Approved	A request for 4.45 acres of outdoor cannabis cultivation, indoor cultivation, nursery and storage within an existing 3,240-sq. ft. structure, and a new 9,360-sq. ft. building for indoor cultivation, nursery, and processing. Approved 04/16/2021. Additional 2,250 sq. ft. indoor cultivation in existing structure pending.
46	125 N Refugio Road Outdoor Cannabis Cultivation	141-460-012	n/a	n/a	AG-II-40	Santa Ynez Valley	Approved	A request for 6.5 acres of outdoor cannabis cultivation. Approved 04/29/2021.
47	6893 Foxen Canyon Road Outdoor Cannabis Cultivation	133-110-049	n/a	n/a	AG-II-100	Santa Ynez Valley	Approved	A request for 25.2 acres of outdoor cannabis cultivation with hoop structures. Approved 04/13/2022.
48	Central Coast Agriculture Inc. Cannabis Cultivation	083-180-007	n/a	3,900	AG-II-40	Santa Ynez Valley	Under Construction	A request for 22 acres of outdoor cannabis cultivation using hoop structures and additional cannabis cultivation, nursery, and processing within existing permitted buildings. The project includes one new building for storage. Approved 05/04/2021.
49	Coyote Hills Agricultural Enterprise Cannabis Cultivation	141-250-033	n/a	676	AG-II-100	Santa Ynez Valley	Approved	A request for 9.53 acres of outdoor cannabis cultivation with 5.86 acres under hoop structures. Approved 08/02/2021.
50	HBF Cannabis Cultivation	137-270-031 137-280-017	n/a	16,327	AG-II-100	Santa Ynez Valley	Approved	A request for 2.33 acres of outdoor and mixed-light cannabis cultivation, five greenhouses totaling 12,620 sq. ft. and several small accessory structures totaling 894 sq. ft. Approved 04/12/2019. New request to add an addition 0.43 acres cultivation and 570 sq. ft. accessory structures is pending.
51	Mathew Givens Cannabis Cultivation	083-180-012	n/a	n/a	AG-II-100	Santa Ynez Valley	Under Review	A request for 3.50 acres of outdoor cannabis cultivation using hoop structures.
52	Morrison Farms Outdoor Cannabis Cultivation	083-190-009	n/a	360	AG-II-100	Santa Ynez Valley	Approved	A request for 0.66 acres of cannabis cultivation and three storage sheds. Approved 09/23/2021.
53	Nojoqui Farms Cannabis Cultivation	083-430-014	n/a	10,000	AG-II-100	Santa Ynez Valley	Approved	A request for 23.09 acres of outdoor cannabis cultivation using hoop structures, 2.61 acres without hoops, and a new 10,000 sq. ft. building for processing and storage. Approval on 08/19/2021 under appeal.

Cumulative Agricultural Projects (Cannabis)								
Project Name	APN	Units/Lots	Building Size (sq. ft.)	Zoning	Housing Market Area (HMA)	Status ²	Comment	
54	San Antonio Ranch 101 Outdoor Cannabis Cultivation	099-640-001 099-640-002 099-640-003	n/a	n/a	AG-II-320	Santa Ynez Valley	Approved	A request for 4.62 acres of outdoor cannabis cultivation using hoop structures and processing within an existing 1,284-sq. ft. building. Approved 03/18/2021.
55	Santa Barbara Westcoast Farms Cannabis Cultivation	099-240-067	n/a	31,000	AG-II-100	Santa Ynez Valley	Under Construction	A request for 46.12 acres of outdoor cannabis cultivation, four acres of outdoor nursery and two 3,000 sq. ft. accessory buildings. Approved 04/21/2020. Request for new 25,000 sq. ft. building for nursery cultivation, processing and storage is pending.
56	Tak LLC Outdoor and Mixed Light Cannabis Cultivation	083-430-033	n/a	2,680	AG-II-100	Santa Ynez Valley	Under Review	A request for 8.76 acres of outdoor cannabis cultivation using hoop structures and nursery cultivation in 2,160-sq. ft. greenhouse, and 120-sq. ft. shed and 400-sq. ft. office.
57	Rancho Riviera Cannabis Cultivation	081-230-021	n/a	n/a	AG-II-320	South Coast	Approved	A request for 4.0 acres of outdoor cannabis cultivation using hoops and two new buildings for processing and drying. Approved 01/07/2021.
58	222 Winchester Canyon Road Cannabis Cultivation	079-100-004	n/a	624	AG-II-100	South Coast	Under Construction	A request 17.23 acres of outdoor cannabis cultivation. Approved 05/25/2022.
59	Parsons Cannabis Cultivation	079-060-052	n/a	n/a	AG-II-100	South Coast	Under Review	A request 5.28 acres of outdoor cannabis cultivation.
60	Heritage Enterprises (Sea View Farms) Mixed-Light Cannabis Cultivation, Distribution & Manufacturing	065-250-031	n/a	n/a	AG-I-5	South Coast	Under Review	A request for nursery and cannabis cultivation as well as drying, trimming, packaging, distribution, and manufacturing within 141,100 sq. ft. of existing, permitted greenhouses.
61	3508 Via Real Mixed-Light Cannabis Cultivation & Processing	005-280-025	n/a	765	AG-I-10	South Coast	Under Construction	A request for cannabis cultivation within 172,660 sq. ft. of existing, permitted greenhouses and permitting of 7,879 sq. ft. of existing unpermitted structures, and an addition of 765 sq. ft. to the processing area.
62	4555 Foothill Road Development Plan	004-003-005	n/a	n/a	AG-I-10	South Coast	Under Construction	A request for cannabis cultivation within an existing, permitted 186,813-sq. ft. greenhouse.
63	4701 Foothill Road Greenhouse Development Plan	004-003-008 004-005-002	n/a	n/a	AG-I-10	South Coast	Under Construction	A request for cannabis cultivation within 468,000 sq. ft. of space within an existing, permitted, 492,251-sq. ft. greenhouse previously used to grow cut flowers. Approved 05/24/2022.
64	5300 Foothill Road Cannabis Cultivation	001-020-032	n/a	18,000	AG-I-10	South Coast	Under Construction	A request for a new building for various processing activities for cannabis grown offsite.
65	Autumn Brands & Ocean Hill Farms	005-280-041	n/a	n/a	AG-I-20	South Coast	Under Construction	A request for cannabis cultivation and processing within existing greenhouses. Approved 04/28/2021.

Cumulative Agricultural Projects (Cannabis)							
Project Name	APN	Units/Lots	Building Size (sq. ft.)	Zoning	Housing Market Area (HMA)	Status ²	Comment
Cannabis Cultivation							
66 CVW Organic Farms Cannabis Cultivation	004-013-002	n/a	n/a	AG-I-5	South Coast	Under Construction	A request for cannabis cultivation and processing within existing greenhouses and related accessory structures. Approved 12/02/2022.
67 G&K Farm/K&G Flower Cannabis Processing Structure	005-280-040	n/a	25,418	AG-I-10	South Coast	Under Construction	A request for a new processing structure to serve cannabis cultivation approved under previous permit. Approved 03/01/2022 by Board of Supervisors; appealed to California Coastal Commission.
68 Valley Crest Farms	004-003-003	n/a	785,418	AG-I-10	South Coast	Under Construction	A request for cannabis cultivation within 720,918 sq. ft. of new greenhouses (replacing a similar amount of permitted and unpermitted agricultural structures) and a new 64,500-sq. ft. warehouse/processing structure.
69 Betteravia Campus Processing	113-200-018	n/a	1,428,000	M-2	Santa Maria	Under Review	A request for cannabis processing and manufacturing within 1,428,000 sq. ft. of new structures.
70 3376 Foothill Rd Island View	055-280-026	n/a		AG-I-10	South Coast	Under Review	Cannabis in 2.07-acre greenhouse
71 4994 Foothill Rd Mediedibles	004-004-012	n/a		AG-I-10	South Coast	Under Review	
72 7176 Gobernador Canyon Rd	001-050-032	n/a		AG-I-10	South Coast	Approved	
73 1552 Casitas Pass Yamaoka	001-060-040	n/a		AG-I-10	South Coast	Approved	
74 3450 Via Real Vista Verde	005-280-029, 005-280-015, 005-280-028	n/a		AG-I-10	South Coast	Approved	
75 4385 Foothill Rd Valleycrest	004-003-003	n/a		AG-I-10	South Coast	Approved	
76 3910 Via Real Farmlane	005-430-043	n/a		AG-I-10	South Coast	Approved	
77 5366 Foothill Rd Carpinteria Farm	001-020-031	n/a		AG-I-10	South Coast	Approved	
78 1200 Via Regina Klona Cannabis Nursery	067-020-013	n/a	8,100	AG-I-10	South Coast	Approved	

Cumulative Multifamily Residential Projects ³								
Project Name	APN	Units/Lots	Building Size (sq. ft.)	Zoning ⁴	Housing Market Area (HMA)	Project Status ⁵	Comment	
1	Oak Hills Estates	097-371-010	29 lots /units	n/a	DR-1.8	Lompoc	Approved	29 single-family lots
2	Brisa Encina	097-111-007	49 unit		SC	Lompoc	Approved	49-unit affordable/supportive. Processed pursuant to AB 2162.
3	Plaza de la Bandera	097-111-006	47 unit		SC	Lompoc	Under Review	47-unit affordable/supportive. Processed pursuant to AB 2162.
4	Zacara Ranch	081-250-016	11 units		AG-II-100	South Coast	Approved	AEDs on a ranch.
8	Key Site 3	129-151-026	179 units		PRD, MR-O	Santa Maria	Approved	
9	Vintage Ranch	101-400-008	41 lots/units		PRD	Santa Maria	Under Construction	SFDs – partially built out.
10	Rice Ranch	101-010-013 101-020-004 105-140-016	725 units		various	Santa Maria	Under Construction	~150 units still to be built
11	Terrace Villas	129-300-001 129-300-002 129-300-003 129-300-004 129-300-005 129-300-006 129-300-007 129-300-008 129-300-009 129-300-010 129-300-011 129-300-012 129-300-013 129-300-014 129-300-015 129-300-016 129-300-017 129-300-018 129-300-019 129-300-020	16 units/lots		SLP	Santa Maria	Under Construction	SFDs; partially built out
12	Key Site 21 – The Neighborhoods of Willow Creek and Hidden Canyon	113-250-015 113-250-016 113-250-017	143 lots/units		PRD	Santa Maria	Under Review	

³ Please only include a description of multifamily residential projects in this table.

⁴ Please note the Housing Element Update considers R-2 duplexes as multifamily residential projects.

⁵ Project Status should identify if the project is 1) under review, 2) approved, 3) under construction/partially occupied, or 4) a proposed project. Proposed projects should only be included if the pre-application data is specific and has a known time frame.

Cumulative Multifamily Residential Projects ³								
Project Name	APN	Units/Lots	Building Size (sq. ft.)	Zoning ⁴	Housing Market Area (HMA)	Project Status ⁵	Comment	
13	Guy Tentative Parcel Map	129-151-019	2 lots		RR-5	Santa Maria	Under Review	
14	Freebourn Tentative Parcel Map	111-251-001	2 lots		1-E-1	Santa Maria	Approved	
15	Key Site H AMG & Associates Affordable Housing Project	107-240-040	61 units		DR-8	Santa Maria	Approved	Processed pursuant to SB 35. Exempt from CEQA.
	Cangelosi Tract Map	103-200-020	4 lots		1-E-1	Santa Maria	Under Review	Four single-family lots proposed
16	Harry's House at Golden in	141-380-014	60 units		PI	Santa Ynez	Under Construction	60 affordable senior housing units processed pursuant to SB 35. Exempt from CEQA.
17	Zaca Preserve Tract Map	099-400-017 099-600-041	7 lots		AG-I-20	Santa Ynez	Approved	
18	Conroy Tentative Parcel Map	137-030-004	2 lots		AG-I-5	Santa Ynez	Under Review	
19	Bailard Multifamily	001-080-045 001-080-046	2 lots/ 173 units		3-E-1	South Coast	Under Review	Includes rezone to DR-20
20	Ocean Meadows Development Plan	073-090-072 073-090-073	47	105,595		South Coast	Approved	
21	SBSR LLC Apartments	061-070-002	21	25,084		South Coast	Under Review	
22	Tatum Multifamily Housing Development	065-040-026	344	444,576		South Coast	Under Review	
23	Vincent Ministries LLC Additional Mobile Home Spaces	059-160-020 159-180-024	2 units	7,682	MHP	South Coast	Complete, Environmental review	A request for a CUP Amendment to 76-CUP-36 to facilitate the installation of two (2) additional mobile home spaces on-site adjacent to the existing water well infrastructure.
24	Polo Villas: 3250-3282 Via Real LLC Tract Map, Development Plan	005-270-019 005-270-017 005-270-029 005-270-033 005-270-034	40 units/ 31 lots	117,066	DR-3.3	South Coast	TRM, DVP Approved	A request to subdivide the parcels into 31 lots with 25 single-family residences and one lot with 15 condominiums.
25	Gaillileo Pisa LLC (Apartment building)	069-160-069 (069-160-051 and 069-525-022	27	27,723	DR-20	South Coast	Approved	27 unit apartment complex project.

Cumulative Commercial/Mixed Use Projects								
Project Name	APN	Units/Lots	Building Size (sq. ft.)	Zoning	Housing Market Area (HMA)	Project Status ⁶	Comment	
1 Sagebrush Junction	101-260-006 101-260-007	8 units	5,600	CM-LA	Santa Ynez	Approved	8 units residential, 5,600 sf commercial	
2 Portico Hills Vineyard TPM	101-100-047	2 lots		C-3	Santa Ynez	Approved	2 commercial lots	
3 Meyer Mixed Use	101-191-010	4 units	5134	CM-LA	Santa Ynez	Under Review	4 residential units, 5,134 sf of commercial	
4 Shokrian Mixed Use	101-191-018 101-191-009	7 units	2000	CM-LA	Santa Ynez	Under Review	7 units residential, ~2,000 sf commercial	
5 OASIS Senior Center	105-020-063 105-020-064		15,333	REC	Santa Maria	Approved		
6 OUSD Senior Housing and Day Care	105-134-004 105-134-005 105-330-005 105-330-006	88 units	14,995	DR-20	Santa Maria	Approved	87 units, 1 Senior Residential Care Facility of 95,820 sf. Care Center of 7,745 sf. 36-student day care center of 7,745 sf.	
7 Key Site 1 – Orcutt Public Marketplace	129-120-024	252 units	211,264	C-2	Santa Maria	Under Review	Unsure at this point if the proposed residential portion is consistent with code requirements	
8 Key Site 2 East – Orcutt Gateway Retail	129-280-001	n/a	49,921	C-2	Santa Maria	Under Construction	Grading partially underway	
9 Orcutt Gas Station	107-011-026	n/a	7,868	CN	Santa Maria	Approved		
10 Mittry Farms GPA	103-740-017	n/a	Unknown	PRD	Santa Maria	Proposed	Applicant is proposing a General Plan Amendment which calls allowing self-storage units in the PRD zone with a Conditional Use Permit. Self-storage is currently not an allowed use in the PRD zone. Wants to build self-storage in the PRD zone on 103-740-017, and open up the use on other PRD sites.	
11 Penza GPA	107-150-021	n/a	11,040	CH	Santa Maria	Proposed	GPA to allow irrigation warehousing/sales on property. 11,040 sf building, 40,000 sf uncovered outdoor storage	
12 Solomon Hills Project (Residential and Commercial)	101-020-085 101-020-086 101-020-087	4000 units	Unknown; a Village Center with traditional retail uses to serve daily needs of the community, and an estimated 500,000 to 600,000 sf of office campus	AG-II-100	Santa Maria	Proposed	Application for a General Plan Amendment and a Rezone to: <ul style="list-style-type: none"> • Change the land use designation of portions of APNs 101-020-085, 086 and -087 from Commercial Agriculture (AC) to a mix of new land use designations that would allow various residential, commercial, institutional, and open space land uses; • Change the zoning designation of portions of APNs 101-020-085, 086 and -087 from Agriculture II, 100-acre minimum parcel size (AG-II-100) to a mix of zoning designations that would allow for future 	

⁶ Project Status should identify if the project is 1) under review, 2) approved, 3) under construction/partially occupied, or 4) a proposed project. Proposed projects should only be included if the pre-application data is specific and has a known time frame.

Cumulative Commercial/Mixed Use Projects								
Project Name	APN	Units/ Lots	Building Size (sq. ft.)	Zoning	Housing Market Area (HMA)	Project Status ⁶	Comment	
							residential, commercial, institutional, and mixed-use development in different areas of the subject property; and <ul style="list-style-type: none"> • Create a new urban boundary around the proposed community. Additional applications expected.	
13	3699 Sagunto Special Events and Parking Lot	143-182-029	n/a	n/a	C-2 w/ MU Overlay	Santa Ynez	Under Review	
14	Constellation Project	097-371-072	2 lots, 60 units	49,820	SC	Lompoc	Under Review	Includes GPA and RZN to C-2 and DR-30. Commercial is 49,820 sf extended stay hotel.
15	Perkins Place Mixed Use Project	149-051-002 149-051-001	32	1,110	CH	Cuyama	Under Review	The applicant is proposing a preliminary application for SB 330. The applicant is proposing 16 very low income dwellings, 16 low income dwellings, Project uses the parking reduction allowed by SDBL. Gross residential sf is 15,996 and nonresidential is 1,110 sf.