SANTA BARBARA COUNTY PLANNING COMMISSION

Staff Report for Arctic Cold Extensive Agricultural Processing Use General Plan Amendment, Revised Development Plan, Conditional Use Permit, and Tentative Parcel Map

Hearing Date: June 12, 2024

Staff Report Date: June 4, 2024

Case Nos.: 22GPA-00000-00006, 22CUP
Deputy Director: Travis Seawards

Division: Development Review

Supervising Planner: Gwen Beyeler

00000-00021, 23RVP-00024, 23TPM-00002 Supervising Planner Phone #: (805) 934-6269

Environmental Document: 21EIR-00000- Planner Contact: Steve Conner

00001, Addendum to 21EIR-00000-00001 Planner Contact Phone #: (805) 568-2081

OWNER:

Arctic Cold Betteravia LLC PO Box 6308 Oxnard, CA 93031

APPLICANT:

William Langley Fisher Construction Group 625 Fisher Lane Burlington, WA 98233

AGENT:

David Swenk Urban Planning Concepts 2624 Airpark Drive Santa Maria, CA 93454



The project site is identified as Assessor's Parcel Numbers 128-097-012 and 128-097-013 located at 1750 East Betteravia Road in the Santa Maria area, Fourth Supervisorial District.

REQUEST

Hearing on the request of Arctic Cold Betteravia, LLC to consider the following:

- Case No. 22GPA-00000-00006 to amend the Santa Barbara County Comprehensive Plan Land Use Element Map Comp-6 by adding the Agricultural Industry Overlay to Assessor Parcel No. (APN) 128-097-012 in compliance with Land Use and Development Code Section 35.104;
- Case No. 22CUP-00000-00021 to allow extensive processing of agricultural products on APN 128-097-012 in compliance with Land Use and Development Code Section 35.82.060;
- Case No. 23RVP-00024 to revise the previously approved 20DVP-00000-00006 and allow extensive processing of agricultural products on APN 128-097-012 in compliance with Land Use Development Code Sections 35.42.040.B.2. and 35.84.040.E, and to modify the site plan to include a new 35-ft.-tall flag pole;

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- Case No. 23TPM-00002 to subdivide a 111.75-acre (gross) property into one 71.10-acre parcel (APN 128-097-013) and one 40.65-acre parcel (APN 128-097-012) in compliance with County Code Chapter 21-18, and;
- Approve the Addendum to Environmental Impact Report (21EIR-00000-00001) pursuant to the State Guidelines for Implementation of the California Environmental Quality Act. There are no new significant impacts as a result of this modification request.

All project documents are available online on the Planning and Development website at: https://www.countyofsb.org/798/Arctic-Cold-Agricultural-Freezer-Process

The application involves a 111.75-acre property shown as APNs 128-097-012 and 128-097-013, located at 1750 East Betteravia Road, in the Santa Maria area, Fourth Supervisorial District.

2.0 RECOMMENDATION AND PROCEDURES

Your Commission's motion should include the following:

- 1. Recommend that the Board of Supervisors make the required findings for approval of the Comprehensive Plan Amendment (22GPA-00000-00006), Conditional Use Permit (22CUP-00000-00021), Revision (23RVP-00024) to the approved Development Plan (20DVP-00000-00006), and Tentative Parcel Map (23TPM-00002) as specified in Attachment A of this staff report, including CEQA findings;
- 2. Recommend that the Board of Supervisors, after considering the environmental review documents included as Attachment C [Addendum dated June 4, 2024, together with previously certified EIR, Case No. 21EIR-00000-00001] determine that as reflected in the CEQA findings, the project is within the scope of the previous EIR, and no subsequent Environmental Impact Report shall be prepared for this project;
- 3. Adopt a resolution recommending that the Board of Supervisors approve and adopt a resolution, included as Attachment E to this staff report, amending the Comprehensive Plan to add the Agricultural Industry Overlay to the 40.65-acre project site (Resolution included as Attachment E and Board of Supervisors draft Resolution is Exhibit 1 to Attachment E), and;
- 4. Recommend that the Board of Supervisors approve the project (Case Nos. 22GPA-00000-00006, 22CUP-00000-00021, 23RVP-00024, and 23TPM-00002) subject to the conditions included as Attachment B.

Refer back to staff if the County Planning Commission takes other than the recommended action for appropriate findings and conditions.

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3.0 JURISDICTION

This project is being considered by the County Planning Commission for a recommendation to the Board of Supervisors based on the following Sections of the County Land Use and Development Code (LUDC):

LUDC Section 35.80.020 states that the Planning Commission reviews Comprehensive Plan Amendments and provides a recommendation to the County Board of Supervisors, who are the final decision makers of the project. LUDC Section 35.21.030 states that a Conditional Use Permit (CUP) is required for extensive agricultural processing within the AG-II Zone District. LUDC Section 35.42.040.B.2 states that a Development Plan is required for extensive agricultural processing in a facility. Tables 8-1 and 8-2 of LUDC Section 35.80.020 specify that the approval of a Conditional Use Permit (CUP) and the approval of a Development Plan (DVP) for non-agricultural structures equal to or greater than 15,000 square feet is under the jurisdiction of the Planning Commission. Santa Barbara County Code Chapter 21 Land Division Section 21-6 states that the approval of a Tentative Parcel Map (TPM) is under the jurisdiction of the Planning Commission.

The final decision-maker shall be the Board of Supervisors based on Section 35.80.020 of the LUDC, which states that submittal of two or more discretionary applications relating to the same development project shall be under the jurisdiction of the review authority with the highest jurisdiction. The Board of Supervisors is the review authority with the highest jurisdiction for the proposed applications. When the Board of Supervisors is the review authority for a project, the Planning Commission shall make an advisory recommendation to the Board of Supervisors on each application.

4.0 ISSUE SUMMARY

On March 20, 2020, the Applicant submitted applications for a Conditional Use Permit (Case No. 20CUP-00000-00005) and Development Plan (Case No. 20DVP-00000-00006) for the Arctic Cold Agricultural Processor and Freezer Facility, which included freezing, pureeing (including milling) of fruits, pasteurization, and adding sugar to the purees on the subject property. The proposed activities met the definition of "Agricultural Processing – Extensive" in the LUDC, which requires the Agricultural Industry Overlay, a CUP, and a DVP (or revision to an existing DVP) in the AG-II-40 Zone District. Agricultural Processing - Extensive is defined in the LUDC as:

The refinement or other processing of agricultural products to substantially change them from their raw form, which involves machinery, chemical reactions, and/or hazardous or highly odiferous materials or products. Examples of this land use include the following:

- corn shelling
- cotton ginning
- ethanol production
- grain cleaning and custom grinding

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- grist mills
- milling of flour, feed and grain
- sugar mills

The extensive agricultural processing use is not permitted without a General Plan Amendment (GPA) to apply an Agricultural Industrial Overlay to the parcel, and therefore the Applicant subsequently removed the extensive agricultural processing use and all associated interior elements, such as pureeing and pasteurizing equipment, from the 2020 project description. On March 9, 2022, the County Planning Commission approved 20CUP-00000-00005 and 20DVP-00000-00006, and construction of the Arctic Cold Agricultural Processor and Freezer Facility is currently in process. The site is graded and the approved structures are erected. Construction that is currently in progress includes interior finish work and equipment installation within the main structure, and construction of driveways and frontage improvements to Betteravia Road.

On September 14, 2022, the Applicant submitted applications for a General Plan Amendment (Case No. 22GPA-00000-00006) to request the designation of Agricultural Industry Overlay upon APN 128-097-012, and a Conditional Use Permit (Case No. 22CUP-00000-00021) to allow extensive processing uses at the Arctic Cold Agricultural Processor and Freezer Facility. On September 20, 2022, the Applicant submitted an application for a Revised Development Plan (Case No. 23RVP-00024) to revise the previously approved Arctic Cold Agricultural Processor and Freezer Facility Development Plan to allow extensive processing uses in compliance with the LUDC, and to construct a 35-ft.-tall flag pole. On April 14, 2023, the Applicant submitted a Tentative Parcel Map (Case No. 23TPM-00002) to subdivide the subject property to allow the applicant to convey one portion of the property to the Arctic Cold Agricultural Processor and Freezer Facility operator.

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5.0 PROJECT INFORMATION

5.1 Site Information

Site Information			
Comprehensive Plan Designation	Rural, Agriculture II, A-II-40 (minimum 40-acre lot)		
Ordinance, Zone	LUDC, Agricultural II/AG-II-40 (minimum 40-acre lot)		
Site Size	Subject property consisting of APNs 128-097-012 and 128-097-013 is 111.75 acres		
Present Use & Development	Approximately 90 acres of irrigated row crops, including strawberries and broccoli, Mid Coast Cooling (58,000 sf agricultural processing facility) on APN 128-097-013, and Arctic Cold (449,248 sf agricultural processor and freezer facility under construction) on APN 128-097-012		
Surrounding Uses/Zone(s)	North: East Betteravia Road, Agriculture, AG-II-40; irrigated row crops, agricultural processing (not extensive) South: Prell Road, Agriculture, AG-II-40; irrigated row crops East: Agriculture, AG-II-40; irrigated row crops West: Rosemary Road, Agriculture, AG-II-40; irrigated row crops		
Access	Two 40-ftwide paved driveways off of Betteravia Road		
Lot Legality	Parcel validity established via approval of 05CUP-00000- 00015 and 05LUP-00000-01127 on May 24, 2005		
Public Services	Water Supply: Two on-site wells and public water system Sewage: Existing private septic system and processing wastewater basin system Fire: Santa Barbara County Fire Department Law Enforcement: County Sheriff's Office		

5.2 Existing Setting

The subject property, comprised of 40.65-acre APN 128-097-012 and 71.10-acre APN 128-097-013, is located on the south side of East Betteravia Road approximately one mile east of the City of Santa Maria and east of U.S. Highway 101 (U.S. 101) in the Fourth District Planning Area. The 111.75-acre subject property is bounded by East Betteravia Road and the Central City Cooling agricultural processing facility to the north, row crop fields to the east, row crop fields, the Mid Coast Cooling facility and Prell Road to the South, and row crop fields and Rosemary Road to the west. The topography of the property and project site is flat. Irrigation drainages exist along the northern and eastern perimeters of the property, which convey irrigation discharge from the row crops and adjacent off-site farming operations to an irrigation drainage system located east of the subject property. The irrigation drainage system does not directly connect to any navigable waters, such as the Santa Maria River, located 2.3 miles east of the subject property. No federal

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or state wetlands are present within the irrigation drainage. Vegetation communities within the on-site drainage areas include California bulrush marshes, cattail marshes, smartweed patches, and ruderal vegetation associated with disturbed areas mowed along Betteravia Road.

Existing conditions on APN 128-097-013 include approximately 60 acres of row crops. Development on-site consists of the under-construction 449,248-square-foot (sf) Arctic Cold Agricultural Processor and Freezer Facility (approximately 40 acres), 10 petroleum wells, and one abandoned petroleum transmission line. These petroleum facilities are referred to as the Unocal Vincent B lease oil field. Eight of the existing wells are plugged and abandoned, and two are classified as idle. The applicant obtained a No Further Action determination from Santa Barbara County Environmental Health Services for the three wells and portion of the transmission line on the Arctic Cold Agricultural Processor and Freezer Facility site. The remaining seven wells are located outside of any agricultural processing activities.

Existing conditions on APN 128-097-012 include the Arctic Cold Agricultural Processor and Freezer Facility, which is under construction. Site preparation for the Arctic Cold Agricultural Processor and Freezer Facility began in 2022. The Arctic Cold construction site is accessed via a temporary on-site construction road that extends west to east along the northern property boundary from the intersection of East Betteravia Road and Rosemary Road.

Site improvements associated with the Arctic Cold Agricultural Processor and Freezer Facility under 20DVP-00000-00006 are currently under construction and include a new public water system with two new wells, an on-site septic system with leach fields, an industrial wastewater system, loading docks, an outdoor storage area, trash and recycling area, exterior lighting, perimeter fencing, two new driveways on East Betteravia, and parking and landscaping. The existing Arctic Cold Agricultural Processor and Freezer Facility is being monitored by P&D Staff under Permit Compliance case 22PMC-00000-00027.

As shown in Figure 1 below and Attachment F, existing conditions on APN 128-097-013 include the Mid Coast Cooling facility site on the southwest corner, approximately five acres in size, which is accessed via a driveway extending south from East Betteravia Road at the intersection of Rosemary Road. The Mid Coast Cooling facility will not be removed or modified as part of the proposed project.

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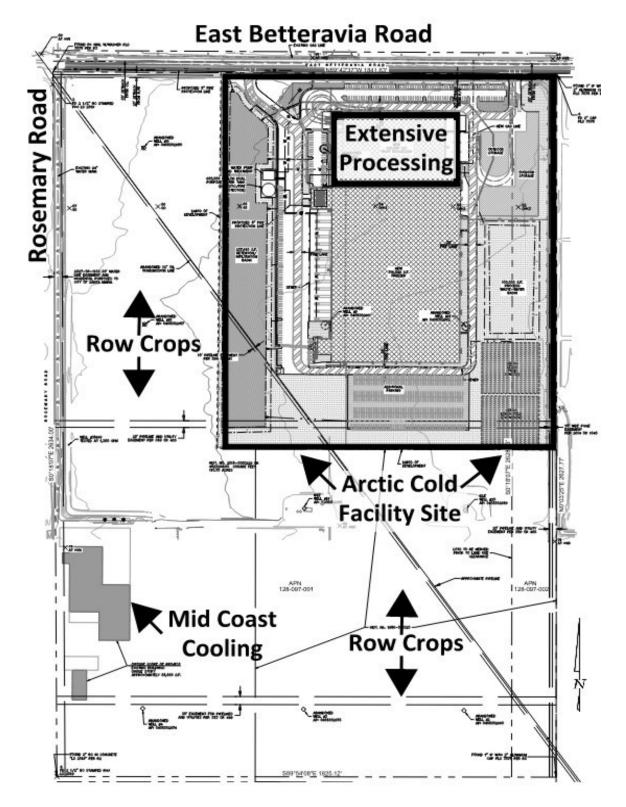


Figure 1. Site Plan showing the full extent of the subject property

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The Mid Coast Cooling facility includes a 52,000 gsf building used for processing of agricultural produce. The Mid Coast Cooling facility is identified on the architectural site plan included in Figure 1. In addition, a 5,600 gsf metal building immediately south of the Mid Coast Cooling facility is used by Valley Farm Supply to handle the bulk storage of organic and inorganic fertilizer in up to 60 50-gallon plastic tanks. The remainder of APN 128-097-013 is occupied by existing row crop operations and two idle oil wells.

Two existing groundwater wells on the subject property supply water to the existing row crop farming operations and the Mid Coast Cooling facility. Wastewater from the Mid Coast Cooling facility is handled in an on-site septic tank.

5.3 Background Information

Parcel validity was established through approval of Conditional Use Permit 05CUP-00000-00015 and Land Use Permit 05LUP-0000-01127 on May 24, 2005, which allowed the development of a phased expansion of the Mid Coast Cooling facility for agricultural product processing. When the Arctic Cold Agricultural Processor and Freezer Facility was approved under 20CUP-00000-00005 and 20DVP-00000-00006 on March 9, 2022, the subject property consisted of one 108.8-acre legal lot comprised of two parcels: 99-acre APN 128-097-001 at 1750 East Betteravia Road and 9.8-acre at APN 128-097-002.

On September 23, 2022, the applicant retired these APNs 128-097-001 and 128-097-002 in order to create two realigned Assessor parcels that separated ownership and entitlement of the Arctic Cold Agricultural Processor and Freezer Facility from the existing Mid Coast Cooling and row crop operations. Subsequently, the applicant recorded new parcel numbers for two new lots, sized differently than the previous lots, with the County Assessor's Office without legally adjusting the lot lines in compliance with County Code Chapter 21. The two resulting Assessor parcels consisted of one 40.65-acre parcel (APN 128-097-012), which contains the Arctic Cold Agricultural Processor and Freezer Facility, and one 71.10-acre parcel (APN 128-097-013), which contains the Mid Coast Cooling facility. The proposed TPM will create legal lot lines that align with the existing Assessor parcels.

As discussed above, the subject property includes existing development and associated permits. Table 1 below lists the approved permits.

Table 1. Approved Permits

Approval Date	Permit Number	Description
October 17, 1988	88-LUN-1035	12,048 sf cooler and 6,013 staging area
February 27, 1990	90-LUN-233	1,196 sf office and 1,588 sf canopy
August 1, 1990	90-LUN-647	4,950 sf barn
January 9, 1991	91-LUN-006	3,600 sf canopy
September 12, 1995	95-LUN-411	5,625 sf cooler addition

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May 7, 2002	01LUP-00000-00783	Unocal Vincent B Lease Site Restoration – the lease site has been abandoned and fully restored (memorandum: Deanna Lewotsky, Petroleum Division, 3/24/05)
February 23, 2005	05CUP-00000-00015	Mid Coast Cooling expansion
October 11, 2005	05LUP-00000-00127	Mid Coast Cooling new structure
April 24, 2007	07LUP-00000-00275	Chevron remediation of lease road
April 24, 2007	07RST-00000-00427	20062 Unocal Vincent B Lease
March 9, 2022	20CUP-00000-00005	Arctic Cold Agricultural Processor and Freezer
March 9, 2022	20DVP-00000-00005	Arctic Cold Agricultural Processor and Freezer

An Environmental Impact Report (21EIR-00000-00001) evaluated potentially significant long and short-term impacts of the Arctic Cold Agricultural Processor and Freezer Facility (20DVP-00000-00006 and 20CUP-00000-00005). The Final EIR (FEIR), which is included as Attachment D to this Staff Report, identified three significant and unavoidable (Class I) environmental impacts resulting from the Arctic Cold Agricultural Processor and Freezer Facility: Air Quality, Greenhouse Gas Emissions, and Utilities and Service Systems. Potentially significant but mitigable (Class II) impacts were identified in the issue areas of Biological Resources, Cultural and Tribal Cultural Resources, Geological Resources, and Hazards and Hazardous Materials.

Adverse, but less than significant (Class III) project impacts were identified in the issue areas of Aesthetics/Visual Resources, Agricultural Resources, Air Quality, Cultural and Tribal Cultural Resources, Greenhouse Gas Emissions, Energy, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use Planning, Noise, Transportation and Circulation, and Utilities and Service Systems. No Class IV (beneficial) impacts were identified for the project or any alternative. The Executive Summary Table of the FEIR provides a complete summary of the impacts of the previous project and suggested mitigation measures.

To address the proposed project, each of the Class I, II, and III impacts analyzed under the FEIR and their associated mitigation measures are summarized in the FEIR Addendum (Attachment C).

5.4 Project Description

The proposed project is a request for a General Plan Amendment, Conditional Use Permit, Revised Development Plan, and Tentative Parcel Map to allow for a new extensive agricultural processing use and to create two legal parcels to allow for a fee title structure that will allow the applicant to convey one portion of the property to the Arctic Cold Agricultural Processor and Freezer Facility operator. The project descriptions for each entitlement are as follows:

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General Plan Amendment (Case No. 22GPA-00000-00006)

The proposed project includes a request by AFP, LLC, for adoption of a General Plan Amendment to amend the Comprehensive Plan Land Use Element Map for the Santa Maria area (Comp-6) to apply the Agricultural Industry Overlay to the 40.65-acre property shown as Assessor's Parcel Number 128-097-012. The proposed project is located on a 111.75-acre lot, in the AG-II-40 Zone District, identified by Assessor's Parcel Numbers 128-097-012 and 128-097-013, and located at 1750 and 1780 East Betteravia Road in the Santa Maria area, Fourth Supervisorial District.

Conditional Use Permit (Case No. 22CUP-00000-00021)

The proposed project includes a request for a Conditional Use Permit to allow extensive processing (e.g. the refinement or other processing of agricultural products to substantially change them from their raw form, which involves machinery, chemical reactions, and/or hazardous or highly odiferous materials or products.), of agricultural products within the previously permitted 449,248 sf dry storage/warehousing Arctic Cold Agricultural Processor and Freezer Facility. The proposed extensive processing use will occur within the northern 120,098 sf fruit processor portion of the 449,248 sf Arctic Cold Agricultural Processor and Freezer Facility. The existing operations in other areas of the Arctic Cold Agricultural Processor and Freezer Facility will not be modified as part of the proposed project. The proposed extensive processing uses will take place on the subject 40.65-acre lot in the AG-II-40 (Agriculture II) Zone District on APN 128-097-012.

The proposed project does not include grading or vegetation removal. Water service for the Arctic Cold Agricultural Processor and Freezer Facility is provided by a permitted public water system supplied by two existing potable wells on site. Wastewater treatment service for the Arctic Cold Agricultural Processor and Freezer Facility is provided by an onsite wastewater treatment system and an onsite processing wastewater basin system. Access to the Arctic Cold Agricultural Processor and Freezer Facility is provided by two driveways off East Betteravia Road. The proposed project is located on a 40.65-acre lot, in the AG-II-40 Zone District, identified by Assessor's Parcel Number 128-097-012, and located at 1780 East Betteravia Road in the Santa Maria area, Fourth Supervisorial District.

Development Plan Revision (Case No. 23RVP-00024)

The proposed project includes a request for a Revision to Development Plan (Case No. 20DVP-00000-00006) to designate Agricultural Industry Overlay upon APN 128-097-012, allow extensive fruit and vegetable processing uses within the 120,098 sf northern portion of the 449,248 sf Arctic Cold Agricultural Processor and Freezer Facility, and allow construction of a 35-ft.-tall flag pole. The proposed project does not include grading or vegetation removal. Water service for the Arctic Cold Agricultural Processor and Freezer Facility is provided by a permitted public water system supplied by two existing potable wells on site. Wastewater treatment service for the

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Arctic Cold Agricultural Processor and Freezer Facility is provided by an onsite wastewater treatment system and an onsite processing wastewater basin system. Access to the Arctic Cold Agricultural Processor and Freezer Facility is provided by two driveways off East Betteravia Road. The proposed project is located on a 40.65-acre lot, in the AG-II-40 Zone District, identified by Assessor's Parcel Number 128-097-012, and located at 1780 East Betteravia Road in the Santa Maria area, Fourth Supervisorial District.

Tentative Parcel Map (Case No. 23TPM-00002)

The proposed project includes a request for a Tentative Parcel Map to create two legal parcels to allow for a fee title separation of existing independent agricultural operations on APN 128-097-013, including agricultural row crop production and the Mid Coast Cooling processor, from the Arctic Cold Agricultural Processor and Freezer Facility currently under construction on APN 128-097-012. The Tentative Parcel Map will split the legal lot into the two legal lots. Proposed Lot 1 will be a 40.65-acre parcel and proposed Lot 2 will be a 71.10-acre parcel. Existing development on proposed Lot 1 includes the 449,248 sf Arctic Cold Agricultural Processor and Freezer Facility and accessory buildings. Existing development on proposed Lot 2 includes the 52,000 sf Mid Coast Cooling facility and 5,600 sf Valley Farm Supply building.

The proposed project does not include grading or vegetation removal. Water service for proposed Lot 1 is provided by a permitted public water system supplied by two existing potable wells on site. Water service for proposed Lot 2 is provided by one existing potable well and one existing agricultural well on site. Wastewater treatment service for proposed Lot 1 is provided by an onsite wastewater treatment system and an onsite processing wastewater basin system. Wastewater treatment service for proposed Lot 2 is provided by an existing septic system. Access to proposed Lot 1 is provided by two driveways off East Betteravia Road. Access to proposed Lot 2 is provided by the existing driveway south of the intersection of Rosemary Lane and East Betteravia Road. The proposed project is located on a 111.75-acre lot, in the AG-II-40 Zone District, identified by Assessor's Parcel Numbers 128-097-012 and 128-097-013, and located at 1750 and 1780 East Betteravia Road in the Santa Maria area, Fourth Supervisorial District.

6.0 PROJECT ANALYSIS

6.1 Environmental Review

In accordance with State CEQA Guidelines Section 15164, a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions requiring a subsequent EIR have occurred. An Addendum (Attachment C) to the Environmental Impact Report, 21EIR-00000-00001, (Attachment D) was prepared for the proposed General Plan Amendment, Conditional Use Permit, Revised Development Plan, and Tentative Parcel Map. The proposed changes to the Arctic Cold Agricultural Processor and Freezer Facility are within the scope of the previously certified EIR. Modification to conditions of approval

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to facilitate those changes will not create new or more severe environmental impacts, and all applicable previously-implemented mitigations from the EIR (as modified by the current proposal) will remain in effect. The County Planning Commission shall consider the Addendum with the Final EIR as part of the decision on the proposed project.

6.2 Comprehensive Plan Consistency

REQUIREMENT DISCUSSION

ADEQUATE SERVICES

Land Use Element Development Policy 4: Prior to issuance of a development permit, the County shall make the finding, based on information provided by environmental documents, staff analysis, and the applicant, that adequate public or private services and resources (i.e., water, sewer, roads, etc.) are available to serve the proposed development. The applicant shall assume full responsibility for costs incurred in service extensions or improvements that are required as a result of the proposed project. Lack of available public or private services or resources shall be grounds for denial of the project or reduction in the density otherwise indicated in the land use plan.

Consistent: The proposed project is consistent with the policy requirement that adequate services are available to serve the proposed development, because the approved Arctic Cold Agricultural Processor and Freezer Facility will provide services that are sufficient to serve the proposed extensive agricultural processing use. Additionally, adequate services exist to serve the two proposed lots.

Adequate water, electrical and natural gas supplies, and public roadway capacity are available to serve the new use, new flag pole, and proposed Lot 1 and Lot 2. This new use will not require any additional demand for services beyond what was approved for the Arctic Cold Agricultural Processor and Freezer Facility in 2022. The project will not require a connection off-site wastewater conveyance treatment facilities, because wastewater from the proposed extensive agricultural processing will be treated and disposed of on-site in accordance with the previously approved Arctic Cold Agricultural Processor and Freezer Facility project, which was reviewed by County Environmental Health Services (EHS). Additionally, EHS reviewed the proposed project and had no further comments.

Water for the extensive agricultural processing use will be provided by water wells on proposed Lot 1. The wells will supply both

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	domestic and fire suppression purposes. The
	new extensive agricultural processing use will
	use approximately 200.6 acre-feet per year of
	water. Based on previous water usage for the
	row crops, there will be a net decrease in
	proposed water demand on the property due
	to the reduction in irrigated crops, as analyzed
	in FEIR Appendix I (Attachment D). Water for
	proposed Lot 1 will be provided by existing
	potable wells on site. Water service for
	proposed Lot 2 will be provided by one existing
	potable well and one existing agricultural well
	on site. The project site is located within the Santa Maria Valley Management Area
	(SMVMA) of the Santa Maria Groundwater
	Basin. The Santa Maria Groundwater Basin has
	been adjudicated and the California
	Department of Water Resources has not
	identified the Santa Maria Valley Groundwater
	Basin as a high priority, critically over drafted
	basin which must be managed to avoid
	significant adverse overdraft-related
	environmental, social, or economic impacts.
	As demonstrated by the Source Reduction and
	Solid Waste Management Plan (Attachment F),
	waste generated by the excessive agricultural
	processing use will be hauled offsite to an
	offsite composting facility. However, waste
	generated by the project will exceed the County's operational solid waste thresholds for
	operation and construction, even with feasible
	mitigation. As a result, operational and
	construction impacts related to solid waste will
	be significant and unavoidable. As conditioned
	on the Arctic Cold Agricultural Processor and
	Freezer Facility permit, solid waste may
	eventually be hauled to the proposed Santa
	Maria (Los Flores) Integrated Waste
	Management Facility project after the Santa
	Maria Regional Landfill is phased out and

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	closed. The project applicant submitted and obtained approval from EHS for a solid waste management plan.
	Access to Proposed Lot 1 is provided via two new 20-ftwide driveways on East Betteravia Road. Access to Proposed Lot 2 is provided via a driveway to the south of the intersection of East Betteravia Road and Rosemary Road. Fire protection will continue to be provided by Santa Barbara County Fire Department, and police protection will continue to be provided by the Santa Barbara County Sheriff's Department.
AGRICULTURAL	

Agricultural Element GOAL I.: Santa Barbara County shall assure and enhance the continuation of agriculture as a major viable production industry in Santa Barbara Country. Agriculture shall be encouraged. Where conditions allow, (taking into account environmental impacts) expansion and intensification shall be supported.

Agricultural Element, Policy I.A. The integrity of agricultural operations shall not be violated by recreational or other noncompatible uses.

Agricultural Element, Policy I.F: The quality and availability of water, air, and soil resources shall be protected through provisions including, but not limited to, the stability of Urban/Rural boundary lines, maintenance of buffer areas around agricultural areas, and the promotion of conservation practices.

Agricultural Element, Policy II.D: Conversion of highly productive agricultural lands whether urban or rural, shall be discouraged. The County shall support programs which encourage the

Consistent: The proposed project is consistent with applicable Agricultural Element Goals and policies, because the proposed project includes a request to allow extensive agricultural processing onsite, therefore enhancing the agricultural uses on-site. The proposed extensive processing will include pureeing fruits, adding sugars to the pureed fruits, pasteurizing the product, and filling 50-gallon drum containers with product before shipping to market clients, such as Smucker's.

Agricultural uses, including processing and cultivation, will continue on both of the two new proposed lots. Most of the highly productive soils on site will be retained for row crop cultivation. The proposed lot split and new extensive agricultural processing use will support both the continued use of the project site for 54 acres of viable row crops and provide supportive agricultural services within reasonable distance to farm users within the immediate area. The new extensive processing services for agricultural products will support local and regional agricultural use and

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lands.

REQUIREMENT

retention of highly productive agricultural

Agricultural Element, Goal V. Santa Barbara County shall allow areas and installations for those supportive activities needed as an integral part of the production and marketing process on and/or off the farm.

Agricultural Element, Policy V.B. Santa Barbara County should allow areas for supportive agricultural services within reasonable distance and access to the farm user.

DISCUSSION

production. No recreational or other non-compatible uses are proposed.

The Arctic Cold Agricultural Processor and Freezer Facility will serve existing agricultural uses both on-site and within the immediate area. Agricultural producers in the area can use the extensive agricultural processing to expand their agricultural production and maximize the capacity of existing acreage currently under production. In this way, the project will assist area growers to access additional and diverse markets in the region. The project will also provide increased occupational opportunities in the agricultural community. The project will not encourage the conversion of the surrounding agricultural land to other urban uses, because it will be compatible with and complementary to surrounding agricultural operations. No changes are proposed to the Urban/Rural boundary lines. The site is surrounded by agricultural uses and accessory uses, including other existing agricultural processing facilities such as Mid Coast Cooling on Proposed Lot 2 and Central City Cooling on the property adjacent and north of East Betteravia Road. Therefore, no agricultural buffers are maintained because there are no adjacent residential or incompatible uses. The new parcel on which Mid Coast Cooling and irrigated row crop cultivation are currently located will continue to be used for agricultural purposes. The new flag pole proposed in front of the Arctic Cold Agricultural Processor and Freezer Facility is accessory to the use and will not impact any of the agricultural uses onsite.

CIRCULATION

Policy Capacity Levels Roadway Standards:A project that would contribute ADTs to a roadway where the Estimated Future Volume

Consistent: The proposed extensive agricultural processing use is consistent with Policy Capacity Levels, because there will be no

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Element.

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does not exceed the policy capacity would be considered consistent with this section of this

Intersection Standards:

Projects contributing PHTs (peak hour trips) to intersections that operate at an Estimated Future Level of Service that is better than LOS C shall be found consistent with this section of this Element unless the project results in a change in V/C (volume/capacity) ratio greater than 0.20 for an intersection operating at LOS A or 0.15 for an intersection operating at LOS B.

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increase in number of employees or vehicle trips beyond the those analyzed for the Arctic Cold Agricultural Processor and Freezer Facility as approved in 2022. As discussed in the Issue Summary, the project was originally designed to accommodate the proposed extensive agricultural processing use. The Traffic and Circulation Study was conducted with assumptions that accounted for the number of employees proposed with the extensive processing uses such as milling, pureeing, and additives. As detailed in the Traffic and Circulation Study, the project will generate 454 ADT (32 AM peak hour trips and 81 PM peak hour trips) during non-harvest season and 1,642 ADT (67 AM peak hour trips and 341 PM peak hour trips) during harvest season. However, the additional trips will not exceed County of Santa Barbara or City of Santa Maria volume/capacity (V/C) or LOS standards.

The proposed Tentative Parcel Map is consistent with Policy Capacity Levels because there will be no change in circulation design, nor will there be an increase in the number of employees or vehicle trips beyond those analyzed for the Arctic Cold Agricultural Processor and Freezer Facility as approved in 2022.

Policy E.: A determination of project consistency with the standards and policies of this Element shall constitute a determination of project consistency with the Land Use Element's Land Use Development Policy #4 with regard to roadway and intersection capacity.

Consistent: The project is consistent with Land Use Development Policy 4 and Circulation Element Policy E, because the proposed extensive agricultural processing use will not result in a change in number of employees or vehicle trips. The proposed new use will be served adequately by the Arctic Cold Agricultural Processor and Freezer Facility frontage improvements on Betteravia Road, including two driveways to access the project site and the widening of the road to accommodate access to the project site via a

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	separate turn lanes in both east and west directions. The project will be adequately served by the existing roadways in conjunction with the frontage improvements.	
	The proposed Tentative Parcel Map is consistent with Policy Capacity Levels because there will be no change in circulation design, nor will there be an increase in the number of employees or vehicle trips beyond those analyzed for the Arctic Cold Agricultural Processor and Freezer Facility as approved in 2022.	
HAZARDOUS WASTE ELEMENT		
Policy 7: Degradation of the water quality of	Consistent: The proposed project is consistent	
groundwater basins, nearby streams, or	with the policy to prevent degradation of water	

Policy 7: Degradation of the water quality of groundwater basins, nearby streams, or wetlands shall not result from development of the site. Pollutants, such as chemicals, fuels, lubricants, raw sewage, and other harmful waste, shall not be discharged into or alongside coastal streams or wetlands either during or after construction.

quality, because the previously-approved Arctic Cold Agricultural Processor and Freezer Facility includes drainage and process wastewater basins that will prevent discharge of pollutants into water courses and the underlying groundwater basin. The basins will also facilitate groundwater recharge. The basin designs were reviewed and approved by the Regional Water Quality Control Board and County EHS staff. The scope of the proposed project does not include any new infrastructure.

The proposed Tentative Parcel Map is consistent with water quality policy because the previously-approved Arctic Cold Agricultural Processor and Freezer Facility includes Best Management Practices, including spill prevention and containment protocols during construction and operation.

NOISE

Noise Element Policy 1: In the planning of land use, 65dB Day-Night Average Sound Level should be regarded as the maximum exterior

Consistent: The proposed project is consistent with applicable policies and development standards related to noise exposure and

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noise exposure compatible with noise-sensitive uses unless noise mitigation features are included in the project design.

Policy 9: Noise level limits, applicable to new noise sources, should be incorporated into all commercial and industrial zoning districts and into conditional use permit requirements.

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attenuation. As discussed in the FEIR Addendum (Attachment C), the previously-approved project will not result in any changes with respect to the FEIR analysis of project impacts to noise. The scope of the proposed project does not include any new sources of noise.

VISUAL RESOURCES

Land Use Element Visual Resource Policy 2. In areas designated as rural on the land use plan maps, the height, scale, and design of structures shall be compatible with the of the surrounding character natural environment, except where technical requirements dictate otherwise. Structures shall be subordinate in appearance to natural landforms; shall be designed to follow the natural contours of the landscape; and shall be sited so as not to intrude into the skyline as seen from public viewing places.

Consistent: The proposed project is consistent visual resource policy regarding development in rural areas. There will be no new structural development, except the proposed 35-foot-tall flag pole. The flag pole will be located near the northwest corner of 57.5-ft-tall Arctic Cold Agricultural Processor and Freezer Facility (Attachment F, Plans). The flag pole will not exceed the height of the existing facility. Furthermore, the flag pole will be compatible with the character of the area because there is also a flag pole located on the agricultural processing facility (Central City Cooling) site to the north across East Betteravia Road.

6.3 Zoning: Land Use and Development Code Compliance

6.3.1 Compliance with Land Use and Development Code Requirements

Section 35.21.020.B – Purpose of the AG-II (Agricultural II) Zone. The AG-II Zone is applied to areas appropriate for agricultural land uses on prime and non-prime agricultural lands located within the Rural Area as shown on the Comprehensive Plan maps. The intent is to preserve these lands for long-term agricultural use.

Consistent: The Project is consistent with the purpose and intent of the AG-II Zone. As discussed in the policy consistency analysis for the Agricultural Element in Section 6.2, the proposed project meets the purpose and intent of the AG-II Zone District, because the proposed extensive processing agricultural use will not impair the long-term agricultural suitability and productivity

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of the subject property. The addition of the Agricultural Industry Overlay to the Proposed Lot 1 will support agricultural processing and agricultural production onsite as well as at operations within the region. Additionally, most of the highly productive soils on site will be retained for agricultural production. The proposed project supports the continued use of the project site for 54 acres of row crops. The proposed flag pole at the entrance of the Arctic Cold Agricultural Processor and Freezer Facility is accessory to and will not impact the agricultural use of the site. Lastly, the two new lots that will result from the proposed lot split will continue to be used for agricultural purposes.

35.21.050 – Agricultural Zones Development Standards – Setbacks

• Front: 50 feet from road centerline and 20 feet from edge of right-of-way

Side: No setback requiredRear: No setback required

Consistent: The proposed project consists of the addition of the Agricultural Industry Overlay in order to allow extensive agricultural processing, a lot split, and a new 35-ft.-tall flag pole. The only proposed changes to structural development include the new flag pole, which will be located near the entrance to the Arctic Cold Agricultural Processor and Freezer Facility approximately 117 feet from the nearest property line and will be outside of all setbacks.

35.21.050 – Agricultural Zones Development Standards – Height Limit: 35 ft for a residential structure, no limit otherwise.

Consistent: The Project complies with the height limit of the AG-II Zone. The only proposed structural development is a new 35-ft.-tall flag pole, which is not a residential structure and is consistent with this height limit standard.

35.42.040.B – Agricultural Processing Facility Standards

Development Standard No. B.1.a. The facility may be used for the sorting, cleaning, packing, freezing, milling, bottling and storage of horticultural and agricultural products (other than animals) grown on or off the premises preparatory to wholesale or the retail sale and/or shipment in their natural form or in a milled liquid form.

Consistent: The proposed project is consistent with this development standard, because it includes a request to add the Agricultural Industry Overlay to allow extensive agricultural processing uses, which includes milling, juicing, additives, and pasteurization. These uses are consistent with allowed agricultural processing methods. Specifically, the proposed extensive processing will include pureeing of fruits, adding sugars to the puree, pasteurizing the product and preparing the product (typically fruit preserves and jams) to be shipped in 50-gallon drum

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containers to clients such as Smucker's. The extensive processing equipment will include pureeing systems, mixers, and pasteurizer/sterilizer units.

Development Standard No. B.2. Additional agricultural processing facilities consisting of commercial and/or industrial development, structures, uses, and areas that are directly related to the processing, packaging, treatment and/or sale of agricultural, commodities, transportation facilities required to support agriculture or fertilizer manufacturing are allowed within the Rural Area as designated on the Comprehensive Plan maps and designated with the Agricultural Industry Overlay on the Comprehensive Plan maps, provided that a Development Plan is approved in compliance with Section 35.82.080 (Development Plans).

Consistent: The proposed extensive agricultural processing complies with this development standard, because the applicant is requesting a General Plan Amendment to add the Agricultural Industry Overlay to the site. The project site is located within the Rural Area as designated on the Comprehensive Plan maps. In addition and in compliance with this development standard, the applicant is requesting a Revised Development Plan (23RVP-00024) to add the proposed extensive agricultural processing use to the project description for the approved Development Plan (20DVP-00000-00006).

35.104.060 Findings Required for Approval of Amendments

An application for an Amendment to the Comprehensive Plan, Development Code or Zoning Map may be approved only if the review authority first makes all of the following findings, as applicable to the type of Amendment.

- A. Findings for Comprehensive Plan, Development Code and Zoning Map Amendments.
 - 1. The request is in the interests of the general community welfare.
 - 2. The request is consistent with the Comprehensive Plan, the requirements of the State planning and zoning laws, and this Development Code.
 - 3. The request is consistent with good zoning and planning practices.
- B. Additional finding for Comprehensive Plan Amendments
 - 1. If the request is for an amendment to the Comprehensive Plan, then the review authority shall also find that the request is deemed to be in the public interest.

Consistent: The proposed Agricultural Industry Overlay to Proposed Lot 1 will encourage the development of agricultural support services within close proximity of existing agricultural operations to provide particular and specific benefits which will advance the purposes and policies of the Agricultural Element. The Santa Maria Rural Region is appropriate for this type of development because it contains some of the most productive agricultural operations in the County. The application of the Agricultural Industry Overlay for the purpose of allowing extensive processing for agricultural products balances the County's goals, policies, and regulations. Therefore, the request is in the interests of the general community welfare, consistent with the Comprehensive Plan and State planning and zoning laws, consistent with good zoning and planning practices, and deemed to be in the public interest.

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6.4 Subdivision/Development Review Committee

The proposed extensive agricultural processing project and lot split (Case Nos. 22GPA-00000-00006, 22CUP-00000-00021, 23RVP-00024, and 23TPM-00002) was reviewed by the Subdivision/Development Review Committee (SDRC) on November 3, 2022. Conditions of Approval letters for the proposed extensive agricultural processing use and lot split were issued by the Air Pollution Control District, County EHS, County Public Works-Transportation, County Public Works - Water Resources Division, and the Santa Barbara County Fire Department (Attachment H).

7 APPEALS PROCEDURE

Comprehensive Plan amendments and associated discretionary permits recommended for approval or denial are automatically forwarded to the Board of Supervisors for final action, therefore no appeal is required.

ATTACHMENTS

- A. Findings
- B. Conditions of Approval
 - B-1. Conditions of Approval for Case No. 22CUP-00000-00021 (including Departmental Condition Letters)
 - B-2. Conditions of Approval for Case No. 23RVP-00024 (including Departmental Condition Letters)
 - B-3. Conditions of Approval for Case No. 23TPM-00002 (including Departmentl Conditions Letters)
- C. 15162 Letter
- D. EIR available online at https://www.countyofsb.org/798/Arctic-Cold-Agricultural-Freezer-Process
- E. Draft Ordinance / Resolution
- F. Project Plans

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ATTACHMENT A: FINDINGS

1.0 CEQA FINDINGS

Findings pursuant to Public Resources Code Section 21081 and the California Environmental Quality Act Guidelines Sections 15162 and 15164 that a previously-certified environmental impact report applies to proposed changes to the approved project.

1.1 ADDENDA TO THE ENVIRONMENTAL IMPACT REPORT

The County Planning Commission has considered the Addendum dated June 4, 2024, together with the previously certified EIR (Case No. 21EIR-00000-00001) for the Arctic Cold Agricultural Processor and Freezer Facility. The Addendum reflects the independent judgement of the County Planning Commission and has been completed in compliance with CEQA. The Addendum, together with the EIR 21EIR-00000-00001, is adequate for this proposal. On the basis of the whole record, including the Addendum, the previously certified CEQA document, and any public comments received, the County Planning Commission finds that the proposed project changes described in the Addendum will not create any new significant effects or a substantial increase in the severity of previously identified significant effects on the environment nor present new information of substantial importance pursuant to CEQA Guidelines Sections 15162 and 15164.

Please see Attachment C, 21EIR-00000-00001 Addendum, incorporated herein by reference.

1.2 LOCATION OF RECORD OF PROCEEDINGS

The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Secretary of the County Planning Commission of the Planning and Development Department located at 123 East Anapamu Street, Santa Barbara, CA 93101. The document is also available at: https://cosantabarbara.app.box.com/s/q97rv82305oyfnbdjhcyxrrdhu3dgkqy/folder/265852832844

1.3 ENVIRONMENTAL REPORTING AND MONITORING PROGRAM

Public Resources Code Section 21081.6 and CEQA Guidelines Section 15091(d) require the County to adopt a reporting or monitoring program for the changes to the project that it has adopted or made a condition of approval in order to avoid or substantially lessen significant effects on the environment. The approved project description and conditions of approval, with their corresponding permit monitoring requirements, are

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hereby adopted as the reporting and monitoring program for this project. The monitoring program is designed to ensure compliance during project implementation.

1.4 FINDINGS ADDRESSING ADDENDUM ISSUE AREAS

The Addendum prepared for the project addressed the following issues: air quality, biological resources, greenhouse gas emissions, hazards and hazardous materials, land use compatibility, noise, transportation/circulation and utilities and service systems. All other issue areas were determined to be unaffected by the proposed project. The Addendum dated June 4, 2024, incorporated herein by reference, finds that the previously certified EIR (21EIR-00000-00001), may be used to fulfill the environmental review requirements of the current project. Since none of the following have occurred, as discussed in Section 6.1 of the staff report to the Planning Commission dated June 4, 2024, incorporated herein by reference, no subsequent environmental review shall be prepared according to CEQA Guidelines section 15168(c) and 15162: there are no substantial changes proposed in the project which will require major revisions to the EIR; no substantial changes have occurred with respect to the circumstances under which the project is undertaken; and there is no new information of substantial importance showing any new or substantially more serve environmental impacts.

2.0 COMPREHENSIVE PLAN AMENDMENT FINDINGS

2.1 FINDINGS REQUIRED FOR APPROVAL OF AMENDMENTS (§35.104.060).

An application for an Amendment to the Comprehensive Plan, Development Code or Zoning Map may be approved only if the review authority first makes all of the following findings, as applicable to the type of Amendment.

A. Findings for Comprehensive Plan, Development Code and Zoning Map Amendments.

1. The request is in the interests of the general community welfare.

The County Planning Commission recommends that the Board of Supervisors find that the request is in the interests of the general community welfare. The Arctic Cold Extensive Agricultural Processing General Plan Amendment will apply the Agricultural Industry Overlay to the Proposed Lot 1 (APN 128-097-012). The Agricultural Element of the Comprehensive Plan encourages the development of agricultural support services within close proximity of existing agricultural operations to provide particular and specific benefits which will advance the purposes and policies of the Agricultural Element. The Santa Maria Rural Region is appropriate for this type of development because it contains some of the most productive agricultural operations in the County. As discussed in Section 6.2 of the staff report, dated June 4, 2024 and incorporated

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herein by reference, the application of the Agricultural Industry Overlay for the purpose of allowing extensive processing for agricultural products balances the County's goals, policies, and regulations. As such, the request is in the interests of the general community welfare as it will provide a source of agricultural support services, ultimately helping to meet County goals for agricultural production.

2. The request is consistent with the Comprehensive Plan, the requirements of the State planning and zoning laws, and this Development Code.

The County Planning Commission recommends that the Board of Supervisors find that the request is consistent with the Comprehensive Plan, the requirements of the State planning and zoning laws, and this Development Code (LUDC). As discussed in Section 6.2 of the staff report, dated June 4, 2024 and incorporated herein by reference, the proposed development will allow for agricultural support services in an area that contains productive agricultural operations, which aligns with the County's Comprehensive Plan goals and complies with LUDC requirements.

3. The request is consistent with good zoning and planning practices.

The County Planning Commission recommends that the Board of Supervisors find that the request is consistent with good zoning and planning practices. The project is consistent with local and state planning regulations, as discussed in Section 6.2 of the staff report, dated June 4, 2024 and incorporated herein by reference. Furthermore, the addition of the Agricultural Industry Overlay to include the 40.6-acre parcel is consistent with the intent of the overlay, which is to provide for agriculturally-related commercial and industrial uses in Rural Areas where appropriate. The approval of this Comprehensive Plan Amendment will result in further development of agricultural support services in a location that contains some of the largest agricultural operations in the County, and therefore is consistent with good zoning and planning practices.

- B. Additional finding for Comprehensive Plan Amendments.
- If the request is for an amendment to the Comprehensive Plan, then the review authority shall also find that the request is deemed to be in the public interest.

The County Planning Commission recommends that the Board of Supervisors find the request is deemed to be in the public interest. The Comprehensive Plan Amendment is in the interest of actively promoting and protecting the viability

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of agricultural operations in the immediate area and within the region. The project contributes to achieving these goals by reducing the costs and impacts of transporting agricultural products to areas outside the immediate area and region.

The Comprehensive Plan Amendment will allow for the use of extensive processing for agricultural products on 40.65 acres of land designated A-II and zoned AG-II-40 in the Rural Area of the Santa Maria Rural Region. As discussed in 21EIR-00000-00001, development of extensive processing for agricultural products would realize beneficial impacts to existing agricultural operations in the area and region. Development standards established in the County Land Use and Development Code, along with a discretionary permit process, are intended to reduce adverse impacts to environmental resources and services for projects such as this in the Santa Maria Rural Region.

3.0 ADMINISTRATIVE FINDINGS

3.1 CONDITIONAL USE PERMIT FINDINGS

- **3.1.1 Findings required for all Conditional Use Permits.** In compliance with Section 35.82.060.E.1 of the County Land Use and Development Code, prior to the approval or conditional approval of an application for a Major or Minor Conditional Use Permit the review authority shall first make all of the following findings:
 - That the site for the project is adequate in size, shape, location and physical characteristics to accommodate the type of use and level of development proposed.

The County Planning Commission recommends that the Board of Supervisors find that the project site is adequate in size, shape, location and physical characteristics to accommodate the proposed program and operational use changes. A Conditional Use Permit is required for the proposed extensive agricultural processing use (milling and bottling of products with additives), as specified in Table 2-1 under LUDC Section 35.21.030.E. The subject site is 40 acres in size and located on an agricultural property at 1750 East Betteravia Road. East Betteravia Road, agricultural fields, and the Central City Cooling (agricultural processing) facility border the site to the north; agricultural fields border the site to the east and west; and agricultural fields and the Mid Coast Cooling (agricultural processing) facility border the site to the south. As discussed in Sections 6.2 and 6.3 of this staff report, dated June 4, 2024 and incorporated herein by reference, no new structural development is included with the proposed CUP. The proposed extensive agricultural processing is consistent with the Land Use Development Code

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and Comprehensive Plan, which states that agricultural support services are compatible with existing agricultural operations. The proposed project will provide support services to existing onsite and offsite agricultural operations. The structure incorporates styles, colors, and scale compatible with the character of the surrounding development and no external changes are proposed for the facility.

2. Within the inland area, significant environmental impacts will be mitigated to the maximum extent feasible.

The County Planning Commission recommends that the Board of Supervisors find that adverse impacts will be mitigated to the maximum extent feasible. As discussed in Sections 6.2 and 6.3 of the staff report dated June 4, 2024, and incorporated herein by reference, revision of the previously approved 20DVP-00000-00006 will not cause any new adverse impacts that have not already been mitigated to the maximum extent feasible. Mitigation measures from the prior EIR, 21EIR-00000-00001, that remain applicable have been carried over to the current proposal to ensure that any project-related impacts will be reduced to the maximum extent feasible. In addition, as discussed in the Sections 6.2 and 6.3 of this staff report, dated June 4, 2024 and incorporated herein by reference, the project will apply the Agricultural Industry Overlay on a limited area within the Rural Area as designated on the Land Use Element Maps, allow an extensive agricultural processing use, split the lot into two lots, and construct a flag pole.

3. That streets and highways are adequate and properly designed to carry the type and quantity of traffic generated by the proposed use.

The County Planning Commission recommends that the Board of Supervisors find that streets and highways will be adequate and properly designed to carry the type and quantity of traffic generated by the proposed Conditional Use Permit. As discussed in Section 6.2 of the staff report dated June 4, 2024, and incorporated herein by reference; and as discussed in the Traffic, Parking and VMT Analysis (Attachment D of the staff report), the proposed project will not exceed any County volume/capacity, VMT or LOS thresholds. Additionally, there is no change to the circulation pattern as part of the project and the area roadways will continue to function within acceptable capacities.

4. That there will be adequate public services, including but not limited to fire protection, water supply, sewage disposal, and police protection to serve the project.

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The County Planning Commission recommends that the Board of Supervisors find that there will be adequate public services available to serve the project. As discussed in Section 6.2 of the staff report dated June 4, 2024, and incorporated herein by reference, the project is a request to apply the Agricultural Industry Overlay on a limited area within the Rural Area as designated on the Land Use Element Maps, allow an extensive agricultural processing use, split the lot into two lots, and construct a flag pole. The previously approved Arctic Cold Agricultural Processor and Freezer Facility already includes all of the required infrastructure. Additionally, Proposed Lots 1 and 2 of the Tentative Parcel Map will be served adequately by existing infrastructure. The project domestic and fire suppression water for Proposed Lot 1 will be served by a well via an approved non-community non-transient public water system. Existing domestic and agricultural wells will continue to serve Proposed Lot 2. The domestic wastewater for Proposed Lot 1 will be served by an onsite wastewater treatment system. An existing onsite wastewater treatment system will continue to serve Proposed Lot 2. The applicant will continue to implement a Solid Waste Management Plan for Arctic Cold Agricultural Processor and Freezer Facility construction and operations on Proposed Lot 2. The process wastewater on Proposed Lot 2 will be served by a process wastewater basin. Both proposed lots on the project site will continue to be served by the Santa Barbara County Fire Department and the Santa Barbara County Sheriff. Access to the site will be provided via driveways off East Betteravia Road.

5. That the project will not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood and will not be incompatible with the surrounding area.

The County Planning Commission recommends that the Board of Supervisors find that the project will not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood and will not be incompatible with the surrounding area. As discussed in Section 6.2 of the staff report, dated June 4, 2024, and incorporated herein by reference, the proposed project is compatible with the community's agricultural character because the addition of the extensive agricultural processing use (and associated application of the Agricultural Industry Overlay) will provide a support service to the existing agricultural industry in the immediate area. There will be no new environmental impacts and the proposed project is consistent with Comprehensive Plan policy and LUDC regulations.

6. The proposed project will comply with all applicable requirements of this Development Code and the Comprehensive Plan.

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The County Planning Commission recommends that the Board of Supervisors find that the proposed project complies with all applicable requirements of this Development Code and the Comprehensive Plan upon approval of the proposed Conditional Use Permit. As discussed in Sections 6.2 and 6.3 of this staff report, dated June 4, 2024, and incorporated herein by reference, the proposed Conditional Use Permit, as conditioned, is consistent with all applicable requirements of the LUDC and the Comprehensive Plan. Policies and development standards include those related to land use, provision of services, hillside and watershed protection, parks/recreation, visual resources, agricultural land use, circulation, energy, hazardous waste, noise, seismic/geology, and safety. The project conforms to all requirements of the Land Use Development Code, including the AG-II-40 Zone District standards.

7. Within Rural areas as designated on the Comprehensive Plan maps, the proposed use will be compatible with and subordinate to the rural and scenic character of the area.

The County Planning Commission recommends that the Board of Supervisors find that the proposed project is compatible and subordinate to the character of the project area. As described in Sections 6.2 and 6.3 of this staff report dated June 4, 2024, and incorporated herein by reference, the project site is located in a rural area that supports extensive areas of outdoor and supportive agricultural operations. The proposed extensive agricultural processing is located in an area that currently contains other agricultural processing and freezer operations. Mid Coast Cooling is located on Proposed Lot 2 and Central City Cooling is located on a property located immediately North across East Betteravia Road. The project will therefore not result in new development that will be incompatible with the character of the surrounding environment.

3.2 DEVELOPMENT PLAN FINDINGS

- **3.2.1** Findings required for a Revision to an Approved Development Plan. An application for an Amendment shall be approved or conditionally approved only if the Review Authority first makes all of the following findings:
 - That the findings required for approval of the Final Development Plan, including any environmental review findings made in compliance with the California Environmental Quality Act, that were previously made when the Final Development Plan was initially approved are still applicable to the project with the addition of the development proposed by the application for the Amendment.

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The County Planning Commission recommends that the Board of Supervisors find that the findings made for approval of 20DVP-00000-00006, including environmental review findings are still applicable to the project with the addition of development proposed. Approval of a Development Plan is required for a facility to be used for extensive agricultural processing, as specified in LUDC Section 35.42.040.B.2. As described in Sections 6.2 and 6.3 of this staff report dated June 4, 2024, and incorporated herein by reference, revision of the approved Development Plan will allow for construction of a flag pole adjacent to an approved structure. The flag pole structure will be a minor revision to the approved site plan and no new findings are required.

2. That the environmental impacts related to the development proposed by the application for the Amendment are determined to be substantially the same or less than those identified during the processing of the previously approved Final Development Plan.

The County Planning Commission recommends that the Board of Supervisors find that the environmental impacts related to the development proposed by the application for the Amendment are substantially the same or less than those identified during processing of the previously approved 20DVP-00000-00006. As described in Sections 6.2 and 6.3 of this staff report dated June 4, 2024, and incorporated herein by reference, revision of the approved Development Plan will allow for construction of a flag pole adjacent to an approved structure. No new environmental impacts have been identified as a result of the addition of a flag pole structure on Proposed Lot 2.

- **3.2.2 Findings required for all Development Plans.** In compliance with Subsection 35.82.080.E.1 of the County Land Use and Development Code, prior to the approval or conditional approval of an application for a Preliminary Development Plan or Final Development Plan the review authority shall first make all of the following findings, as applicable:
 - 1. The site of the proposed project is adequate in terms of location, physical characteristics, shape, and size to accommodate the density and intensity of development proposed.

The County Planning Commission recommends that the Board of Supervisors find that the proposed project is adequate in terms of location, physical characteristics, shape, and size to accommodate the density and intensity of development proposed. As discussed in Sections 6.2 and 6.3 of the staff report dated June 4, 2024, and incorporated herein by reference, revision of the previously approved 20DVP-00000-00006 will allow for construction of a flag pole adjacent to an approved structure. The proposed minor

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development will be within the approved development area on Proposed Lot 2 and will not result in an increase in density or intensity of development.

2. Adverse impacts will be mitigated to the maximum extent feasible.

The County Planning Commission recommends that the Board of Supervisors find that adverse impacts will be mitigated to the maximum extent feasible. As discussed in Sections 6.2 and 6.3 of the staff report dated June 4, 2024, and incorporated herein by reference, revision of the previously approved 20DVP-00000-00006 will not cause any new adverse impacts that have not already been mitigated to the maximum extent feasible.

3. Streets and highways will be adequate and properly designed to carry the type and quantity of traffic generated by the proposed use.

The County Planning Commission recommends that the Board of Supervisors find that streets and highways will be adequate and properly designed to carry the type and quantity of traffic generated by the proposed use. As discussed in Sections 6.2 and 6.3 of the staff report dated June 4, 2024, and incorporated herein by reference, and as discussed in the Traffic, Parking and VMT Analysis (Attachment D of the staff report), the proposed project will not exceed any County volume/capacity, VMT or LOS thresholds. Additionally, there is no change to the circulation pattern as part of the project and the area roadways will continue to function within acceptable capacities.

4. There will be adequate public services, including fire and police protection, sewage disposal, and water supply to serve the proposed project.

The County Planning Commission recommends that the Board of Supervisors find that there will be adequate public services, including fire and police protection, sewage disposal, and water supply to serve the proposed project. As discussed in Sections 6.2 and 6.3 of the staff report dated June 4, 2024, and incorporated herein by reference, the previously approved Arctic Cold Agricultural Processor and Freezer Facility already includes all of the required infrastructure. Additionally, Proposed Lots 1 and 2 of the Tentative Parcel Map will be served adequately by existing infrastructure. The project domestic and fire suppression water for Proposed Lot 1 will be served by a well via an approved non-community non-transient public water system. Existing domestic and agricultural wells will continue to serve Proposed Lot 2. The domestic wastewater for Proposed Lot 1 will be served by an onsite wastewater treatment system. An existing onsite wastewater treatment system will continue to serve Proposed Lot 2. The applicant will continue to

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implement a Solid Waste Management Plan for Arctic Cold Agricultural Processor and Freezer Facility construction and operations on Proposed Lot 2. The process wastewater on Proposed Lot 2 will be served by a process wastewater basin. Both proposed lots on the project site will continue to be served by the Santa Barbara County Fire Department and the Santa Barbara County Sheriff. Access to the site will be provided via driveways off East Betteravia Road.

5. The proposed project will not be detrimental to the comfort, convenience, general welfare, health, and safety of the neighborhood and will not be incompatible with the surrounding area.

The County Planning Commission recommends that the Board of Supervisors find that the project will not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood and will not be incompatible with the surrounding area. As discussed in Section 6.2 of the staff report, dated June 4, 2024, and incorporated herein by reference, the proposed project will be compatible with the community's agricultural character because the construction of a new flagpole and addition of the extensive agricultural processing use (and associated application of the Agricultural Industry Overlay) will provide a support service to the existing agricultural industry in the immediate area. There will be no new environmental impacts and the proposed project is consistent with Comprehensive Plan policy and LUDC regulations.

6. The proposed project will comply with all applicable requirements of this Development Code and the Comprehensive Plan.

The County Planning Commission recommends that the Board of Supervisors find that the proposed project complies with all applicable requirements of this Development Code and the Comprehensive Plan upon approval of the proposed revision to 20DVP-00000-00006. As discussed in Sections 6.2 and 6.3 of this staff report, dated June 4, 2024, and incorporated herein by reference, the proposed revision to 20DVP-00000-00006, as conditioned, is consistent with all applicable requirements of the LUDC and the Comprehensive Plan. Policies and development standards include those related to land use, provision of services, hillside and watershed protection, parks/recreation, visual resources, agricultural land use, circulation, energy, hazardous waste, noise, seismic/geology, and safety. The project conforms to all requirements of the Land Use Development Code, including the AG-II-40 Zone District standards.

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7. Within Rural areas as designated on the Comprehensive Plan maps, the use will be compatible with and subordinate to the agricultural, rural, and scenic character of the rural areas.

The County Planning Commission recommends that the Board of Supervisors find that the proposed project is compatible and subordinate to the character of the project area. As described in Sections 6.2 and 6.3 of this staff report dated June 4, 2024, and incorporated herein by reference, the project site is located in a rural area that supports extensive areas of outdoor and supportive agricultural operations. The proposed extensive agricultural processing is located in an area that currently contains other agricultural processing and freezer operations. Mid Coast Cooling is located on Proposed Lot 2 and Central City Cooling is located on a property located immediately North across East Betteravia Road. The project will not result in new development that will be incompatible with the character of the surrounding environment.

8. The project will not conflict with any easements required for public access through, or public use of a portion of the subject property.

The County Planning Commission recommends that the Board of Supervisors find that the proposed project will not conflict with public access easements. As discussed in Sections 6.2 and 6.3 of the staff report dated June 4, 2024, and incorporated herein by reference, the previously approved Arctic Cold Agricultural Processor and Freezer Facility already includes all of the required infrastructure. Additionally, Proposed Lots 1 and 2 of the Tentative Parcel Map will be served adequately by existing infrastructure. The Arctic Cold Agricultural Processor and Freezer project was conditioned to maintain public access to existing right-of-ways along East Betteravia Road. The project applicant provided a Preliminary Title Report containing all existing easements, including those granted to the County of Santa Barbara (for road and incidental purposes) and the City of Santa Maria (for water lines and incidental purposes). In addition, the Arctic Cold Agricultural Processor and Freezer project was conditioned to dedicate additional roadway easement along the south side of East Betteravia Road for the purpose of formalizing a half-width right-of-way.

3.3 TENTATIVE MAP FINDINGS

3.3.1 The following, among others, shall be cause for disapproval of a tentative map, including tentative parcel maps, but the tentative map may nevertheless be approved in spite of the existence of such conditions where circumstances warrant:

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1. Easements or rights-of-way along or across proposed county streets which are not expressly subordinated to street widening, realignment, or change of grade by an instrument in writing recorded, or capable of being recorded, in the office of the county recorder; provided, however, that the director of public works may approve such easements or rights-of-way without such subordinations. Easements or rights-of-way shall not be granted along or across proposed county streets before filing for record of the final subdivision map by the county recorder, unless the director of public works shall approve such grants. If the director of public works does not grant such approvals within fourteen days from the date they were requested, they shall be deemed to have been refused. Appeal from refusal of the director of public works to grant such approvals may be made in writing to the board of supervisors, which may overrule the director of public works and grant such requested approvals in whole or in part.

The County Planning Commission recommends that the Board of Supervisors find that the proposed project does not involve easements or rights-of-way which are not expressly subordinated to street widening, realignment, or change of grade (by an instrument in writing recorded, or capable of being recorded, in the office of the county recorder) along or across proposed County streets. As discussed in Sections 6.2 and 6.3 of the staff report dated June 4, 2024, and incorporated herein by reference, the previously approved Arctic Cold Agricultural Processor and Freezer Facility already includes all of the required infrastructure, including a right-of-way dedication along the south side of East Betteravia Road. Both parcels created by the proposed project will take access directly off of East Betteravia Road. No easements for access are required. Additionally, the Proposed Project was reviewed by the Public Works – Transportation Division, who confirmed it meets all of their requirements.

2. Lack of adequate width or improvement of access roads to the property; creation of a landlocked lot or parcel without frontage on a street or other approved ingress and egress from the street;

The County Planning Commission recommends that the Board of Supervisors find that the proposed project does not create a lack of adequate width, improvement of access roads to the property, or landlocked lot or parcel without frontage on a street or other approved ingress and egress from the street. As discussed in Sections 6.2 and 6.3 of the staff report dated June 4, 2024, and incorporated herein by reference, the previously approved Arctic Cold Agricultural Processor and Freezer Facility already includes all of the required infrastructure.

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3. Cuts or fills having such steep slopes or great heights as to be unsafe under the circumstances or unattractive to view;

The County Planning Commission recommends that the Board of Supervisors find that the proposed project will not involve grading of steep slopes. As discussed in Sections 6.2 and 6.3 of the staff report dated June 4, 2024, and incorporated herein by reference, the previously approved Arctic Cold Agricultural Processor and Freezer Facility already includes all of the required infrastructure and no grading is proposed as part of the project.

4. Grading or construction work on any proposed street or lot. Grading or construction work shall not be commenced prior to recordation of the final or parcel map without specific authority granted by and subject to conditions approved by the Board of Supervisors;

The County Planning Commission recommends that the Board of Supervisors find that the proposed project will not require grading or construction prior to recordation. As discussed in Sections 6.2 and 6.3 of the staff report dated June 4, 2024, and incorporated herein by reference, the previously approved Arctic Cold Agricultural Processor and Freezer Facility already includes all of the required infrastructure and no grading is proposed as part of the project.

5. Potential creation of hazard to life or property from floods, fire, or other catastrophe;

The County Planning Commission recommends that the Board of Supervisors find that the proposed project will not result in the potential creation of hazard to life or property from floods, fire, or other catastrophe. As discussed in Sections 6.2 and 6.3 of the staff report dated June 4, 2024, and incorporated herein by reference, potential hazards were already analyzed as part of the approved Arctic Cold Agricultural Processor and Freezer Facility and the approval of the tentative map to create two legal parcels for conveyance purposes will not create any hazard to life or property.

 Nonconformance with the County's Comprehensive Plan or with any alignment of a state highway officially approved or adopted by the state department of transportation;

The County Planning Commission recommends that the Board of Supervisors find that the proposed project is in conformance with the County Comprehensive Plan and with the alignment of existing state highways. As described in Section 6.2 of the staff report dated June 4, 2024, and incorporated herein by reference, the proposed project is consistent with all

applicable polices of the County Comprehensive Plan. The Project does not abut or take access off of any state highway and is not located within one mile of a state highway.

7. Creation of a lot or lots which have a ratio of depth to width in excess of 3 to 1;

The County Planning Commission recommends that the Board of Supervisors find that the proposed project will not create a lot with a ratio of depth to width in excess of 3 to 1. The proposed parcels will have ratios of approximately 1.2 to 1 and 1.4 to 1.

8. Subdivision designs with lots backing up to watercourses.

The County Planning Commission recommends that the Board of Supervisors find that the proposed project will not create parcels that back up to water courses because no water courses are present within the area or vicinity of the proposed project. The existing drainage ditch along the northern boundary of both proposed lots and along the eastern boundary of proposed lot 1 is manmade for the purpose of handling agricultural runoff; and does not constitute a natural water course.

3.3.2 A tentative map including tentative parcel map shall not be approved if the decisionmaker finds that the map design or improvement of the proposed subdivision is not consistent with this Chapter, the requirements of the State Subdivision Map Act, California Government Code Section 66410 et seq., the County's Comprehensive Plan, the applicable zoning ordinance, or other applicable County regulations.

The County Planning Commission recommends that the Board of Supervisors finds that the proposed project is consistent with the requirements of the State Subdivision Map Act, the County Comprehensive Plan, County Land Use and Development Code, and Chapter 21 of the County Code. As described in Sections 6.2 and 6.3 of the staff report dated June 4, 2024, and incorporated herein by reference, the proposed project is consistent with County policies and code requirements.

3.3.3 Prior to recordation of the final or parcel map, the subdivider shall furnish the following information to the Public Works Director, Flood Control Engineer, and Building Official:

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- 1. Complete plans and specifications, including elevations and grades, for any roads, culverts, drainage ways, bridges, or structures necessary for drainage, erosion control, traffic circulation, or public safety;
- 2. Any other information required by the conditional approval of the decisionmaker.

The County Planning Commission recommends that the Board of Supervisors find that the Applicant for the proposed project has provided all relevant and required information needed for the Board of Supervisors to make an informed decision to approve this map and proceed to recordation, subject to the Conditions of Approval, included as Attachment B to the staff report dated June 4, 2024, incorporated herein by reference. The Applicant furnished all requested information to the Public Works Director, Flood Control Engineer, and Building Official. Condition letters, included as Attachment B3 Condition No. 10 of the staff report dated June 4, 2024, were provided by the County departments, acknowledge the project's completeness, and provide all requirements prior to recordation of the map.

3.3.4 When submitting a tentative map for the subdivision of only a portion of a separate legal lot, the subdivider, unless otherwise directed by the Subdivision/Development Review Committee, shall submit a possible future development plan of remaining portions of the lot on a topographic map. This plan shall indicate a general layout of streets in dotted or dashed lines and shall be clearly labeled: "NOT A PART." Approval of the tentative map shall not constitute approval of the possible future development plan.

The County Planning Commission recommends that the Board of Supervisors find that the proposed Project is not a subdivision of only a portion of a separate legal lot, and therefore this finding does not apply.

3.4 SUBDIVISION MAP ACT FINDINGS

- **3.4.1 Findings for all Tentative Maps.** In compliance with the Subdivision Map Act, the review authority shall make the following findings for the Arctic Cold Tentative Parcel Map TPM 14,880, Case No. 23TPM-00002:
 - 1. State Government Code §66473.1. The design of the subdivision for which a tentative map is required pursuant to §66426 shall provide, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.

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The County Planning Commission recommends that the Board of Supervisors find that the design of the Tentative Parcel Map (TPM) 14,880 provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision. The setbacks for the AG-II-40 (Agricultural, 40-acre minimum parcel size) Zone District allow for sufficient area for future development to be sited and designed to take advantage of solar exposure for natural heat and light and prevailing winds for natural cooling effects. There is also sufficient northern, southern, eastern, and western exposure to allow for passive heating and cooling systems to be provided on the site.

2. State Government Code §66473.5. No local agency shall approve a tentative map, or a parcel map for which a tentative map was not required, unless the legislative body finds that the proposed subdivision, together with the provisions for its design and improvement is consistent with the general plan required by Article 5 (commencing with §65300) of Chapter 3 of Division 1 or any specific plan adopted pursuant to Article 8 (commencing with §65450) of Chapter 3 of Division 1.

The County Planning Commission recommends that the Board of Supervisors find that the proposed project is consistent with the policies of the Santa Barbara County Comprehensive Plan as discussed in Section 6.2 of the staff report dated June 4, 2024, incorporated herein by reference. The proposed project is consistent with all policies, including those related to land use, services, agriculture, and visual resources.

- 3. State Government Code §66474. The following findings shall be cause for disapproval of a Tentative Parcel Map/Tract Map:
 - a. The proposed map is not consistent with applicable general and specific plans as specified in §66451.

The County Planning Commission recommends that the Board of Supervisors find that the proposed project is consistent with the County Comprehensive Plan. As discussed in Section 6.2 of the staff report dated June 4, 2024, and incorporated herein by reference, the proposed project is consistent with the policies of the County Comprehensive Plan, including but not limited to, the Land Use Element, and Agricultural Element.

b. The design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.

The County Planning Commission recommends that the Board of Supervisors find that the design and improvements of the proposed subdivision are

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consistent with the County Comprehensive Plan. As discussed in Section 6.2 of the staff report dated June 4, 2024, and incorporated herein by reference, the proposed project is consistent with all applicable policies of the Comprehensive Plan.

c. The site is not physically suitable for the type of development proposed.

The County Planning Commission recommends that the Board of Supervisors find that the project site is physically suitable for the type of development proposed. The proposed project does not include any structural development, but the project site is suitable for the types of development allowed by the A-II-40 Land Use Designation and AG-II-40 Zone District. The project site is generally level and does not contain any sensitive biological resources, known cultural resources, or other constraints to the development of the two proposed lots. As discussed in Section 6.2 of the staff report dated June 4, 2024, and incorporated herein by reference, the project site also has access to all required services. The project site is suitable for the proposed subdivision and future development.

d. The site is not physically suited for the proposed density of development.

The County Planning Commission recommends that the Board of Supervisors find that the project site is physically suited for the proposed density of development. The proposed project does not include any physical development, and as discussed in Finding 3.4.1.3.c. above, the project site is physically suitable for development. Each lot is consistent with the LUDC requirements regarding lot size and will have adequate area for construction of future development.

e. The design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

The County Planning Commission recommends that the Board of Supervisors find that the design of the subdivision will not cause substantial environmental damage or substantially and avoidable injure fish or wildlife or their habitat. As discussed in Attachment C of the staff report dated June 4, 2024, and incorporated herein by reference, an Addendum to the Arctic Cold Agricultural Processor and Freezer Facility Environmental Impact Report ensures that all environmental impacts will be reduced to the maximum extent feasible. Additionally, the project site is not located in the vicinity of significant biological resources or water bodies.

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f. The design of the subdivision or type of improvements is likely to cause serious public health problems.

The County Planning Commission recommends that the Board of Supervisors find that the design of the subdivision will not cause serious public health problems. The proposed project consists of subdividing one 111.75- acre parcel into one 40.65-acre parcel and one 71.10-acre parcel; and does not include any structural development. As discussed in Section 6.2 of the staff report dated June 4, 2024, and incorporated herein by reference, the proposed project meets all requirements of the County Comprehensive Plan. Additionally, the proposed project was reviewed by the County Fire Department, Environmental Health Services, Public Works Department, and Air Pollution Control District, which all confirmed the proposed project meets their requirements. Some of these departments provided condition letters for the proposed project which are included as Condition No. 10 of Attachment B3 to the staff report dated June 4, 2024.

g. The design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

The County Planning Commission recommends that the Board of Supervisors find that the design of the subdivision will not conflict with any easements for access through or use of the proposed subdivision. As discussed in Sections 6.2 and 6.3 of the staff report dated June 4, 2024, and incorporated herein by reference, the previously approved Arctic Cold Agricultural Processor and Freezer Facility already includes all of the required infrastructure, including a right-of-way dedication along the south side of East Betteravia Road.

- 4. State Government Code §66474.4. The legislative body of a city or county shall deny approval of a tentative map, or a parcel map for which a tentative map was not required, if it finds that either the resulting parcels following a subdivision of that land would be too small to sustain their agricultural use or the subdivision will result in residential development not incidental to the commercial agricultural use of the land, and if the legislative body finds that the land is subject to any of the following:
 - a. A contract entered into pursuant to the California Land Conservation Act of 1965 (Chapter 7 (commencing with Section 51200) of Part 1 of Division 1 of Title 5), including an easement entered into pursuant to Section 51256.
 - An open-space easement entered into pursuant to the Open-Space Easement Act of 1974 (Chapter 6.6 (commencing with Section 51070) of Part 1 of Division 1 of Title 5).

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- c. An agricultural conservation easement entered into pursuant to Chapter 4 (commencing with Section 10260) of Division 10.2 of the Public Resources Code.
- d. A conservation easement entered into pursuant to Chapter 4 (commencing with Section 815) of Part 2 of Division 2 of the Civil Code.

The County Planning Commission recommends that the Board of Supervisors find that the proposed project will not result in detrimental impacts to agricultural uses and that the land is not subject to any of the above-listed conservation or open space easements. The project site is currently used for row crops and an existing agricultural processor (Mid State Cooling), and these uses will continue. The resulting properties will be large enough to sustain the agricultural use, and the subdivision will not result in residential development not incidental to the commercial agricultural use of the land. The project site is not subject to a Williamson Act contract, an open space easement, an agricultural conservation easement, or a conservation easement.

5. State Government Code §66474.6. The governing body of any local agency shall determine whether discharge of waste from the proposed subdivision into an existing community sewer system would result in violation of existing requirements prescribed by a California Regional Water Quality Control Board pursuant to Division 7 (commencing with §13000) of the Water Code.

The County Planning Commission recommends that the Board of Supervisors find that the proposed project will not contribute to or result in a violation of existing requirements prescribed by the California Regional Water Quality Control Board. The proposed project consists of a subdivision of one 111.75-acre parcel into one 40.65-acre parcel and one 71.10-acre parcel; and does not include any structural development. Additionally, any future development on the properties will require the use of private septic systems for wastewater rather than a community sewer system.

ATTACHMENT B-1: CONDITIONS OF APPROVAL

Project Description

1. Proj Des-01 Project Description: This Conditional Use Permit is based upon and limited to compliance with the project description, the hearing exhibits and all conditions of approval set forth below, including mitigation measures and specified plans and agreements included by reference, as well as all applicable County rules and regulations. The project description is as follows:

The proposed project includes a request for a Conditional Use Permit to allow extensive processing (e.g. The refinement or other processing of agricultural substantially change them from their raw form, which involves machinery, chemical reactions, and/or hazardous or highly odiferous materials products.), of agricultural products within the previously permitted 449,248 sf dry storage/warehousing Arctic Cold Agricultural Processor and Freezer Facility. proposed extensive processing use will occur within the northern 120,098 sf fruit processor portion of the 449,248 sf Arctic Cold Agricultural Processor and Freezer Facility. The existing operations in other areas of the Arctic Cold Agricultural Processor and Freezer Facility will not be modified as part of the proposed project. The proposed extensive processing uses will take place on the subject 40.65-acre lot in the AG-II-40 (Agriculture II) Zone District on APN 128-097-012.

The proposed project does not include grading or vegetation removal. Water service for the Arctic Cold Agricultural Processor and Freezer Facility is provided by a permitted public water system supplied by two existing potable wells on site. Wastewater treatment service for the Arctic Cold Agricultural Processor and Freezer Facility is provided by an onsite wastewater treatment system and an onsite processing wastewater basin system. Access to the Arctic Cold Agricultural Processor and Freezer Facility will be provided by two driveways off East Betteravia Road. The proposed project is located on a 40.65-acre lot, in the AG-II-40 Zone District, identified by Assessor's Parcel Number 128-097-012, and located at 1780 East Betteravia Road in the Santa Maria area, Fourth Supervisorial District.

deviations from the project description, exhibits or conditions reviewed and approved by the County for conformity with this approval. Deviations require approved changes to the permit and/or environmental review. Deviations without the above described approval constitute a violation of permit approval.

2. Proj Des-02 Project Conformity: The grading, development, use, and

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maintenance of the property, the size, shape, arrangement, and location of the areas and landscape areas, and structures, parking the protection preservation of resources shall conform to the project description above and the hearing exhibits and conditions of approval below. The property and any portions shall be sold, leased or financed in compliance with description and the approved hearing exhibits and conditions of approval thereto. All plans (such as Landscape and Tree Protection Plans) must be submitted for review and approval and shall be implemented as approved by the County.

Conditions By Issue Area

- 3. Special-Greenhouse Gas 1.1: The project applicant shall implement the Greenhouse Gas Reduction Program (GHGRP) that includes on-site GHG reduction measures to reduce the project's total remaining GHG emissions to 3.8 MT of CO2e per service person per year or less. Potential options include, but would not be limited to:
 - Supply 100 percent of electricity from renewable energy resources. Options include opting into PG&E's Solar Choice (opting to supply 100 percent of annual energy usage) Program or PG&E's Regional Renewable Choice (opting to supply 100 percent of annual energy usage) Program.
 - Implement a transportation demand program. Program measures may include free transit passes for employees, electric rideshare vehicles for employees, and construction of additional transit infrastructure at the project site.
 - Implement a zero waste program or other feasible waste-reduction measures such as composting waste food scraps from employee activities and food waste processing.
 - After implementation of feasible on-site GHG reduction measures, the project applicant may also implement one of, or a combination of, the following off-site measures to achieve up to 50 percent of the total necessary GHG emission:
 - Directly undertake or fund activities that reduce or sequester GHG emissions ("Direct Reduction Activities") and retire the associated "GHG Mitigation Reduction Credits." Α "GHG Mitigation Reduction Credit" must achieve emission reductions that are real, permanent, quantifiable, verifiable, enforceable, and in addition to any GHG emission reduction required by law or regulation or any other GHG emission reduction that otherwise would occur in accordance with the criteria set forth in the CARB's most recent Process for the Review and of Compliance Offset Protocols in Support of the Regulation (CARB 2013). An "Approved Registry" is an accredited carbon registry approved CARB Compliance Offset Protocols. As of Registries include American Carbon Registry, Climate Action and Verra (CARB 2018b). Credits from other sources shall not be allowed unless they are shown to be validated by protocols and methods equivalent to or more stringent than the CARB standards. If the project applicant chooses to meet some

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of the GHG reduction requirements through Direct Reduction Activities, the activities shall be implemented as feasible in order of County preference: (1) within the County of Santa Barbara; (2) within the SBCAPCD jurisdictional area; (3) within the State of California; then (4) elsewhere in the United States. In the event that a project or program providing GHG Mitigation Reduction Credits to the project applicant loses its accreditation, the project applicant shall comply with the rules and procedures of retiring GHG Mitigation Reduction Credits specific to the registry involved and shall undertake additional direct investments to recoup the loss.

List continued in GHG-1.2

4. Special-Greenhouse Gas 1.2: Continued from GHG-1.1.

- Obtain and retire "Carbon Offsets." "Carbon Offset" shall mean an instrument issued by an Approved Registry and shall represent the past reduction sequestration of 1 MT of CO2e achieved by a Direct Reduction Activity or any other GHG emission reduction project or activity that is not otherwise required (CEQA Guidelines Section 15126.4[c][3]). A "Carbon Offset" must achieve GHG emission reductions that are real, permanent, quantifiable, verifiable, enforceable, and in addition to any GHG emission reduction required by law or regulation or any other GHG emission reduction that otherwise would occur in accordance with the criteria set forth in the CARB's most recent Process for the Review and of Compliance Offset Protocols Support of the in Cap-and-Trade Regulation (CARB 2013). If the project applicant chooses to meet some of the GHG reduction requirements by purchasing offsets on an annual and permanent basis, the offsets shall be purchased according to the County of Santa Barbara's preference, which is, in order of County preference: (1) within the County of Santa Barbara; (2) within the SBCAPCD jurisdictional area; (3) within the State of California; then (4) elsewhere in the United States. In the event that a project or program providing offsets to the project applicant loses its accreditation, the project applicant shall comply with the rules and procedures of retiring offsets specific to the registry involved and shall purchase an equivalent number of credits to recoup the loss.
- No more than 50 percent of the project's total requisite emission reduction over the project's lifetime may be achieved through direct reduction activities and carbon offsets.

PLAN REQUIREMENTS: The GHGRP shall either reduce the project's emissions to 3.8 MT CO2e per service person per year or shall incorporate all feasible actions to reduce emissions associated with electricity demand, transportation, and waste generation and shall purchase 50 percent carbon offsets. Each emission reduction measure shall include a commitment enforceable by P&D.

TIMING: Prior to April 15 of each calendar year following the issuance of the

Zoning Clearance, the applicant shall provide P&D an annual GHG emissions report to verify whether the project has met the 3.8 MT threshold; and if the threshold is not met, the report shall describe the annual 50% offsite reduction obligation. The report shall also describe the necessary annual quantity of verified credits under the GHGRP. Every 5 years, the Applicant shall revaluate available and feasible GHG reduction measures and update the GHGRP to incorporate newly feasible measures as appropriate to the satisfaction of P&D (in consultation with the SBCAPCD) that will reduce project emissions to 3.8 MT CO2e per service person per year.

MONITORING: P&D compliance monitoring staff, in consultation with the confirm inclusion SBCAPCD, shall of the required GHG emission reduction measures into the project. Compliance with all components of the GHGRP shall be verified during construction and prior to issuance of a Certificate of Occupancy. The Applicant shall maintain all data and shall provide data to the County upon request. P&D compliance monitoring staff shall confirm inclusion of any feasible measures whenever the GHGRP is updated, within three months of any updates.

County Rules and Regulations

- 5. Rules-01 Effective Date-Not Appealable to CCC: This Conditional Use Permit shall become effective upon the date of the expiration of the applicable appeal period provided an appeal has not been filed. If an appeal has been filed, the planning permit shall not be deemed effective until final action by the final review authority on the appeal. No entitlement for the use or development shall be granted before the effective date of the planning permit. LUDC §35.82.020.
- 6. Rules-03 Additional Permits Required: The use and/or construction of any structures or improvements authorized by this approval shall not commence until the all necessary planning and building permits are obtained. Before any Permit will be issued by Planning and Development, the Owner/Applicant must obtain written clearance from all departments having conditions; such clearance shall indicate that the Owner/Applicant has satisfied all pre-construction conditions. A form for such clearance is available from Planning and Development.
- **7.** Rules-04 Additional Approvals Required: Approval of this Conditional Use Permit is subject to the County Board of Supervisors approving the required Comprehensive Plan Amendment.
- **8.** Rules-05 Acceptance of Conditions: The Owner/Applicant's acceptance of this permit and/or commencement of use, construction and/or operations under this permit shall be deemed acceptance of all conditions of this permit by the Owner/Applicant.
- 9. Rules-06 Recorded Map Required: Tentative Map 14,880 shall be recorded

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prior to issuance of any permits for approval of use.

- **10. Rules-08 Sale of Site:** The project site and any portions thereof shall be sold, leased or financed in compliance with the exhibit(s), project description and the conditions of approval including all related covenants and agreements.
- 11. Rules-12 CUP Expiration: The Owner/Applicant shall obtain the required Zoning Clearance within the 18 months following the effective date of this Conditional Use Permit. If the required Zoning Clearance is not issued within the 18 months following the effective date of this Conditional Use Permit, or within such extended period of time as may be authorized in compliance with Section 35.84.030 of the County Land Use Development Code, and an application for an extension has not been submitted to the Planning and Development Department, then Conditional Use Permit shall be considered void and of no further effect.
- 12. Rules-17 CUP-Void: This Conditional Use Permit shall become void be automatically revoked if the development and/or authorized use allowed by this Conditional Use Permit is discontinued for a period of more than 12 months, or within such extended period of time as may be authorized in compliance with Section 35.84.040 of the County Land Use and Development Code. use authorized bγ this Conditional Use Permit shall immediately cease upon expiration or revocation of this Conditional Use Permit. Any Zoning Clearance approved or issued pursuant to this Conditional Use Permit shall expire upon expiration or revocation of the Conditional Use Permit. Conditional Use Permit renewals must be applied for prior to expiration of the Conditional Use Permit. LUDC §35.82.060 & §35.84.060
- **13. Rules-18 CUP and DVP Revisions:** The approval by the Planning Commission of a revised Conditional Use Permit shall automatically supersede any previously approved Conditional Use Permit upon the effective date of the revised permit.
- **14. Rules-20 Revisions to Related Plans:** The Owner/Applicant shall request a revision for any proposed changes to approved plans. Substantial conformity shall be determined by the Director of P&D.
- **15. Rules-21 CUP Revisions-Change of Use:** Any change of use in the proposed structure shall be subject to appropriate environmental analysis and review by the County including Building Code compliance.
- 16. Rules-22 Leased Facilities: The Operator Owner responsible for and are complying with all conditions of approval contained in this Conditional Use zoning violations concerning the installation, operation, abandonment of the facility are the responsibility of the Owner and the Operator.
- **17. Rules-23 Processing Fees Required:** Prior to issuance of Zoning Clearance, the Owner/Applicant shall pay all applicable P&D permit processing fees in full as required by County ordinances and resolutions.

- 18. Rules-25 Signed Agreement to Comply:

 Prior to issuance of Zoning Clearance, the Owner/Applicant shall provide evidence that they have recorded a signed Agreement to Comply with Conditions that specifies that the Owner of the property agrees to comply with the project description, approved exhibits and all conditions of approval. Form may be obtained from the P&D office. Owners of lots resulting from this land division shall record such agreements prior to Issuance of Zoning Clearance for future development.
- **19. Rules-29 Other Dept Conditions:** Compliance with Departmental/Division letters required as follows:
 - 1. Santa Barbara County Air Pollution Control District dated May 31, 2024;
 - 2. Community Services District Parks Division dated May 8, 2024;
 - 3. Public Works Water Resources Division dated May 31, 2023;
 - 4. Public Works Flood Control Division dated November 3, 2022;
 - 5. Public Works Surveyor dated June 8, 2023.
- 20. Rules-31 Mitigation Monitoring Required: The Owner/Applicant shall ensure that the project complies with all approved plans and all project conditions including those which must be monitored after the project is built and occupied. To accomplish this, the Owner/Applicant shall:
 - a. Contact P&D compliance staff as soon as possible after project approval to provide the name and phone number of the future contact person for the project and give estimated dates for future project activities;
 - b. Sign a separate updated Agreement to Pay (if applicable due to new owner) for compliance monitoring costs (Case No. 22PMC-00000-00027) prior to authorized by ordinance and fee Zoning Clearance, as schedules. Compliance monitoring costs will be invoiced monthly and may include costs for P&D to hire and manage outside consultants when deemed necessary by P&D staff non-compliance situations, special monitoring needed for sensitive areas including but not limited to biologists, archaeologists) to assess damage and/or ensure Owner/Applicant shall comply P&D compliance. In such cases, the with to bring the project into compliance. The decision of the recommendations Director of P&D shall be final in the event of a dispute. Monthly invoices shall be paid by the due date noted on the invoice;
 - c. Note the following on each page of building plans "This project is subject to Mitigation and Condition Compliance Monitoring and Reporting. All aspects of project construction shall adhere to the approved plans, notes, and conditions of approval, and Mitigation Measures from Environmental Impact Report SCH# 2020100453/Case No. 20EIR-00000-00001;
 - d. Contact P&D compliance staff at least two weeks prior to commencement of construction activities to schedule an on-site pre-construction meeting to be led by P&D Compliance Monitoring staff and attended by all parties deemed necessary by P&D, including the permit issuing planner, grading and/or building

Page B-1 - 7

inspectors, other agency staff, and key construction personnel: contractors, sub-contractors and contracted monitors among others.

- 21. Rules-33 Indemnity and Separation: The Owner/Applicant shall defend, indemnify and hold harmless the County or its agents or officers and employees from any claim, action or proceeding against the County or its agents, officers or employees, to attack, set aside, void, or annul, in whole or in part, the County's approval of this project.
- 22. Rules-37 Time Extensions-All Projects: The Owner / Applicant may request a time extension prior to the expiration of the permit or entitlement for The review authority with jurisdiction over the project may, upon development. good cause shown, grant a time extension in compliance with County rules and include regulations, which reflecting changed circumstances If the Owner / Applicant requests a time extension for this compliance with CEQA. permit may be revised to include updated language to conditions and/or mitigation measures and additional conditions and/or mitigation measures which reflect changed circumstances or additional identified project impacts.



May 31, 2024

Steve Conner Santa Barbara County Planning and Development 123 E. Anapamu Street Santa Barbara, CA 93101

Sent Via Email: conners@countyofsb.org

Re: Santa Barbara County Air Pollution Control District Comments on the Arctic Cold Industrial Ag Overlay Project, 22GPA-00006, 22CUP-00021, 23RVP-00024, and 23TPM-00024

Dear Steve Conner:

The Santa Barbara County Air Pollution Control District (District) has reviewed the referenced project, which consists of a General Plan Amendment, Conditional Use Permit, Revised Development Plan, and Tentative Parcel Map to allow for a new extensive agricultural processing, packaging, treatment, and/or sale of agricultural commodities. Additionally, the project will allow the creation of a fee title structure that will permit the applicant to convey one portion of the property to the Arctic Cold Processor and Freezer Facility operator. The addition of an agricultural industry overlay on the Arctic Cold site would specifically allow for pureeing of berries that would result in a use of sugars, change in ambient temperature, or produce a chemical reaction. No changes are proposed to the development footprint or structure approved under 20DVP-00006 and 20CUP-00005. The proposed project is located on a 111.8-acre site, zoned AG-II-40, identified by Assessor's Parcel Numbers 128-097-001and 128-097-002, and located at 1750 East Betteravia Road in the unincorporated Santa Maria area.

The District has the following comment on the referenced project:

1. Based on the District's review of the proposed project and understanding that the chemical additives and heat transfer to be used in the pureeing process are limited to sugar and the use of permitted boilers, the requested changes to the approved project (i.e. more intensive processing operations at the facility to allow for purees of raw berry produce) are exempt from District permit pursuant to District Rule 202.A. The District has no additional conditions on the proposed project. Please reference the attached letter dated August 30, 2021 for suggested conditions related to 20DVP-00003 and 20CUP-00005.

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 979-8302 or via email at wongb@sbcapcd.org.

Sincerely,

Bryan Wong, Air Quality Specialist Planning Division

Attachments: 08-30-21 Arctic Cold Condition Letter

cc: William Sarraf, District Engineering Supervisor [email only]

Planning Chron File

Permitted Sources File SSID 11591/FID 11823

Aeron Arlin Genet, Air Pollution Control Officer





August 30, 2021

Holly Owen Santa Barbara County Planning and Development 624 W. Foster Road Santa Maria, CA 93455

Email Only: howen@co.santa-barbara.ca.us

Re: Santa Barbara County Air Pollution Control District Suggested Conditions for the Arctic Cold Agricultural Processor and Freezer Project, 20DVP-00000-00003, 20CUP-00000-00005

Dear Holly Owen:

The Santa Barbara County Air Pollution Control District (District) has reviewed the referenced project, which consists of the construction and operation of a 449,248 square foot (SF) freezer and processor facility. The 127,546 SF processor section includes a cooler, canopy, and areas for dry storage, warehousing, processing, administration, and maintenance. The processor will receive strawberries from local flatbed trucks and refrigerated trucks from California and Baja and inspect, sort, process, and package the berries. The 321,702 SF freezer section includes a freezer, blast freezer, dock, administrative area, and mechanical area. The freezer will function as a cold distribution warehouse where product is received on temperature-controlled docks, placed in blast freezers or sent to cold storage, and eventually shipped throughout the United States. The project is expected to generate 454 average daily trips (ADT) during the non-harvest season including 148 truck trips and 1,642 ADT during the peak harvest season including 396 truck trips. Proposed combustion equipment includes a 351 horsepower (hp) diesel fire pump, four 100 hp Miura low-NO_x boilers, one 300 hp Miura low-NO_x boiler, and four propane forklifts. Excavation for construction of the project will require 64,876 cubic yards (cy) of cut and 50,311 cy of fill. The subject property, two parcels totaling 108.76 acres, is zoned AG-II-40, identified in the Assessor Parcel Map Book as APNs 128-097-001 and -002, and is located at 1750 East Betteravia Road in the unincorporated Santa Maria area.

The District advises that mitigation measures listed in the Final Environmental Impact Report (EIR) to reduce air quality and greenhouse gas impacts should be enforced as conditions of approval for the project. Mitigation measures for which the District has jurisdiction will be incorporated into the Districtrequired permits and enforced through permit compliance.

The proposed project is subject to the following regulatory requirements that should be included as conditions of approval in the applicable land use permit:

1. The proposed project includes operations subject to District permitting requirements, rules, and regulations, therefore the project will be required to obtain an Authority to Construct (ATC) permit from the District prior to building permit issuance. Proof of receipt of the required District permits shall be submitted by the applicant to planning staff. Advisories: (1) Since the project has the potential to emit toxic or hazardous air pollutants, the project is required to prepare a Health Risk Assessment (HRA) as part of District permit issuance to determine the potential level of risk associated with their operations. The District's August 13, 2021 comment

letter on the Draft EIR provided several recommended updates to the project's HRA. The HRA should be revised accordingly in order for the District to rely on the HRA for CEQA responsible agency purposes. (2) The District permit process can take several months. To avoid delay, the applicant is encouraged to submit their Authority to Construct permit application to the District as soon as possible, see www.ourair.org/permit-applications/ to download the necessary permit application(s).

- All portable diesel-fired construction engines rated at 50 brake horsepower or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or District permits prior to grading/building permit issuance. Construction engines with PERP certificates are exempt from the District permit, provided they will be on-site for less than 12 months.
- 3. The application of architectural coatings, such as paints, primers, and sealers that are applied to buildings or stationary structures, shall comply with District Rule 323.1, *Architectural Coatings* that places limits on the VOC-content of coating products.
- 4. Asphalt paving activities shall comply with District Rule 329, *Cutback and Emulsified Asphalt Paving Materials*.
- 5. Boilers, steam generators, and process heaters with rated heat inputs greater than or equal to 5 million British thermal units per hour (Btu/hr) used in all industrial, institutional, and commercial operations must comply with emission limits and requirements of District Rule 342. Please see www.ourair.org/wp-content/uploads/rule342.pdf for more information.
- 6. Construction activities are subject to District Rule 345, Control of Fugitive Dust from Construction and Demolition Activities. This rule establishes limits on the generation of visible fugitive dust emissions at demolition and construction sites, includes measures for minimizing fugitive dust from on-site activities, and from trucks moving on- and off-site. Please see www.ourair.org/wp-content/uploads/rule345.pdf. Activities subject to Rule 345 are also subject to Rule 302 (Visible Emissions) and Rule 303 (Nuisance).
- 7. Natural gas-fired fan-type central furnaces with a rated heat input capacity of less than 175,000 British thermal units per hour (Btu/hr) and water heaters rated below 75,000 Btu/hr must comply with the emission limits and certification requirements of District Rule 352. Please see www.ourair.org/wp-content/uploads/rule352.pdf for more information.
- 8. Boilers, water heaters, and process heaters rated between 75,000 and 2.0 million British thermal units per hour (Btu/hr) must comply with the emission limits and certification requirements of District Rule 360. Note: Units fired on fuel(s) other than natural gas still need to be certified under Rule 360. Please see www.ourair.org/wp-content/uploads/rule360.pdf for more information.
- Boilers, water heaters, and process heaters rated between 2 million to 5 million British thermal
 units per hour (Btu/hr) must comply with the emission limits and certification requirements of
 District Rule 361. Please see www.ourair.org/wp-content/uploads/Rule361.pdf for more
 information.
- 10. At all times, idling of heavy-duty diesel trucks should be minimized; auxiliary power units should be used whenever possible. State law requires that:

- Drivers of diesel-fueled commercial vehicles shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location.
- Drivers of diesel-fueled commercial vehicles shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle. Trucks with 2007 or newer model year engines must meet additional requirements (verified clean APS label required).
- See www.arb.ca.gov/noidle for more information.
- 11. If contaminated soils are found at the project site, the District must be contacted to determine if Authority to Construct and/or Permit to Operate permits will be required. District permits are required for all soil vapor extraction activities. District permits are also required for the excavation ("dig-and-haul") of more than 1,000 cubic yards of contaminated soil.

In addition, the District recommends that the following <u>best practices</u> be considered for inclusion as conditions of approval, in the interest of reducing emissions of criteria air pollutants, toxic air contaminants, greenhouse gases, dust, and odors:

- 12. To reduce the potential for violations of District Rule 345 (Control of Fugitive Dust from Construction and Demolition Activities), Rule 302 (Visible Emissions), and Rule 303 (Nuisance), standard dust mitigations (Attachment A) are recommended for all construction and/or grading activities. The name and telephone number of an on-site contact person must be provided to the District prior to grading/building permit issuance.
- 13. The State of California considers particulate matter emitted by diesel engines carcinogenic. Therefore, during project grading, construction, and hauling, construction contracts must specify that contractors shall adhere to the requirements listed in **Attachment B** to reduce emissions of particulate matter (as well as of ozone precursors) from diesel equipment. Recommended measures should be implemented to the maximum extent feasible. Prior to grading/building permit issuance and/or map recordation, all requirements shall be shown as conditions of approval on grading/building plans, and/or on a separate sheet to be recorded with the map. Conditions shall be adhered to throughout all grading and construction periods. The contractor shall retain the Certificate of Compliance for CARB's In-Use Regulation for Off-Road Diesel Vehicles onsite and have it available for inspection.
- 14. To reduce diesel particulate emissions and associated heath risk from the use of transportation refrigeration units (TRUs) at the facility, the District recommends that:
 - All loading/unloading docks and trailer spaces are equipped with electrical hookups for trucks with TRUs or auxiliary power units. TRUs entering the project site should be plug-in capable to the maximum extent feasible.
 - Use of zero-emission refrigeration technology such as all-electric plug-in TRUs, hydrogen fuel cell transport refrigeration, and cryogenic transport refrigeration are encouraged.
 - Onsite TRU diesel engine runtime is limited to no longer than 15 minutes.
- 15. At a minimum, the project should be designed and operated to minimize GHG emissions. Some potential measures include, but are not limited to:
 - Incorporate high efficiency process equipment
 - Reduction in vehicle trips from haul vehicles

- Utilization of a truck fleet with the newest/cleanest possible vehicles including zeroemission and alternatively fueled vehicles and the infrastructure to support them
- Consideration of onsite renewable energy generation

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 961-8878 or via email at WaddingtonE@sbcapcd.org.

Sincerely,

Emily Waddington Air Quality Specialist

Planning Division

Attachments: Fugitive Dust Control Measures

Diesel Particulate and NO_x Emission Measures

cc: Steve Connor, Rincon Consultants Chris Bersbach, Rincon Consultants

> David Harris, Manager, District Engineering Division William Sarraf, Supervisor, District Engineering Division

Planning Chron File



ATTACHMENT A FUGITIVE DUST CONTROL MEASURES

These measures are required for all projects involving earthmoving activities regardless of the project size or duration. Projects are expected to manage fugitive dust emissions such that emissions do not exceed APCD's visible emissions limit (APCD Rule 302), create a public nuisance (APCD Rule 303), and are in compliance with the APCD's requirements and standards for visible dust (APCD Rule 345).

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

<u>PLAN REQUIREMENTS</u>: All requirements shall be shown on grading and building plans and/or as a separate information sheet listing the conditions of approval to be recorded with the map. **Timing**: Requirements shall be shown on plans prior to grading/building permit issuance and/or recorded with the map during map recordation. Conditions shall be adhered to throughout all grading and construction periods.

MONITORING: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.



ATTACHMENT B DIESEL PARTICULATE AND NO_x EMISSION REDUCTION MEASURES

Particulate emissions from diesel exhaust are classified as carcinogenic by the state of California. The following is a list of regulatory requirements and control strategies that should be implemented to the maximum extent feasible.

The following measures are required by state law:

- All portable diesel-powered construction equipment greater than 50 brake horsepower (bhp) shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- Fleet owners of diesel-powered mobile construction equipment greater than 25 hp are subject to the California Air Resource Board (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulation (Title 13, California Code of Regulations (CCR), §2449), the purpose of which is to reduce oxides of nitrogen (NOx), diesel particulate matter (DPM), and other criteria pollutant emissions from in-use off-road diesel-fueled vehicles. Off-road heavy-duty trucks shall comply with the State Off-Road Regulation. For more information, see www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.
- Fleet owners of diesel-fueled heavy-duty trucks and buses are subject to CARB's On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation (Title 13, CCR, §2025), the purpose of which is to reduce DPM, NOx and other criteria pollutants from in-use (on-road) diesel-fueled vehicles. For more information, see www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.
- All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 13, CCR, §2449(d)(3) and §2485, limiting engine idling time. Off-road vehicles subject to the State Off-Road Regulation are limited to idling no more than five minutes. Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes, unless the truck engine meets the optional low-NOx idling emission standard, the truck is labeled with a clean-idle sticker, and it is not operating within 100 feet of a restricted area.

The following measures are recommended:

- Diesel equipment meeting the CARB Tier 3 or higher emission standards for off-road heavy-duty diesel engines should be used to the maximum extent feasible.
- On-road heavy-duty equipment with model year 2010 engines or newer should be used to the maximum extent feasible.
- Diesel powered equipment should be replaced by electric equipment whenever feasible. Electric auxiliary power units should be used to the maximum extent feasible.
- Equipment/vehicles using alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, should be used on-site where feasible.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- All construction equipment shall be maintained in tune per the manufacturer's specifications.
- The engine size of construction equipment shall be the minimum practical size.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.
- Construction truck trips should be scheduled during non-peak hours to reduce peak hour emissions whenever feasible.
- Proposed truck routes should minimize to the extent feasible impacts to residential communities and sensitive receptors.
- Construction staging areas should be located away from sensitive receptors such that exhaust and other construction emissions do not enter the fresh air intakes to buildings, air conditioners, and windows.

<u>PLAN REQUIREMENTS AND TIMING</u>: Prior to grading/building permit issuance and/or map recordation, all requirements shall be shown as conditions of approval on grading/building plans, and/or on a separate sheet to be recorded with the map. Conditions shall be adhered to throughout all grading and construction periods. The contractor shall retain the Certificate of Compliance for CARB's In-Use Regulation for Off-Road Diesel Vehicles onsite and have it available for inspection.

MONITORING: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.



Jesús Armas, Director, Community Services
Andrew Myung, Deputy Director, Administration & Chief Financial Officer
Joe Dzvonik, Deputy Director, Housing & Community Development
Jeff Lindgren, Deputy Director, Parks Division
Ashley Watkins, Division Chief, Sustainability & Libraries Division
Sarah York Rubin, Executive Director, Office of Arts & Culture



May 8, 2024

TO: Steve Conner, Planner

Planning & Development

FROM: Ryan Cooksey, Parks Planner

RE: 23TPM-00002, Arctic Cold TPM, TPM 14,880, APN 141-111-078

County Parks recommends the following condition(s) to the approval of the above referenced project:

1) Pursuant to the provisions of Santa Barbara County Ordinance 4317 (Quimby Ordinance) and the appurtenant fee resolution for the recreational demand area, the applicant will be required to pay a fee for each generated lot. The purpose of the fee is to provide park and recreational facilities within the recreational demand area.

Based on the current fee schedule, the total fee for the proposed project would be \$1,548 (\$1,548 per lot x 1 lot). Fees are due prior to final map recordation. The actual fee shall be based on the fee schedule in effect when payment is made. Fee schedules are subject to adjustment on an annual basis. This office will not accept nor process a payment prior to expiration of the appeal period following project approval by the decision maker.

Fees are payable to the COUNTY OF SANTA BARBARA, and may be paid in person or mailed to: Santa Barbara County Parks Administration, 123 East Anapamu St., 2nd floor, Santa Barbara CA 93101.

cc: Jesús Armas, Community Services Department Director



Santa Barbara County Public Works Department Water Resources Division

Flood Control & Water Agency & Project Clean Water 130 E. Victoria Street, Suite 200, Santa Barbara, CA 93101 PH (805) 568-3440 FAX (805) 568-3434 https://www.countyofsb.org/189/Water-Resources

SCOTT D. MCGOLPIN
Director Public Works

WALTER RUBALCAVA

Deputy Director Water Resources

May 31st, 2023

Steve Conner, Planner County of Santa Barbara, Planning & Development Department 123 E. Anapamu St. Santa Barbara, CA 93101

Re: 23TPM-00002; Arctic Cold/AFM TPM APN: 128-097-001; Santa Maria

Dear Mr. Conner:

The Public Works Department Water Resources Division has the following conditions for proposed project to allow a tentative parcel Map

No development is proposed with this tentative map approval mechanism. At the time that each or the combined lots approach the County for development, the applicants may be required to comply with Flood Control District and/or Project Clean Water regulations.

Conditions from the Public Works, Water Resources Division:

A. Flood Control & Water Conservation District

Add the following Flood Control District language to the Information Sheet on the Tentative Map, or record as a separate instrument and provide proof of recordation to the District:

EACH PARCEL SHALL MITIGATE STORM WATER PEAK RUNOFF RATES FOR THE 2-100 YEAR STORM EVENTS PER THE FLOOD CONTROL DISTRICT STANDARD CONDITIONS.

EACH PARCEL SHALL EXECUTE A PRIVATE DETENTION SYSTEM MAINTENANCE AGREEMENT.

BECAUSE NO PRIVATE CROSS-LOT DRAINAGE EASEMENTS ARE PROPOSED OR PROVIDED, POST-DEVELOPMENT STORM RUNOFF CHARACTERISTICS (DISCHARGE PEAKS, POINT OF CONCENTRATION) SHALL NOT CHANGE COMPARED TO PRE-DEVELOPMENT STORM RUNOFF CHARACTERISTICS

B. Project Clean Water

Add the following Project Clean Water language to the Information Sheet on the Tentative Map, or provide as a separate document that must be recorded at the same time as the map recordation:

AT THE TIME OF INDIVIDUAL OR COMBINED LOT DEVELOPMENT, EACH PARCEL MAY BE REQUIRED TO SUBMIT A STORMWATER CONTROL PLAN FOR REVIEW, TOGETHER WITH A PLAN CHECK DEPOSIT TO COVER PLAN CHECK COSTS.

23TPM-00002; Arctic Cold/AFM TPM May 31, 2023 Page 2 of 2

Sincerely,

SANTA BARBARA COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT

By:

Katrina Brunasso
Engineering Technician II | Development Review kbrunasso@countyofsb.org | (805)568-3267

Cc: Mark Llyod, 3 W. Carrillo St. Suite 205, Santa Barbara CA, 93101 AFP, LLC, PO Box 1862, Santa Maria CA 93456 Frank Maldonado, 1750 E. Betteravia, Santa Maria, CA 93454

Conner, Steve

From: Zemjanis, Aurora

Sent: Thursday, November 3, 2022 12:35 PM

To: Conner, Steve

Cc:DAVID SWENK; Bandurraga, Mark; Brunasso, KatrinaSubject:RE: SDRC | 22GPA-00006, 22CUP-00021 Arctic Cold

22GPA-00000-00006/22CUP-00000-00021 | Arctic Cold Industrial AG Overlay APN: 128-097-001, -002 | 1750 East Betteravia Road, Santa Maria

Thank you, Conner. Please accept this email as a "no-conditions letter" for the subject project.

The Flood Control District does not have any conditions for this revision as no new development is proposed as part of this project.

Project Clean Water does not have any conditions for this project located within the NPDES permit area as no new development is proposed as part of this project

Project Description: "Request of David Swenk, Agentforthe applicantFisher Construction, Owner AFP LLC/Great 1031 LLC to requestA General Plan Amendment and a Conditional Use Permit to add an Agricultural Industry Overlay on APNs 128-097-001 and 128-097-002 to allow additional agricultural processing consisting of commercial and/or industrial uses that are directly related to the processing, packaging, treatment, and/or sale of agricultural commodities required to support agriculture within the Rural Area as designated on the Comprehensive Plan maps under an approved Development Plan (20DVP-00000-00006). No changes are proposed to the development footprint or structure approved under related Case Nos. 20DVP-00000-00006 and 20CUP-00000-00005. The additional agricultural processing will consist of converting fruit from solid to liquid by pureeing, including additives (such as sugar), chemical reactions, and changes in natural ambienttemperatures. The subject property is 108.76 acres, and is zoned AG-II-40. The subject property is shown as Assessor Parcel Number128-097-001, -002, located at 1750 East Betteravia Road in the Santa Mariaarea, FourthSupervisorial District."

Please let me know if you have any follow up questions. Thank you!

Aurora Zemjanis

Santa Barbara County Flood Control & Water Conservation District 130 E. Victoria St., Ste 200 Santa Barbara, CA 93101 Direct: 805-568-3449 Front Counter: 805-568-3440

Flood Control Development Review Webpage

Flood Control Development Review Counter Hours are M-F: 9:00am-noon; 1:00pm-4:00pm

Please note that the Flood Control District Fee Schedule has been updated and the new schedule will become effective on 8-15-22.

Please see revised fee schedule here: https://content.civicplus.com/api/assets/5359df03-2dd3-46f6-9112-2cb022fc4fc3

From: Conner, Steve <conners@countyofsb.org> **Sent:** Thursday, November 3, 2022 9:08 AM **To:** Zemjanis, Aurora <azemjan@countyofsb.org>

Subject: RE: SDRC | 22GPA-00006, 22CUP-00021 Arctic Cold

That is correct.



Steve Conner Planner

Planning & Development Development Review Division 123 E. Anapamu St. Santa Barbara, CA 93101 805-568-2081

conners@countyofsb.org

https://www.countyofsb.org/160/Planning-Development

www.countyofsb.org

From: Zemjanis, Aurora <azemjan@countyofsb.org>

Sent: Thursday, November 3, 2022 8:01 AM **To:** Conner, Steve <<u>conners@countyofsb.org</u>>

Subject: SDRC | 22GPA-00006, 22CUP-00021 Arctic Cold

Hi Steve,

Similar to the previous case that we discussed, it appears that there isn't any additional development proposed as part of this GPA/CUP. Can you please confirm?

Thank you!

Aurora Zemjanis

Santa Barbara County Flood Control & Water Conservation District 130 E. Victoria St., Ste 200 Santa Barbara, CA 93101 Direct: 805-568-3449

Front Counter: 805-568-3440

Flood Control Development Review Webpage

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Please note that the Flood Control District Fee Schedule has been updated and the new schedule will become effective on 8-15-22. Please see revised fee schedule here: https://content.civicplus.com/api/assets/5359df03-2dd3-46f6-9112-2cb022fc4fc3

COUNTY OF SANTA BARBARA PUBLIC WORKS DEPARTMENT

123 East Anapamu Street Santa Barbara, California 93101 (805) 568-3000



SCOTT D. MCGOLPIN Director

June 8, 2023

County Subdivision Committee 123 East Anapamu Street Santa Barbara, CA 93101

RE: Tentative Parcel Map 14,880

Los Alamos Investments (23TPM-00000-00002)

APN: 128-097-001, 128-097-002

Owner: AFP, LLC

Agro Pismo, LLC

Surveyor: Don Poppe, PLS

L&P Consultants

3 West Carrillo Street, Suite 205

Santa Barbara, CA 93101

(805) 962-4611

Requirements of the County Surveyor's Office

Pursuant to Section 66448 of the State Subdivision Map Act and County Subdivision Regulations Chapter 21, Section 21-9, the Parcel Map to record **shall be based upon a field survey** made in conformity with the Professional Land Surveyors Act. Furthermore, property lines **shall be monumented** in accordance with Section 21-16 of

said County Code.

Deputy for: Aleksandar Jevremovic County Surveyor

Very truly yours,

 $TP14880_Surveyor Conditions_Letter_EL-ETM.doc$

ATTACHMENT B-2: CONDITIONS OF APPROVAL

Project Description

1. Proj Des-01 Project Description: This Revision to 20DVP-00000-00006 is based upon and limited to compliance with the project description, the hearing exhibits and all conditions of approval set forth below, including mitigation measures and specified plans and agreements included by reference, as well as all applicable County rules and regulations. The project description is as follows:

The proposed project includes a request for a Revision to Development Plan (Case Agricultural Industry Overlay upon 20DVP-00000-00006) to designate 128-097-012, allow extensive fruit and vegetable processing uses within the 120,098 sf northern portion of the 449,248 sf Arctic Cold Agricultural Processor and Freezer Facility, and allow construction of a 35-ft.-tall flag pole. The proposed project does not include grading or vegetation removal. Water service for the Arctic Cold Agricultural Processor and Freezer Facility will be provided by a permitted public water system supplied by two existing potable wells on site. Wastewater treatment service for the Arctic Cold Agricultural Processor Freezer Facility will be provided by an onsite wastewater treatment system and an onsite processing wastewater basin system. Access to the Arctic Cold Agricultural driveways off Processor and Freezer Facility will be provided by two Betteravia Road. The proposed project is located on a 40.65-acre lot, in identified by Assessor's Parcel Number 128-097-012, AG-II-40 Zone District. located at 1780 East Betteravia Road in the Santa Maria area, Fourth Supervisorial District.

deviations from the project description, exhibits or conditions must and approved by the County for conformity with this reviewed approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above described approval constitute a violation of permit approval.

2. Proj Des-02 Project Conformity: The grading, development, use, and maintenance of the property, the size, shape, arrangement, and location of the structures, parking areas and landscape areas, and the protection and preservation of resources shall conform to the project description above and the hearing exhibits and conditions of approval below. The property and any portions sold, or financed in thereof shall be leased compliance with this project description and the approved hearing exhibits and conditions of approval thereto. All plans (such as Landscape and Tree Protection Plans) must be submitted for review and approval and shall be implemented as approved by the County.

- 3. Special-Greenhouse Gas 1.2: The project applicant shall implement the Greenhouse Gas Reduction Program (GHGRP) that includes on-site GHG reduction measures to reduce the project's total remaining GHG emissions to 3.8 MT of CO2e per service person per year or less. Potential options include, but would not be limited to:
 - Supply 100 percent of electricity from renewable energy resources. Options include opting into PG&E's Solar Choice (opting to supply 100 percent of annual energy usage) Program or PG&E's Regional Renewable Choice (opting to supply 100 percent of annual energy usage) Program.
 - Implement a transportation demand program. Program measures may include free transit passes for employees, electric rideshare vehicles for employees, and construction of additional transit infrastructure at the project site.
 - Implement a zero waste program or other feasible waste-reduction measures such as composting waste food scraps from employee activities and food waste processing.
 - After implementation of feasible on-site GHG reduction measures, the project applicant may also implement one of, or a combination of, the following off-site measures to achieve up to 50 percent of the total necessary GHG emission:
 - Directly undertake or fund activities that reduce or sequester GHG emissions Reduction Activities") and retire the associated "GHG Mitigation Reduction Credits." A "GHG Mitigation Reduction Credit" must achieve emission reductions that are real, permanent, quantifiable, verifiable, enforceable, and in addition to any GHG emission reduction required by law or regulation or any other GHG emission reduction that otherwise would occur in accordance with the criteria set forth in the CARB's most recent Process for the Review and Approval of Compliance Offset Protocols in Support of the Cap-and-Trade Regulation (CARB 2013). An "Approved Registry" is an accredited carbon registry that follows approved CARB Compliance Offset Protocols. As of April 2021, Registries include American Carbon Registry, Climate Action Reserve, and Verra (CARB 2018b). Credits from other sources shall not be allowed unless they are shown to be validated by protocols and methods equivalent to or more stringent than the CARB standards. If the project applicant chooses to meet some the GHG reduction requirements through Direct Reduction Activities, activities shall be implemented as feasible in order of County preference: (1) within the County of Santa Barbara; (2) within the SBCAPCD jurisdictional area; (3) within the State of California; then (4) elsewhere in the United States. In the event that a project or program providing GHG Mitigation Reduction Credits to the project applicant loses its accreditation, the project applicant shall comply with the rules and procedures of retiring GHG Mitigation Reduction Credits specific to the registry involved and shall undertake additional direct investments to recoup the loss.

List continued in GHG-1.2

4. Special-Greenhouse Gas 1.2: Continued from GHG-1.1.

- Obtain and retire "Carbon Offsets." "Carbon Offset" shall mean an instrument issued by an Approved Registry and shall represent the past reduction or sequestration of 1 MT of CO2e achieved by a Direct Reduction Activity or any other GHG emission reduction project or activity that is not otherwise required (CEQA Guidelines Section 15126.4[c][3]). A "Carbon Offset" must achieve GHG emission reductions that are real, permanent, quantifiable, verifiable, enforceable, and in addition to any GHG emission reduction required by law or regulation or any other GHG emission reduction that otherwise would occur in accordance with the criteria set forth in the CARB's most recent Process for the Review and of Compliance Offset Protocols Support of the Cap-and-Trade in Regulation (CARB 2013). If the project applicant chooses to meet some of the GHG reduction requirements by purchasing offsets on an annual and permanent basis, the offsets shall be purchased according to the County of Santa Barbara's preference, which is, in order of County preference: (1) within the County of Santa Barbara; (2) within the SBCAPCD jurisdictional area; (3) within the State of California; then (4) elsewhere in the United States. In the event that a project or program providing offsets to the project applicant loses its accreditation, the project applicant shall comply with the rules and procedures of retiring offsets specific to the registry involved and shall purchase an equivalent number of credits to recoup the loss.
- No more than 50 percent of the project's total requisite emission reduction over the project's lifetime may be achieved through direct reduction activities and carbon offsets.

PLAN REQUIREMENTS: The GHGRP shall either reduce the project's emissions to 3.8 MT CO2e per service person per year or shall incorporate all feasible actions to reduce emissions associated with electricity demand, transportation, and waste generation and shall purchase 50 percent carbon offsets. Each emission reduction measure shall include a commitment enforceable by P&D.

TIMING: Every 5 years, the Applicant shall revaluate available and feasible GHG reduction measures and update the GHGRP to incorporate newly feasible measures as appropriate to the satisfaction of P&D that will reduce project emissions to 3.8 MT CO2e per service person per year.

MONITORING: P&D compliance monitoring staff shall confirm inclusion of the required GHG emission reduction measures into the project. Compliance with all components of the initial GHGRP shall be verified during construction and prior to issuance of a Certificate of Occupancy. The Applicant shall maintain all data and shall provide data to the County upon request. P&D compliance monitoring staff shall confirm inclusion of any new feasible measures whenever the GHGRP is

updated, within three months of any updates.

Permit Specific Conditions

5. DVP Revision - Original Conditions Apply:

All original conditions of approval of the Development Plan (20DVP-00000-00006) still apply unless explicitly modified by this Revised Development Plan.

County Rules and Regulations

- 6. Rules-01 Effective Date-Not Appealable to CCC:

 This Revision to 20DVP-00000
 -00006 shall become effective upon the date of the expiration of the applicable appeal period provided an appeal has not been filed. If an appeal has been filed, the planning permit shall not be deemed effective until final action by the final review authority on the appeal. No entitlement for the use or development shall be granted before the effective date of the planning permit. LUDC §35.82.020.
- **7.** Rules-04 Additional Approvals Required: Approval of this Revision to 20DVP-00000-00006 is subject to the County Board of Supervisors approving the required Comprehensive Plan Amendment.
- 8. Rules-05 Acceptance of Conditions: The Owner/Applicant's acceptance of this permit and/or commencement of use, construction and/or operations under this permit shall be deemed acceptance of all conditions of this permit by the Owner/Applicant.
- 9. Rules-07 DP Conformance:

 No permits for development, including grading, shall be issued except in conformance with an approved Final Development Plan.

 The size, shape, arrangement, use, and location of structures, walkways, parking areas, and landscaped areas shall be developed in conformity with the approved development plan.
- 10. Rules-08 Sale of Site: The project site and any portions thereof shall be sold, leased or financed in compliance with the exhibit(s), project description and the conditions of approval including all related covenants and agreements.
- **11. Rules-14 Final DVP Expiration:** Final Development Plans shall expire five years after the effective date unless substantial physical construction has been completed on the development or unless a time extension is approved in compliance with County rules and regulations.
- **12. Rules-18 CUP and DVP Revisions:** The approval by the County Planning Commission of a revised Final Development Plan shall automatically supersede any previously approved Final Development Plan upon the effective date of the revised permit.
- **13. Rules-20 Revisions to Related Plans:** The Owner/Applicant shall request a revision for any proposed changes to approved plans. Substantial conformity shall be determined by the Director of P&D.

- **14.** Rules-23 Processing Fees Required: Prior to issuance of Zoning Clearance, the Owner/Applicant shall pay all applicable P&D permit processing fees in full as required by County ordinances and resolutions.
- 15. Rules-25 Signed Agreement to Comply:

 Prior to issuance of Zoning Clearance, the Owner/Applicant shall provide evidence that they have recorded a signed Agreement to Comply with Conditions that specifies that the Owner of the property agrees to comply with the project description, approved exhibits and all conditions of approval. Form may be obtained from the P&D office. Owners of lots resulting from this land division shall record such agreements prior to issuance of Zoning Clearance for future development.
- **16. Rules-29 Other Dept Conditions:** Compliance with Departmental/Division letters required as follows:
 - 1. Santa Barbara County Air Pollution Control District dated May 31, 2024;
 - 2. Community Services District Parks Division dated May 8, 2024;
 - 3. Public Works Water Resources Division dated May 31, 2023;
 - 4. Public Works Flood Control Division dated November 3, 2022;
 - 5. Public Works Surveyor dated June 8, 2023.
- 17. Rules-31 Mitigation Monitoring Required: The Owner/Applicant shall ensure that the project complies with all approved plans and all project conditions including those which must be monitored after the project is built and occupied. To accomplish this, the Owner/Applicant shall comply with all components of the (included Greenhouse Gas Reduction Program as Attachment construction and for the life of the project.
- 18. Rules-33 Indemnity and Separation: The Owner/Applicant shall defend, indemnify and hold harmless the County or its agents or officers and employees from any claim, action or proceeding against the County or its agents, officers or employees, to attack, set aside, void, or annul, in whole or in part, the County's approval of this project.
- **Rules-37 Time Extensions-All Projects:** The Owner / Applicant may request a prior to the expiration of the permit or time extension entitlement for development. The review authority with jurisdiction over the project may, upon good cause shown, grant a time extension in compliance with County rules and regulations, which include reflecting changed circumstances and ensuring compliance with CEQA. If the Owner / Applicant requests a time extension for this permit, the permit may be revised to include updated language to conditions and/or mitigation measures and additional conditions and/or mitigation measures additional identified which reflect changed circumstances or project impacts.



May 31, 2024

Steve Conner Santa Barbara County Planning and Development 123 E. Anapamu Street Santa Barbara, CA 93101

Sent Via Email: conners@countyofsb.org

Santa Barbara County Air Pollution Control District Comments on the Arctic Cold Industrial Ag Overlay Project, 22GPA-00006, 22CUP-00021, 23RVP-00024, and 23TPM-00024

Dear Steve Conner:

Re:

The Santa Barbara County Air Pollution Control District (District) has reviewed the referenced project, which consists of a General Plan Amendment, Conditional Use Permit, Revised Development Plan, and Tentative Parcel Map to allow for a new extensive agricultural processing, packaging, treatment, and/or sale of agricultural commodities. Additionally, the project will allow the creation of a fee title structure that will permit the applicant to convey one portion of the property to the Arctic Cold Processor and Freezer Facility operator. The addition of an agricultural industry overlay on the Arctic Cold site would specifically allow for pureeing of berries that would result in a use of sugars, change in ambient temperature, or produce a chemical reaction. No changes are proposed to the development footprint or structure approved under 20DVP-00006 and 20CUP-00005. The proposed project is located on a 111.8-acre site, zoned AG-II-40, identified by Assessor's Parcel Numbers 128-097-001and 128-097-002, and located at 1750 East Betteravia Road in the unincorporated Santa Maria area.

The District has the following comment on the referenced project:

1. Based on the District's review of the proposed project and understanding that the chemical additives and heat transfer to be used in the pureeing process are limited to sugar and the use of permitted boilers, the requested changes to the approved project (i.e. more intensive processing operations at the facility to allow for purees of raw berry produce) are exempt from District permit pursuant to District Rule 202.A. The District has no additional conditions on the proposed project. Please reference the attached letter dated August 30, 2021 for suggested conditions related to 20DVP-00003 and 20CUP-00005.

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 979-8302 or via email at wongb@sbcapcd.org.

Sincerely,

Bryan Wong, Air Quality Specialist Planning Division

Attachments: 08-30-21 Arctic Cold Condition Letter

cc: William Sarraf, District Engineering Supervisor [email only]

Planning Chron File

Permitted Sources File SSID 11591/FID 11823

Aeron Arlin Genet, Air Pollution Control Officer





August 30, 2021

Holly Owen Santa Barbara County Planning and Development 624 W. Foster Road Santa Maria, CA 93455

Email Only: howen@co.santa-barbara.ca.us

Re: Santa Barbara County Air Pollution Control District Suggested Conditions for the Arctic Cold Agricultural Processor and Freezer Project, 20DVP-00000-00003, 20CUP-00000-00005

Dear Holly Owen:

The Santa Barbara County Air Pollution Control District (District) has reviewed the referenced project, which consists of the construction and operation of a 449,248 square foot (SF) freezer and processor facility. The 127,546 SF processor section includes a cooler, canopy, and areas for dry storage, warehousing, processing, administration, and maintenance. The processor will receive strawberries from local flatbed trucks and refrigerated trucks from California and Baja and inspect, sort, process, and package the berries. The 321,702 SF freezer section includes a freezer, blast freezer, dock, administrative area, and mechanical area. The freezer will function as a cold distribution warehouse where product is received on temperature-controlled docks, placed in blast freezers or sent to cold storage, and eventually shipped throughout the United States. The project is expected to generate 454 average daily trips (ADT) during the non-harvest season including 148 truck trips and 1,642 ADT during the peak harvest season including 396 truck trips. Proposed combustion equipment includes a 351 horsepower (hp) diesel fire pump, four 100 hp Miura low-NO_x boilers, one 300 hp Miura low-NO_x boiler, and four propane forklifts. Excavation for construction of the project will require 64,876 cubic yards (cy) of cut and 50,311 cy of fill. The subject property, two parcels totaling 108.76 acres, is zoned AG-II-40, identified in the Assessor Parcel Map Book as APNs 128-097-001 and -002, and is located at 1750 East Betteravia Road in the unincorporated Santa Maria area.

The District advises that mitigation measures listed in the Final Environmental Impact Report (EIR) to reduce air quality and greenhouse gas impacts should be enforced as conditions of approval for the project. Mitigation measures for which the District has jurisdiction will be incorporated into the Districtrequired permits and enforced through permit compliance.

The proposed project is subject to the following regulatory requirements that should be included as conditions of approval in the applicable land use permit:

1. The proposed project includes operations subject to District permitting requirements, rules, and regulations, therefore the project will be required to obtain an Authority to Construct (ATC) permit from the District prior to building permit issuance. Proof of receipt of the required District permits shall be submitted by the applicant to planning staff. Advisories: (1) Since the project has the potential to emit toxic or hazardous air pollutants, the project is required to prepare a Health Risk Assessment (HRA) as part of District permit issuance to determine the potential level of risk associated with their operations. The District's August 13, 2021 comment

letter on the Draft EIR provided several recommended updates to the project's HRA. The HRA should be revised accordingly in order for the District to rely on the HRA for CEQA responsible agency purposes. (2) The District permit process can take several months. To avoid delay, the applicant is encouraged to submit their Authority to Construct permit application to the District as soon as possible, see www.ourair.org/permit-applications/ to download the necessary permit application(s).

- All portable diesel-fired construction engines rated at 50 brake horsepower or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or District permits prior to grading/building permit issuance. Construction engines with PERP certificates are exempt from the District permit, provided they will be on-site for less than 12 months.
- 3. The application of architectural coatings, such as paints, primers, and sealers that are applied to buildings or stationary structures, shall comply with District Rule 323.1, *Architectural Coatings* that places limits on the VOC-content of coating products.
- 4. Asphalt paving activities shall comply with District Rule 329, *Cutback and Emulsified Asphalt Paving Materials*.
- 5. Boilers, steam generators, and process heaters with rated heat inputs greater than or equal to 5 million British thermal units per hour (Btu/hr) used in all industrial, institutional, and commercial operations must comply with emission limits and requirements of District Rule 342. Please see www.ourair.org/wp-content/uploads/rule342.pdf for more information.
- 6. Construction activities are subject to District Rule 345, Control of Fugitive Dust from Construction and Demolition Activities. This rule establishes limits on the generation of visible fugitive dust emissions at demolition and construction sites, includes measures for minimizing fugitive dust from on-site activities, and from trucks moving on- and off-site. Please see www.ourair.org/wp-content/uploads/rule345.pdf. Activities subject to Rule 345 are also subject to Rule 302 (Visible Emissions) and Rule 303 (Nuisance).
- 7. Natural gas-fired fan-type central furnaces with a rated heat input capacity of less than 175,000 British thermal units per hour (Btu/hr) and water heaters rated below 75,000 Btu/hr must comply with the emission limits and certification requirements of District Rule 352. Please see www.ourair.org/wp-content/uploads/rule352.pdf for more information.
- 8. Boilers, water heaters, and process heaters rated between 75,000 and 2.0 million British thermal units per hour (Btu/hr) must comply with the emission limits and certification requirements of District Rule 360. Note: Units fired on fuel(s) other than natural gas still need to be certified under Rule 360. Please see www.ourair.org/wp-content/uploads/rule360.pdf for more information.
- Boilers, water heaters, and process heaters rated between 2 million to 5 million British thermal
 units per hour (Btu/hr) must comply with the emission limits and certification requirements of
 District Rule 361. Please see www.ourair.org/wp-content/uploads/Rule361.pdf for more
 information.
- 10. At all times, idling of heavy-duty diesel trucks should be minimized; auxiliary power units should be used whenever possible. State law requires that:

- Drivers of diesel-fueled commercial vehicles shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location.
- Drivers of diesel-fueled commercial vehicles shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle. Trucks with 2007 or newer model year engines must meet additional requirements (verified clean APS label required).
- See www.arb.ca.gov/noidle for more information.
- 11. If contaminated soils are found at the project site, the District must be contacted to determine if Authority to Construct and/or Permit to Operate permits will be required. District permits are required for all soil vapor extraction activities. District permits are also required for the excavation ("dig-and-haul") of more than 1,000 cubic yards of contaminated soil.

In addition, the District recommends that the following <u>best practices</u> be considered for inclusion as conditions of approval, in the interest of reducing emissions of criteria air pollutants, toxic air contaminants, greenhouse gases, dust, and odors:

- 12. To reduce the potential for violations of District Rule 345 (Control of Fugitive Dust from Construction and Demolition Activities), Rule 302 (Visible Emissions), and Rule 303 (Nuisance), standard dust mitigations (Attachment A) are recommended for all construction and/or grading activities. The name and telephone number of an on-site contact person must be provided to the District prior to grading/building permit issuance.
- 13. The State of California considers particulate matter emitted by diesel engines carcinogenic. Therefore, during project grading, construction, and hauling, construction contracts must specify that contractors shall adhere to the requirements listed in **Attachment B** to reduce emissions of particulate matter (as well as of ozone precursors) from diesel equipment. Recommended measures should be implemented to the maximum extent feasible. Prior to grading/building permit issuance and/or map recordation, all requirements shall be shown as conditions of approval on grading/building plans, and/or on a separate sheet to be recorded with the map. Conditions shall be adhered to throughout all grading and construction periods. The contractor shall retain the Certificate of Compliance for CARB's In-Use Regulation for Off-Road Diesel Vehicles onsite and have it available for inspection.
- 14. To reduce diesel particulate emissions and associated heath risk from the use of transportation refrigeration units (TRUs) at the facility, the District recommends that:
 - All loading/unloading docks and trailer spaces are equipped with electrical hookups for trucks with TRUs or auxiliary power units. TRUs entering the project site should be plug-in capable to the maximum extent feasible.
 - Use of zero-emission refrigeration technology such as all-electric plug-in TRUs, hydrogen fuel cell transport refrigeration, and cryogenic transport refrigeration are encouraged.
 - Onsite TRU diesel engine runtime is limited to no longer than 15 minutes.
- 15. At a minimum, the project should be designed and operated to minimize GHG emissions. Some potential measures include, but are not limited to:
 - Incorporate high efficiency process equipment
 - Reduction in vehicle trips from haul vehicles

- Utilization of a truck fleet with the newest/cleanest possible vehicles including zeroemission and alternatively fueled vehicles and the infrastructure to support them
- Consideration of onsite renewable energy generation

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 961-8878 or via email at WaddingtonE@sbcapcd.org.

Sincerely,

Emily Waddington Air Quality Specialist

Planning Division

Attachments: Fugitive Dust Control Measures

Diesel Particulate and NO_x Emission Measures

cc: Steve Connor, Rincon Consultants Chris Bersbach, Rincon Consultants

> David Harris, Manager, District Engineering Division William Sarraf, Supervisor, District Engineering Division

Planning Chron File



ATTACHMENT A FUGITIVE DUST CONTROL MEASURES

These measures are required for all projects involving earthmoving activities regardless of the project size or duration. Projects are expected to manage fugitive dust emissions such that emissions do not exceed APCD's visible emissions limit (APCD Rule 302), create a public nuisance (APCD Rule 303), and are in compliance with the APCD's requirements and standards for visible dust (APCD Rule 345).

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

<u>PLAN REQUIREMENTS</u>: All requirements shall be shown on grading and building plans and/or as a separate information sheet listing the conditions of approval to be recorded with the map. **Timing**: Requirements shall be shown on plans prior to grading/building permit issuance and/or recorded with the map during map recordation. Conditions shall be adhered to throughout all grading and construction periods.

MONITORING: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.



ATTACHMENT B DIESEL PARTICULATE AND NO_x EMISSION REDUCTION MEASURES

Particulate emissions from diesel exhaust are classified as carcinogenic by the state of California. The following is a list of regulatory requirements and control strategies that should be implemented to the maximum extent feasible.

The following measures are required by state law:

- All portable diesel-powered construction equipment greater than 50 brake horsepower (bhp) shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- Fleet owners of diesel-powered mobile construction equipment greater than 25 hp are subject to the California Air Resource Board (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulation (Title 13, California Code of Regulations (CCR), §2449), the purpose of which is to reduce oxides of nitrogen (NOx), diesel particulate matter (DPM), and other criteria pollutant emissions from in-use off-road diesel-fueled vehicles. Off-road heavy-duty trucks shall comply with the State Off-Road Regulation. For more information, see www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.
- Fleet owners of diesel-fueled heavy-duty trucks and buses are subject to CARB's On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation (Title 13, CCR, §2025), the purpose of which is to reduce DPM, NOx and other criteria pollutants from in-use (on-road) diesel-fueled vehicles. For more information, see www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.
- All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 13, CCR, §2449(d)(3) and §2485, limiting engine idling time. Off-road vehicles subject to the State Off-Road Regulation are limited to idling no more than five minutes. Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes, unless the truck engine meets the optional low-NOx idling emission standard, the truck is labeled with a clean-idle sticker, and it is not operating within 100 feet of a restricted area.

The following measures are recommended:

- Diesel equipment meeting the CARB Tier 3 or higher emission standards for off-road heavy-duty diesel engines should be used to the maximum extent feasible.
- On-road heavy-duty equipment with model year 2010 engines or newer should be used to the maximum extent feasible.
- Diesel powered equipment should be replaced by electric equipment whenever feasible. Electric auxiliary power units should be used to the maximum extent feasible.
- Equipment/vehicles using alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, should be used on-site where feasible.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- All construction equipment shall be maintained in tune per the manufacturer's specifications.
- The engine size of construction equipment shall be the minimum practical size.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.
- Construction truck trips should be scheduled during non-peak hours to reduce peak hour emissions whenever feasible.
- Proposed truck routes should minimize to the extent feasible impacts to residential communities and sensitive receptors.
- Construction staging areas should be located away from sensitive receptors such that exhaust and other construction emissions do not enter the fresh air intakes to buildings, air conditioners, and windows.

<u>PLAN REQUIREMENTS AND TIMING</u>: Prior to grading/building permit issuance and/or map recordation, all requirements shall be shown as conditions of approval on grading/building plans, and/or on a separate sheet to be recorded with the map. Conditions shall be adhered to throughout all grading and construction periods. The contractor shall retain the Certificate of Compliance for CARB's In-Use Regulation for Off-Road Diesel Vehicles onsite and have it available for inspection.

MONITORING: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.



Jesús Armas, Director, Community Services
Andrew Myung, Deputy Director, Administration & Chief Financial Officer
Joe Dzvonik, Deputy Director, Housing & Community Development
Jeff Lindgren, Deputy Director, Parks Division
Ashley Watkins, Division Chief, Sustainability & Libraries Division
Sarah York Rubin, Executive Director, Office of Arts & Culture



May 8, 2024

TO: Steve Conner, Planner

Planning & Development

FROM: Ryan Cooksey, Parks Planner

RE: 23TPM-00002, Arctic Cold TPM, TPM 14,880, APN 141-111-078

County Parks recommends the following condition(s) to the approval of the above referenced project:

1) Pursuant to the provisions of Santa Barbara County Ordinance 4317 (Quimby Ordinance) and the appurtenant fee resolution for the recreational demand area, the applicant will be required to pay a fee for each generated lot. The purpose of the fee is to provide park and recreational facilities within the recreational demand area.

Based on the current fee schedule, the total fee for the proposed project would be \$1,548 (\$1,548 per lot x 1 lot). Fees are due prior to final map recordation. The actual fee shall be based on the fee schedule in effect when payment is made. Fee schedules are subject to adjustment on an annual basis. This office will not accept nor process a payment prior to expiration of the appeal period following project approval by the decision maker.

Fees are payable to the COUNTY OF SANTA BARBARA, and may be paid in person or mailed to: Santa Barbara County Parks Administration, 123 East Anapamu St., 2nd floor, Santa Barbara CA 93101.

cc: Jesús Armas, Community Services Department Director



Santa Barbara County Public Works Department Water Resources Division

Flood Control & Water Agency & Project Clean Water 130 E. Victoria Street, Suite 200, Santa Barbara, CA 93101 PH (805) 568-3440 FAX (805) 568-3434 https://www.countyofsb.org/189/Water-Resources

SCOTT D. MCGOLPIN
Director Public Works

WALTER RUBALCAVA

Deputy Director Water Resources

May 31st, 2023

Steve Conner, Planner County of Santa Barbara, Planning & Development Department 123 E. Anapamu St. Santa Barbara, CA 93101

Re: 23TPM-00002; Arctic Cold/AFM TPM APN: 128-097-001; Santa Maria

Dear Mr. Conner:

The Public Works Department Water Resources Division has the following conditions for proposed project to allow a tentative parcel Map

No development is proposed with this tentative map approval mechanism. At the time that each or the combined lots approach the County for development, the applicants may be required to comply with Flood Control District and/or Project Clean Water regulations.

Conditions from the Public Works, Water Resources Division:

A. Flood Control & Water Conservation District

Add the following Flood Control District language to the Information Sheet on the Tentative Map, or record as a separate instrument and provide proof of recordation to the District:

EACH PARCEL SHALL MITIGATE STORM WATER PEAK RUNOFF RATES FOR THE 2-100 YEAR STORM EVENTS PER THE FLOOD CONTROL DISTRICT STANDARD CONDITIONS.

EACH PARCEL SHALL EXECUTE A PRIVATE DETENTION SYSTEM MAINTENANCE AGREEMENT.

BECAUSE NO PRIVATE CROSS-LOT DRAINAGE EASEMENTS ARE PROPOSED OR PROVIDED, POST-DEVELOPMENT STORM RUNOFF CHARACTERISTICS (DISCHARGE PEAKS, POINT OF CONCENTRATION) SHALL NOT CHANGE COMPARED TO PRE-DEVELOPMENT STORM RUNOFF CHARACTERISTICS

B. Project Clean Water

Add the following Project Clean Water language to the Information Sheet on the Tentative Map, or provide as a separate document that must be recorded at the same time as the map recordation:

AT THE TIME OF INDIVIDUAL OR COMBINED LOT DEVELOPMENT, EACH PARCEL MAY BE REQUIRED TO SUBMIT A STORMWATER CONTROL PLAN FOR REVIEW, TOGETHER WITH A PLAN CHECK DEPOSIT TO COVER PLAN CHECK COSTS.

23TPM-00002; Arctic Cold/AFM TPM May 31, 2023 Page 2 of 2

Sincerely,

SANTA BARBARA COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT

By:

Katrina Brunasso
Engineering Technician II | Development Review kbrunasso@countyofsb.org | (805)568-3267

Cc: Mark Llyod, 3 W. Carrillo St. Suite 205, Santa Barbara CA, 93101 AFP, LLC, PO Box 1862, Santa Maria CA 93456 Frank Maldonado, 1750 E. Betteravia, Santa Maria, CA 93454

Conner, Steve

From: Zemjanis, Aurora

Sent: Thursday, November 3, 2022 12:35 PM

To: Conner, Steve

Cc:DAVID SWENK; Bandurraga, Mark; Brunasso, KatrinaSubject:RE: SDRC | 22GPA-00006, 22CUP-00021 Arctic Cold

22GPA-00000-00006/22CUP-00000-00021 | Arctic Cold Industrial AG Overlay APN: 128-097-001, -002 | 1750 East Betteravia Road, Santa Maria

Thank you, Conner. Please accept this email as a "no-conditions letter" for the subject project.

The Flood Control District does not have any conditions for this revision as no new development is proposed as part of this project.

Project Clean Water does not have any conditions for this project located within the NPDES permit area as no new development is proposed as part of this project

Project Description: "Request of David Swenk, Agentforthe applicantFisher Construction, Owner AFP LLC/Great 1031 LLC to requestA General Plan Amendment and a Conditional Use Permit to add an Agricultural Industry Overlay on APNs 128-097-001 and 128-097-002 to allow additional agricultural processing consisting of commercial and/or industrial uses that are directly related to the processing, packaging, treatment, and/or sale of agricultural commodities required to support agriculture within the Rural Area as designated on the Comprehensive Plan maps under an approved Development Plan (20DVP-00000-00006). No changes are proposed to the development footprint or structure approved under related Case Nos. 20DVP-00000-00006 and 20CUP-00000-00005. The additional agricultural processing will consist of converting fruit from solid to liquid by pureeing, including additives (such as sugar), chemical reactions, and changes in natural ambienttemperatures. The subject property is 108.76 acres, and is zoned AG-II-40. The subject property is shown as Assessor Parcel Number128-097-001, -002, located at 1750 East Betteravia Road in the Santa Mariaarea, FourthSupervisorial District."

Please let me know if you have any follow up questions. Thank you!

Aurora Zemjanis

Santa Barbara County Flood Control & Water Conservation District 130 E. Victoria St., Ste 200 Santa Barbara, CA 93101 Direct: 805-568-3449 Front Counter: 805-568-3440

Flood Control Development Review Webpage

Flood Control Development Review Counter Hours are M-F: 9:00am-noon; 1:00pm-4:00pm

Please note that the Flood Control District Fee Schedule has been updated and the new schedule will become effective on 8-15-22.

Please see revised fee schedule here: https://content.civicplus.com/api/assets/5359df03-2dd3-46f6-9112-2cb022fc4fc3

From: Conner, Steve <conners@countyofsb.org> **Sent:** Thursday, November 3, 2022 9:08 AM **To:** Zemjanis, Aurora <azemjan@countyofsb.org>

Subject: RE: SDRC | 22GPA-00006, 22CUP-00021 Arctic Cold

That is correct.



Steve Conner Planner

Planning & Development Development Review Division 123 E. Anapamu St. Santa Barbara, CA 93101 805-568-2081

conners@countyofsb.org

https://www.countyofsb.org/160/Planning-Development

www.countyofsb.org

From: Zemjanis, Aurora <azemjan@countyofsb.org>

Sent: Thursday, November 3, 2022 8:01 AM **To:** Conner, Steve <<u>conners@countyofsb.org</u>>

Subject: SDRC | 22GPA-00006, 22CUP-00021 Arctic Cold

Hi Steve,

Similar to the previous case that we discussed, it appears that there isn't any additional development proposed as part of this GPA/CUP. Can you please confirm?

Thank you!

Aurora Zemjanis

Santa Barbara County Flood Control & Water Conservation District 130 E. Victoria St., Ste 200 Santa Barbara, CA 93101 Direct: 805-568-3449

Front Counter: 805-568-3440

Flood Control Development Review Webpage

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COUNTY OF SANTA BARBARA PUBLIC WORKS DEPARTMENT

123 East Anapamu Street Santa Barbara, California 93101 (805) 568-3000



SCOTT D. MCGOLPIN Director

June 8, 2023

County Subdivision Committee 123 East Anapamu Street Santa Barbara, CA 93101

RE: Tentative Parcel Map 14,880

Los Alamos Investments (23TPM-00000-00002)

APN: 128-097-001, 128-097-002

Owner: AFP, LLC

Agro Pismo, LLC

Surveyor: Don Poppe, PLS

L&P Consultants

3 West Carrillo Street, Suite 205

Santa Barbara, CA 93101

(805) 962-4611

Requirements of the County Surveyor's Office

Pursuant to Section 66448 of the State Subdivision Map Act and County Subdivision Regulations Chapter 21, Section 21-9, the Parcel Map to record **shall be based upon a field survey** made in conformity with the Professional Land Surveyors Act. Furthermore, property lines **shall be monumented** in accordance with Section 21-16 of

said County Code.

Deputy for: Aleksandar Jevremovic County Surveyor

Very truly yours,

 $TP14880_Surveyor Conditions_Letter_EL-ETM.doc$

ATTACHMENT B-3: CONDITIONS OF APPROVAL

Project Description

1. Proj Des-01 Project Description: This Tentative Parcel Map is based upon and limited to compliance with the project description, the hearing exhibits and all conditions of approval set forth below, including mitigation measures and specified plans and agreements included by reference, as well as all applicable County rules and regulations. The project description is as follows:

The proposed project includes a request for a Tentative Parcel Map to create two legal parcels to allow for a fee title separation of existing independent agricultural operations on APN 128-097-013, including agricultural row crop production and the Mid Coast Cooling processor, from the Arctic Cold Agricultural Processor and Freezer Facility currently under construction on APN 128-097-012. The Tentative Parcel Map will split the legal lot into the two legal lots. Proposed Lot 1 will be a 40.65-acre parcel and proposed Lot 2 will be a 71.10-acre parcel. Existing development on proposed Lot 1 includes the 449,248 sf Arctic Cold Agricultural Processor and Freezer Facility and accessory buildings. Existing development on proposed Lot 2 includes the 52,000 sf Mid Coast Cooling facility and 5,600 sf Valley Farm Supply building.

The proposed project does not include grading or vegetation removal. Water service for proposed Lot 1 will be provided by a permitted public water system supplied by two existing potable wells on site. Water service for proposed Lot 2 will be provided by one existing potable well and one existing agricultural well on site. Wastewater treatment service for proposed Lot 1 will be provided by an onsite wastewater treatment system and an onsite processing wastewater basin system. Wastewater treatment service for proposed Lot 2 will be provided by an existing septic system. Access to proposed Lot 1 will be provided by two driveways off East Betteravia Road. Access to proposed Lot 2 is provided by the existing driveway south of the intersection of Rosemary Lane and East Betteravia Road. The proposed project is located on a 111.75-acre lot, in the AG-II-40 Zone District, identified by Assessor's Parcel Numbers 128-097-012 and 128-097-013, and located at 1750 and 1780 East Betteravia Road in the Santa Maria area, Fourth Supervisorial District.

deviations from the project description, exhibits or conditions approved bv the County for conformity with this approval. Deviations mav require approved changes to the permit and/or Deviations without the environmental review. above described constitute a violation of permit approval.

2. Proj Des-02 Project Conformity: The grading, development, use, maintenance of the property, the size, shape, arrangement, and location of the structures. parking areas and landscape areas, and the protection preservation of resources shall conform to the project description above and the hearing exhibits and conditions of approval below. The property and any portions or financed in thereof shall be sold. leased compliance with this description and the approved hearing exhibits and conditions of approval thereto. All plans (such as Landscape and Tree Protection Plans) must be submitted for review and approval and shall be implemented as approved by the County.

Permit Specific Conditions

- **3. Map-01 Maps-Info:** Prior to recordation of the tentative map and subject to P&D approval as to form and content, the Owner/Applicant shall include all of the mitigation measures, conditions, agreements and specific plans associated with or required by this project approval on a separate informational sheet(s) to be recorded with the Parcel Map. All applicable conditions and mitigation measures of the project shall be printed on grading and/or building plans and shall be graphically illustrated where feasible.
- **4. Map-01a Maps-Future Lots:** Any lot created by the recordation of this Tentative Map is subject to the conditions of this Tentative Map during any future grading or construction activities and during any subsequent development on any lot created by the recordation of this Tentative Map, each set of plans accompanying any permit for development shall contain the conditions of this Tentative Map.
- 5. Map-01b Maps-Not Retroactive: Zoning Clearance is lf obtained to recordation, conditions will Tentative Map not apply retroactively the previously issued permit.
- 6. Map-04 Parcel Map and Tract Map Submittals:

 The Owner/Applicant shall submit a Parcel Map prepared by a licensed land surveyor or Registered Civil Engineer to the County Surveyor. The Map shall conform to all approved exhibits, project description, conditions of approval, and applicable Chapter 21 Land Division requirements, as well as applicable project components required as part of recorded project conditions.

County Rules and Regulations

7. DIMF-24e DIMF Fees-Parks: In compliance with the provisions of ordinances and resolutions adopted by the County, the Owner/Applicant shall be required to pay development impact mitigation fees to finance the development of facilities for the Parks Department. Required mitigation fees shall be as determined by adopted mitigation fee resolutions and ordinances and applicable law in effect when paid.

The total Parks DIMF amount is currently estimated to be \$1,548 (June 12, 2024).

This is based on a project type of Commercial and a project size of 449,248 square feet.

TIMING: Parks DIMFs shall be paid to the County Parks Department prior to Final Building Permit Inspection and shall be based on the fee schedules in effect when paid, which may increase at the beginning of each fiscal year (July 1st).

- 8. Rules-01 Effective Date-Not Appealable to CCC: This Tentative Parcel Map shall become effective upon the date of the expiration of the applicable appeal period provided an appeal has not been filed. If an appeal has been filed, the planning permit shall not be deemed effective until final action by the final review authority on the appeal. No entitlement for the use or development shall be granted before the effective date of the planning permit. LUDC §35.82.020
- **9. Rules-19 Maps/LLA Revisions:** If the unrecorded Tentative Map is proposed to be revised, including revisions to the conditions of approval, the revisions shall be approved in the same manner as the originally approved Tentative Map.
- **10. Rules-29 Other Dept Conditions:** Compliance with Departmental/Division letters required as follows:
 - 1. Santa Barbara County Air Pollution Control District dated May 31, 2024;
 - 2. Community Services District Parks Division dated May 8, 2024;
 - 3. Public Works Water Resources Division dated May 31, 2023;
 - 4. Public Works Flood Control Division dated November 3, 2022;
 - 5. Public Works Surveyor dated June 8, 2023.
- 11. Rules-33 Indemnity and Separation: The Owner/Applicant shall defend, indemnify and hold harmless the County or its agents or officers and employees from any claim, action or proceeding against the County or its agents, officers or employees, to attack, set aside, void, or annul, in whole or in part, the County's approval of this project.
- **12. Rules-36 Map/LLA Expiration:** This Tentative Map shall expire three years after approval by the final county review authority unless otherwise provided in the Subdivision Map Act and Chapter 21 of the Santa Barbara County Code.
- 13. Rules-37 Time Extensions-All Projects: The Owner / Applicant may request a extension prior to the expiration of the permit or entitlement development. The review authority with jurisdiction over the project may, upon good cause shown, grant a time extension in compliance with County rules and regulations, which include reflecting changed circumstances compliance with CEQA. If the Owner / Applicant requests a time extension for this permit, the permit may be revised to include updated language to standard and/or and/or conditions mitigation measures and additional conditions mitigation measures which reflect changed circumstances or additional identified project impacts.



May 31, 2024

Steve Conner Santa Barbara County Planning and Development 123 E. Anapamu Street Santa Barbara, CA 93101

Sent Via Email: conners@countyofsb.org

Re: Santa Barbara County Air Pollution Control District Comments on the Arctic Cold Industrial Ag Overlay Project, 22GPA-00006, 22CUP-00021, 23RVP-00024, and 23TPM-00024

Dear Steve Conner:

The Santa Barbara County Air Pollution Control District (District) has reviewed the referenced project, which consists of a General Plan Amendment, Conditional Use Permit, Revised Development Plan, and Tentative Parcel Map to allow for a new extensive agricultural processing, packaging, treatment, and/or sale of agricultural commodities. Additionally, the project will allow the creation of a fee title structure that will permit the applicant to convey one portion of the property to the Arctic Cold Processor and Freezer Facility operator. The addition of an agricultural industry overlay on the Arctic Cold site would specifically allow for pureeing of berries that would result in a use of sugars, change in ambient temperature, or produce a chemical reaction. No changes are proposed to the development footprint or structure approved under 20DVP-00006 and 20CUP-00005. The proposed project is located on a 111.8-acre site, zoned AG-II-40, identified by Assessor's Parcel Numbers 128-097-001and 128-097-002, and located at 1750 East Betteravia Road in the unincorporated Santa Maria area.

The District has the following comment on the referenced project:

1. Based on the District's review of the proposed project and understanding that the chemical additives and heat transfer to be used in the pureeing process are limited to sugar and the use of permitted boilers, the requested changes to the approved project (i.e. more intensive processing operations at the facility to allow for purees of raw berry produce) are exempt from District permit pursuant to District Rule 202.A. The District has no additional conditions on the proposed project. Please reference the attached letter dated August 30, 2021 for suggested conditions related to 20DVP-00003 and 20CUP-00005.

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 979-8302 or via email at wongb@sbcapcd.org.

Sincerely,

Bryan Wong, Air Quality Specialist Planning Division

Attachments: 08-30-21 Arctic Cold Condition Letter

cc: William Sarraf, District Engineering Supervisor [email only]

Planning Chron File

Permitted Sources File SSID 11591/FID 11823

Aeron Arlin Genet, Air Pollution Control Officer





August 30, 2021

Holly Owen Santa Barbara County Planning and Development 624 W. Foster Road Santa Maria, CA 93455

Email Only: howen@co.santa-barbara.ca.us

Re: Santa Barbara County Air Pollution Control District Suggested Conditions for the Arctic Cold Agricultural Processor and Freezer Project, 20DVP-00000-00003, 20CUP-00000-00005

Dear Holly Owen:

The Santa Barbara County Air Pollution Control District (District) has reviewed the referenced project, which consists of the construction and operation of a 449,248 square foot (SF) freezer and processor facility. The 127,546 SF processor section includes a cooler, canopy, and areas for dry storage, warehousing, processing, administration, and maintenance. The processor will receive strawberries from local flatbed trucks and refrigerated trucks from California and Baja and inspect, sort, process, and package the berries. The 321,702 SF freezer section includes a freezer, blast freezer, dock, administrative area, and mechanical area. The freezer will function as a cold distribution warehouse where product is received on temperature-controlled docks, placed in blast freezers or sent to cold storage, and eventually shipped throughout the United States. The project is expected to generate 454 average daily trips (ADT) during the non-harvest season including 148 truck trips and 1,642 ADT during the peak harvest season including 396 truck trips. Proposed combustion equipment includes a 351 horsepower (hp) diesel fire pump, four 100 hp Miura low-NO_x boilers, one 300 hp Miura low-NO_x boiler, and four propane forklifts. Excavation for construction of the project will require 64,876 cubic yards (cy) of cut and 50,311 cy of fill. The subject property, two parcels totaling 108.76 acres, is zoned AG-II-40, identified in the Assessor Parcel Map Book as APNs 128-097-001 and -002, and is located at 1750 East Betteravia Road in the unincorporated Santa Maria area.

The District advises that mitigation measures listed in the Final Environmental Impact Report (EIR) to reduce air quality and greenhouse gas impacts should be enforced as conditions of approval for the project. Mitigation measures for which the District has jurisdiction will be incorporated into the Districtrequired permits and enforced through permit compliance.

The proposed project is subject to the following regulatory requirements that should be included as conditions of approval in the applicable land use permit:

1. The proposed project includes operations subject to District permitting requirements, rules, and regulations, therefore the project will be required to obtain an Authority to Construct (ATC) permit from the District prior to building permit issuance. Proof of receipt of the required District permits shall be submitted by the applicant to planning staff. Advisories: (1) Since the project has the potential to emit toxic or hazardous air pollutants, the project is required to prepare a Health Risk Assessment (HRA) as part of District permit issuance to determine the potential level of risk associated with their operations. The District's August 13, 2021 comment

letter on the Draft EIR provided several recommended updates to the project's HRA. The HRA should be revised accordingly in order for the District to rely on the HRA for CEQA responsible agency purposes. (2) The District permit process can take several months. To avoid delay, the applicant is encouraged to submit their Authority to Construct permit application to the District as soon as possible, see www.ourair.org/permit-applications/ to download the necessary permit application(s).

- All portable diesel-fired construction engines rated at 50 brake horsepower or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or District permits prior to grading/building permit issuance. Construction engines with PERP certificates are exempt from the District permit, provided they will be on-site for less than 12 months.
- 3. The application of architectural coatings, such as paints, primers, and sealers that are applied to buildings or stationary structures, shall comply with District Rule 323.1, *Architectural Coatings* that places limits on the VOC-content of coating products.
- 4. Asphalt paving activities shall comply with District Rule 329, *Cutback and Emulsified Asphalt Paving Materials*.
- 5. Boilers, steam generators, and process heaters with rated heat inputs greater than or equal to 5 million British thermal units per hour (Btu/hr) used in all industrial, institutional, and commercial operations must comply with emission limits and requirements of District Rule 342. Please see www.ourair.org/wp-content/uploads/rule342.pdf for more information.
- 6. Construction activities are subject to District Rule 345, Control of Fugitive Dust from Construction and Demolition Activities. This rule establishes limits on the generation of visible fugitive dust emissions at demolition and construction sites, includes measures for minimizing fugitive dust from on-site activities, and from trucks moving on- and off-site. Please see www.ourair.org/wp-content/uploads/rule345.pdf. Activities subject to Rule 345 are also subject to Rule 302 (Visible Emissions) and Rule 303 (Nuisance).
- 7. Natural gas-fired fan-type central furnaces with a rated heat input capacity of less than 175,000 British thermal units per hour (Btu/hr) and water heaters rated below 75,000 Btu/hr must comply with the emission limits and certification requirements of District Rule 352. Please see www.ourair.org/wp-content/uploads/rule352.pdf for more information.
- 8. Boilers, water heaters, and process heaters rated between 75,000 and 2.0 million British thermal units per hour (Btu/hr) must comply with the emission limits and certification requirements of District Rule 360. Note: Units fired on fuel(s) other than natural gas still need to be certified under Rule 360. Please see www.ourair.org/wp-content/uploads/rule360.pdf for more information.
- Boilers, water heaters, and process heaters rated between 2 million to 5 million British thermal
 units per hour (Btu/hr) must comply with the emission limits and certification requirements of
 District Rule 361. Please see www.ourair.org/wp-content/uploads/Rule361.pdf for more
 information.
- 10. At all times, idling of heavy-duty diesel trucks should be minimized; auxiliary power units should be used whenever possible. State law requires that:

- Drivers of diesel-fueled commercial vehicles shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location.
- Drivers of diesel-fueled commercial vehicles shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle. Trucks with 2007 or newer model year engines must meet additional requirements (verified clean APS label required).
- See www.arb.ca.gov/noidle for more information.
- 11. If contaminated soils are found at the project site, the District must be contacted to determine if Authority to Construct and/or Permit to Operate permits will be required. District permits are required for all soil vapor extraction activities. District permits are also required for the excavation ("dig-and-haul") of more than 1,000 cubic yards of contaminated soil.

In addition, the District recommends that the following <u>best practices</u> be considered for inclusion as conditions of approval, in the interest of reducing emissions of criteria air pollutants, toxic air contaminants, greenhouse gases, dust, and odors:

- 12. To reduce the potential for violations of District Rule 345 (Control of Fugitive Dust from Construction and Demolition Activities), Rule 302 (Visible Emissions), and Rule 303 (Nuisance), standard dust mitigations (Attachment A) are recommended for all construction and/or grading activities. The name and telephone number of an on-site contact person must be provided to the District prior to grading/building permit issuance.
- 13. The State of California considers particulate matter emitted by diesel engines carcinogenic. Therefore, during project grading, construction, and hauling, construction contracts must specify that contractors shall adhere to the requirements listed in **Attachment B** to reduce emissions of particulate matter (as well as of ozone precursors) from diesel equipment. Recommended measures should be implemented to the maximum extent feasible. Prior to grading/building permit issuance and/or map recordation, all requirements shall be shown as conditions of approval on grading/building plans, and/or on a separate sheet to be recorded with the map. Conditions shall be adhered to throughout all grading and construction periods. The contractor shall retain the Certificate of Compliance for CARB's In-Use Regulation for Off-Road Diesel Vehicles onsite and have it available for inspection.
- 14. To reduce diesel particulate emissions and associated heath risk from the use of transportation refrigeration units (TRUs) at the facility, the District recommends that:
 - All loading/unloading docks and trailer spaces are equipped with electrical hookups for trucks with TRUs or auxiliary power units. TRUs entering the project site should be plug-in capable to the maximum extent feasible.
 - Use of zero-emission refrigeration technology such as all-electric plug-in TRUs, hydrogen fuel cell transport refrigeration, and cryogenic transport refrigeration are encouraged.
 - Onsite TRU diesel engine runtime is limited to no longer than 15 minutes.
- 15. At a minimum, the project should be designed and operated to minimize GHG emissions. Some potential measures include, but are not limited to:
 - Incorporate high efficiency process equipment
 - Reduction in vehicle trips from haul vehicles

- Utilization of a truck fleet with the newest/cleanest possible vehicles including zeroemission and alternatively fueled vehicles and the infrastructure to support them
- Consideration of onsite renewable energy generation

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 961-8878 or via email at WaddingtonE@sbcapcd.org.

Sincerely,

Emily Waddington Air Quality Specialist

Planning Division

Attachments: Fugitive Dust Control Measures

Diesel Particulate and NO_x Emission Measures

cc: Steve Connor, Rincon Consultants Chris Bersbach, Rincon Consultants

> David Harris, Manager, District Engineering Division William Sarraf, Supervisor, District Engineering Division

Planning Chron File



ATTACHMENT A FUGITIVE DUST CONTROL MEASURES

These measures are required for all projects involving earthmoving activities regardless of the project size or duration. Projects are expected to manage fugitive dust emissions such that emissions do not exceed APCD's visible emissions limit (APCD Rule 302), create a public nuisance (APCD Rule 303), and are in compliance with the APCD's requirements and standards for visible dust (APCD Rule 345).

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

<u>PLAN REQUIREMENTS</u>: All requirements shall be shown on grading and building plans and/or as a separate information sheet listing the conditions of approval to be recorded with the map. **Timing**: Requirements shall be shown on plans prior to grading/building permit issuance and/or recorded with the map during map recordation. Conditions shall be adhered to throughout all grading and construction periods.

MONITORING: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.



ATTACHMENT B DIESEL PARTICULATE AND NO_x EMISSION REDUCTION MEASURES

Particulate emissions from diesel exhaust are classified as carcinogenic by the state of California. The following is a list of regulatory requirements and control strategies that should be implemented to the maximum extent feasible.

The following measures are required by state law:

- All portable diesel-powered construction equipment greater than 50 brake horsepower (bhp) shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- Fleet owners of diesel-powered mobile construction equipment greater than 25 hp are subject to the California Air Resource Board (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulation (Title 13, California Code of Regulations (CCR), §2449), the purpose of which is to reduce oxides of nitrogen (NOx), diesel particulate matter (DPM), and other criteria pollutant emissions from in-use off-road diesel-fueled vehicles. Off-road heavy-duty trucks shall comply with the State Off-Road Regulation. For more information, see www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.
- Fleet owners of diesel-fueled heavy-duty trucks and buses are subject to CARB's On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation (Title 13, CCR, §2025), the purpose of which is to reduce DPM, NOx and other criteria pollutants from in-use (on-road) diesel-fueled vehicles. For more information, see www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.
- All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 13, CCR, §2449(d)(3) and §2485, limiting engine idling time. Off-road vehicles subject to the State Off-Road Regulation are limited to idling no more than five minutes. Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes, unless the truck engine meets the optional low-NOx idling emission standard, the truck is labeled with a clean-idle sticker, and it is not operating within 100 feet of a restricted area.

The following measures are recommended:

- Diesel equipment meeting the CARB Tier 3 or higher emission standards for off-road heavy-duty diesel engines should be used to the maximum extent feasible.
- On-road heavy-duty equipment with model year 2010 engines or newer should be used to the maximum extent feasible.
- Diesel powered equipment should be replaced by electric equipment whenever feasible. Electric auxiliary power units should be used to the maximum extent feasible.
- Equipment/vehicles using alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, should be used on-site where feasible.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- All construction equipment shall be maintained in tune per the manufacturer's specifications.
- The engine size of construction equipment shall be the minimum practical size.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.
- Construction truck trips should be scheduled during non-peak hours to reduce peak hour emissions whenever feasible.
- Proposed truck routes should minimize to the extent feasible impacts to residential communities and sensitive receptors.
- Construction staging areas should be located away from sensitive receptors such that exhaust and other construction emissions do not enter the fresh air intakes to buildings, air conditioners, and windows.

<u>PLAN REQUIREMENTS AND TIMING</u>: Prior to grading/building permit issuance and/or map recordation, all requirements shall be shown as conditions of approval on grading/building plans, and/or on a separate sheet to be recorded with the map. Conditions shall be adhered to throughout all grading and construction periods. The contractor shall retain the Certificate of Compliance for CARB's In-Use Regulation for Off-Road Diesel Vehicles onsite and have it available for inspection.

MONITORING: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.



Jesús Armas, Director, Community Services
Andrew Myung, Deputy Director, Administration & Chief Financial Officer
Joe Dzvonik, Deputy Director, Housing & Community Development
Jeff Lindgren, Deputy Director, Parks Division
Ashley Watkins, Division Chief, Sustainability & Libraries Division
Sarah York Rubin, Executive Director, Office of Arts & Culture



May 8, 2024

TO: Steve Conner, Planner

Planning & Development

FROM: Ryan Cooksey, Parks Planner

RE: 23TPM-00002, Arctic Cold TPM, TPM 14,880, APN 141-111-078

County Parks recommends the following condition(s) to the approval of the above referenced project:

1) Pursuant to the provisions of Santa Barbara County Ordinance 4317 (Quimby Ordinance) and the appurtenant fee resolution for the recreational demand area, the applicant will be required to pay a fee for each generated lot. The purpose of the fee is to provide park and recreational facilities within the recreational demand area.

Based on the current fee schedule, the total fee for the proposed project would be \$1,548 (\$1,548 per lot x 1 lot). Fees are due prior to final map recordation. The actual fee shall be based on the fee schedule in effect when payment is made. Fee schedules are subject to adjustment on an annual basis. This office will not accept nor process a payment prior to expiration of the appeal period following project approval by the decision maker.

Fees are payable to the COUNTY OF SANTA BARBARA, and may be paid in person or mailed to: Santa Barbara County Parks Administration, 123 East Anapamu St., 2nd floor, Santa Barbara CA 93101.

cc: Jesús Armas, Community Services Department Director



Santa Barbara County Public Works Department Water Resources Division

Flood Control & Water Agency & Project Clean Water 130 E. Victoria Street, Suite 200, Santa Barbara, CA 93101 PH (805) 568-3440 FAX (805) 568-3434 https://www.countyofsb.org/189/Water-Resources

SCOTT D. MCGOLPIN
Director Public Works

WALTER RUBALCAVA

Deputy Director Water Resources

May 31st, 2023

Steve Conner, Planner County of Santa Barbara, Planning & Development Department 123 E. Anapamu St. Santa Barbara, CA 93101

Re: 23TPM-00002; Arctic Cold/AFM TPM APN: 128-097-001; Santa Maria

Dear Mr. Conner:

The Public Works Department Water Resources Division has the following conditions for proposed project to allow a tentative parcel Map

No development is proposed with this tentative map approval mechanism. At the time that each or the combined lots approach the County for development, the applicants may be required to comply with Flood Control District and/or Project Clean Water regulations.

Conditions from the Public Works, Water Resources Division:

A. Flood Control & Water Conservation District

Add the following Flood Control District language to the Information Sheet on the Tentative Map, or record as a separate instrument and provide proof of recordation to the District:

EACH PARCEL SHALL MITIGATE STORM WATER PEAK RUNOFF RATES FOR THE 2-100 YEAR STORM EVENTS PER THE FLOOD CONTROL DISTRICT STANDARD CONDITIONS.

EACH PARCEL SHALL EXECUTE A PRIVATE DETENTION SYSTEM MAINTENANCE AGREEMENT.

BECAUSE NO PRIVATE CROSS-LOT DRAINAGE EASEMENTS ARE PROPOSED OR PROVIDED, POST-DEVELOPMENT STORM RUNOFF CHARACTERISTICS (DISCHARGE PEAKS, POINT OF CONCENTRATION) SHALL NOT CHANGE COMPARED TO PRE-DEVELOPMENT STORM RUNOFF CHARACTERISTICS

B. Project Clean Water

Add the following Project Clean Water language to the Information Sheet on the Tentative Map, or provide as a separate document that must be recorded at the same time as the map recordation:

AT THE TIME OF INDIVIDUAL OR COMBINED LOT DEVELOPMENT, EACH PARCEL MAY BE REQUIRED TO SUBMIT A STORMWATER CONTROL PLAN FOR REVIEW, TOGETHER WITH A PLAN CHECK DEPOSIT TO COVER PLAN CHECK COSTS.

23TPM-00002; Arctic Cold/AFM TPM May 31, 2023 Page 2 of 2

Sincerely,

SANTA BARBARA COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT

By:

Katrina Brunasso
Engineering Technician II | Development Review kbrunasso@countyofsb.org | (805)568-3267

Cc: Mark Llyod, 3 W. Carrillo St. Suite 205, Santa Barbara CA, 93101 AFP, LLC, PO Box 1862, Santa Maria CA 93456 Frank Maldonado, 1750 E. Betteravia, Santa Maria, CA 93454

Conner, Steve

From: Zemjanis, Aurora

Sent: Thursday, November 3, 2022 12:35 PM

To: Conner, Steve

Cc:DAVID SWENK; Bandurraga, Mark; Brunasso, KatrinaSubject:RE: SDRC | 22GPA-00006, 22CUP-00021 Arctic Cold

22GPA-00000-00006/22CUP-00000-00021 | Arctic Cold Industrial AG Overlay APN: 128-097-001, -002 | 1750 East Betteravia Road, Santa Maria

Thank you, Conner. Please accept this email as a "no-conditions letter" for the subject project.

The Flood Control District does not have any conditions for this revision as no new development is proposed as part of this project.

Project Clean Water does not have any conditions for this project located within the NPDES permit area as no new development is proposed as part of this project

Project Description: "Request of David Swenk, Agentforthe applicantFisher Construction, Owner AFP LLC/Great 1031 LLC to requestA General Plan Amendment and a Conditional Use Permit to add an Agricultural Industry Overlay on APNs 128-097-001 and 128-097-002 to allow additional agricultural processing consisting of commercial and/or industrial uses that are directly related to the processing, packaging, treatment, and/or sale of agricultural commodities required to support agriculture within the Rural Area as designated on the Comprehensive Plan maps under an approved Development Plan (20DVP-00000-00006). No changes are proposed to the development footprint or structure approved under related Case Nos. 20DVP-00000-00006 and 20CUP-00000-00005. The additional agricultural processing will consist of converting fruit from solid to liquid by pureeing, including additives (such as sugar), chemical reactions, and changes in natural ambienttemperatures. The subject property is 108.76 acres, and is zoned AG-II-40. The subject property is shown as Assessor Parcel Number128-097-001, -002, located at 1750 East Betteravia Road in the Santa Mariaarea, FourthSupervisorial District."

Please let me know if you have any follow up questions. Thank you!

Aurora Zemjanis

Santa Barbara County Flood Control & Water Conservation District 130 E. Victoria St., Ste 200 Santa Barbara, CA 93101 Direct: 805-568-3449 Front Counter: 805-568-3440

Flood Control Development Review Webpage

Flood Control Development Review Counter Hours are M-F: 9:00am-noon; 1:00pm-4:00pm

Please note that the Flood Control District Fee Schedule has been updated and the new schedule will become effective on 8-15-22.

Please see revised fee schedule here: https://content.civicplus.com/api/assets/5359df03-2dd3-46f6-9112-2cb022fc4fc3

From: Conner, Steve <conners@countyofsb.org> **Sent:** Thursday, November 3, 2022 9:08 AM **To:** Zemjanis, Aurora <azemjan@countyofsb.org>

Subject: RE: SDRC | 22GPA-00006, 22CUP-00021 Arctic Cold

That is correct.



Steve Conner Planner

Planning & Development Development Review Division 123 E. Anapamu St. Santa Barbara, CA 93101 805-568-2081

conners@countyofsb.org

https://www.countyofsb.org/160/Planning-Development

www.countyofsb.org

From: Zemjanis, Aurora <azemjan@countyofsb.org>

Sent: Thursday, November 3, 2022 8:01 AM **To:** Conner, Steve <<u>conners@countyofsb.org</u>>

Subject: SDRC | 22GPA-00006, 22CUP-00021 Arctic Cold

Hi Steve,

Similar to the previous case that we discussed, it appears that there isn't any additional development proposed as part of this GPA/CUP. Can you please confirm?

Thank you!

Aurora Zemjanis

Santa Barbara County Flood Control & Water Conservation District 130 E. Victoria St., Ste 200 Santa Barbara, CA 93101 Direct: 805-568-3449

Front Counter: 805-568-3440

Flood Control Development Review Webpage

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COUNTY OF SANTA BARBARA PUBLIC WORKS DEPARTMENT

123 East Anapamu Street Santa Barbara, California 93101 (805) 568-3000



SCOTT D. MCGOLPIN Director

June 8, 2023

County Subdivision Committee 123 East Anapamu Street Santa Barbara, CA 93101

RE: Tentative Parcel Map 14,880

Los Alamos Investments (23TPM-00000-00002)

APN: 128-097-001, 128-097-002

Owner: AFP, LLC

Agro Pismo, LLC

Surveyor: Don Poppe, PLS

L&P Consultants

3 West Carrillo Street, Suite 205

Santa Barbara, CA 93101

(805) 962-4611

Requirements of the County Surveyor's Office

Pursuant to Section 66448 of the State Subdivision Map Act and County Subdivision Regulations Chapter 21, Section 21-9, the Parcel Map to record **shall be based upon a field survey** made in conformity with the Professional Land Surveyors Act. Furthermore, property lines **shall be monumented** in accordance with Section 21-16 of

said County Code.

Deputy for: Aleksandar Jevremovic County Surveyor

Very truly yours,

 $TP14880_Surveyor Conditions_Letter_EL-ETM.doc$

ATTACHMENT C EIR (21EIR-00000-00001) ADDENDUM

Arctic Cold Extensive Agricultural Processing General Plan Amendment, Conditional Use Permit,
Revised Development Plan, and Tentative Parcel Map
Case Nos. 22GPA-00000-00006, 22CUP-00000-00021, 23RVP-00024, and 23TPM-00002

TO: County Planning Commissioners

FROM: Gwen Beyeler, Supervising Planner

Development Review Division, Planning and Development

Staff Contact: Steve Conner

DATE: June 12, 2024

RE: State CEQA Guidelines Section 15164 Addendum to 21EIR-00000-00001 for the Arctic Cold

Extensive Agricultural Processing General Plan Amendment Project, Case Nos. 22GPA-00000-

00006, 22CUP-00000-00021, 23RVP-00024, and 23TPM-00024.

CEQA Determination: CEQA Section 15164 (Addendum) applies to the Arctic Cold Extensive Agricultural Processing General Plan Amendment Case Nos. 22GPA-00000-00006, 22CUP-00000-00021, 23RVP-00024, and 23TPM-00002. CEQA Section 15164 allows an addendum to a previously-certified EIR to be prepared when only some changes or additions are necessary, but none of the conditions described in State CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred. The Final Environmental Impact Report (21EIR-00000-00001) prepared for the Arctic Cold Agricultural Processor and Freezer Facility Case Nos. 20CUP-00000-00005 and 20DVP-00000-00006 is hereby amended by this 15164 letter for Case Nos. 22GPA-00000-00006, 22CUP-00000-00021, 23RVP-00024 and 23TPM-00024.

<u>Location</u>: The project is located at 1750 East Betteravia Road in the Santa Maria area, Fourth Supervisorial District (APNs 128-097-012 and 128-097-013).

Background: The Arctic Cold Agricultural Processor and Freezer project, Case Nos. 20CUP-00000-00005 and 20DVP-00000-00006, was approved by the County Planning Commission on March 9, 2022. As part of the approval, the Commission certified a Final EIR (21EIR-00000-00001/FEIR). The FEIR prepared for the project identified three environmental impacts from project implementation in the issue areas of Air Quality (project-specific and cumulative NO_x emissions), Greenhouse Gas Emissions (project-specific and cumulative CO2e/carbon dioxide equivalent), and Utilities and Service Systems (project-specific and cumulative solid waste generation from construction and operation). These impacts could not or might not be fully mitigated and were therefore considered significant and unavoidable (Class I) impacts.

Potentially significant but mitigable impacts (Class II) impacts were identified in the issue areas of Biological Resources, Cultural and Tribal Cultural Resources, Geological Resources, and Hazards and

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Hazardous Materials. These project-specific and cumulative Class II impacts were reduced to less than significant levels by incorporating proposed mitigation measures, as described in the FEIR.

The original parcels (APNs 128-097-001 and 128-097-002) consisted of one legal lot when the Development Plan and Conditional Use Permit were approved. The applicant replaced these APNs with APNs 128-097-012 and 128-097-013 in coordination with the County Assessor's Office. Proposed Lots 1 and 2 (APNs 128-097-012 and 128-097-013, respectively) will become legal lots under the proposed Tentative Parcel Map (23TPM-00024).

<u>Proposed Project:</u> The proposed project is a request for a General Plan Amendment, Conditional Use Permit, Revised Development Plan, and Tentative Parcel Map to allow for a new extensive agricultural processing use and to create two legal parcels to allow the applicant to convey one portion of the property to the Arctic Cold Agricultural Processor and Freezer Facility operator. The project descriptions for each entitlement are as follows:

General Plan Amendment (Case No. 22GPA-00000-00006)

The proposed project includes a request by AFP, LLC, for adoption of a General Plan Amendment to amend the Comprehensive Plan Land Use Element Map for the Santa Maria area (Comp-6) to apply the Agricultural Industry Overlay to the 40.65-acre property shown as Assessor's Parcel Number 128-097-012. The proposed project is located on a 111.75-acre lot, in the AG-II-40 Zone District, identified by Assessor's Parcel Numbers 128-097-012 and 128-097-013, and located at 1750 and 1780 East Betteravia Road in the Santa Maria area, Fourth Supervisorial District.

Conditional Use Permit (Case No. 22CUP-00000-00021)

The proposed project includes a request for a Conditional Use Permit to allow extensive processing (e.g. the refinement or other processing of agricultural products to substantially change them from their raw form, which involves machinery, chemical reactions, and/or hazardous or highly odiferous materials or products.), of agricultural products within the previously permitted 449,248 sf dry storage/warehousing Arctic Cold Agricultural Processor and Freezer Facility. The proposed extensive processing use will occur within the northern 120,098 sf fruit processor portion of the 449,248 sf Arctic Cold Agricultural Processor and Freezer Facility. The existing operations in other areas of the Arctic Cold Agricultural Processor and Freezer Facility will not be modified as part of the proposed project. The proposed extensive processing uses will take place on the subject 40.65-acre lot in the AG-II-40 (Agriculture II) Zone District on APN 128-097-012.

The proposed project does not include grading or vegetation removal. Water service for the Arctic Cold Agricultural Processor and Freezer Facility is provided by a permitted public water system supplied by two existing potable wells on site. Wastewater treatment service for the Arctic Cold Agricultural

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Processor and Freezer Facility is provided by an onsite wastewater treatment system and an onsite processing wastewater basin system. Access to the Arctic Cold Agricultural Processor and Freezer Facility is provided by two driveways off East Betteravia Road. The proposed project is located on a 40.65-acre lot, in the AG-II-40 Zone District, identified by Assessor's Parcel Number 128-097-012, and located at 1780 East Betteravia Road in the Santa Maria area, Fourth Supervisorial District.

Development Plan Revision (Case No. 23RVP-00024)

The proposed project includes a request for a Revision to Development Plan (Case No. 20DVP-00000-00006) to designate Agricultural Industry Overlay upon APN 128-097-012, allow extensive fruit and vegetable processing uses within the 120,098 sf northern portion of the 449,248 sf Arctic Cold Processor and Freezer Facility, and allow construction of a 35-ft.-tall flag pole. The proposed project does not include grading or vegetation removal. Water service for the Arctic Cold Agricultural Processor and Freezer Facility is provided by a permitted public water system supplied by two existing potable wells on site. Wastewater treatment service for the Arctic Cold Agricultural Processor and Freezer Facility is provided by an onsite wastewater treatment system and an onsite processing wastewater basin system. Access to the Arctic Cold Agricultural Processor and Freezer Facility is provided by two driveways off East Betteravia Road. The proposed project is located on a 40.65-acre lot, in the AG-II-40 Zone District, identified by Assessor's Parcel Number 128-097-012, and located at 1780 East Betteravia Road in the Santa Maria area, Fourth Supervisorial District.

Tentative Parcel Map (Case No. 23TPM-00002)

The proposed project includes a request for a Tentative Parcel Map to create two legal parcels to allow for a fee title separation of existing independent agricultural operations on APN 128-097-013, including agricultural row crop production and the Mid Coast Cooling processor, from the Arctic Cold Agricultural Processor and Freezer Facility currently under construction on APN 128-097-012. The Tentative Parcel Map will split the legal lot into the two legal lots. Proposed Lot 1 will be a 40.65-acre parcel and proposed Lot 2 will be a 71.10-acre parcel. Existing development on proposed Lot 1 includes the 449,248 sf Arctic Cold Agricultural Processor and Freezer Facility and accessory buildings. Existing development on proposed Lot 2 includes the 52,000 sf Mid Coast Cooling facility and 5,600 sf Valley Farm Supply building.

The proposed project does not include grading or vegetation removal. Water service for proposed Lot 1 is provided by a permitted public water system supplied by two existing potable wells on site. Water service for proposed Lot 2 is provided by one existing potable well and one existing agricultural well on site. Wastewater treatment service for proposed Lot 1 is provided by an onsite wastewater treatment system and an onsite processing wastewater basin system. Wastewater treatment service for proposed Lot 2 is provided by an existing septic system. Access to proposed Lot 1 is provided by two driveways off East Betteravia Road. Access to proposed Lot 2 is provided by the existing driveway south of the intersection of Rosemary Lane and East Betteravia Road. The proposed project is located on a 111.75-

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acre lot, in the AG-II-40 Zone District, identified by Assessor's Parcel Numbers 128-097-012 and 128-097-013, and located at 1750 and 1780 East Betteravia Road in the Santa Maria area, Fourth Supervisorial District.

Analysis of Changes to Project Impacts:

The proposed General Plan Amendment with accompanying Conditional Use Permit, Revision to 20DVP-00000-00006, and Tentative Parcel Map includes an amendment to the Santa Maria Area (Comp-6) Map of the Comprehensive Plan to designate APN 128-097-012 with the Agricultural Industry Overlay. Pursuant to Land Use Development Code Sections 35.21.030 and 35.42.040.B.2., a Conditional Use Permit and Development Plan must accompany a request for an extensive processing use within the AG-II Zone District.

As discussed in detail below, the General Plan Amendment and proposed addition of an extensive processing use under a new Conditional Use Permit and proposed Revision to the existing Development Plan will not reduce the effectiveness of the adopted mitigation measures in mitigating impacts to less than significant levels. The proposed designation of Agricultural Industry Overlay will be limited to the 40-acre Arctic Cold Processor and Freezer Facility site (APN 128-097-012).

Discussion: The existing mitigation measures will remain effective in reducing impacts to less than significant levels, and no new significant impacts will result from the proposed addition of an extensive agricultural processing use within the AG-II Zone District. A discussion of each Class I, II and III Environmental Impact is included below.

Class I Impacts:

Operational and Cumulative Air Quality. The proposed addition of an extensive agricultural processing use and designation of Agricultural Industry Overlay on the site within the AG-II Zone District will not reduce the effectiveness of the adopted mitigation measures in mitigating operational and cumulative air quality impacts to less than significant levels and no new significant impacts will result from the proposed addition of an extensive agricultural processing use and designation of Agricultural Industry Overlay. The estimated operational emissions of the approved warehouse and processing facility exceeded the County's significance thresholds (County of Santa Barbara Environmental Thresholds and Guidelines) for NO_x. Mitigation measures were implemented to reduce the NO_x emissions to the extent feasible. However, project-related NO_x emissions would remain above applicable NO_x emission thresholds. Therefore, the impact would remain significant and unavoidable. The proposed extensive agricultural processing use will not change construction activities such as grading, paving and structural building activities because no changes to the building footprint or site improvements are proposed. The proposed use would not change long-term (operational) air pollutant emission impacts because the extensive processing equipment (including boilers for pasteurizers and evaporators for pasteurized products and puree concentrates) was accounted for in the CalEEMod calculation in FEIR Appendix I, Air Quality and GHG Analysis (LSA, 2021). In addition, there will be no change in other emission sources

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(mobile, area, energy, off-road, or stationary) or change in building size/type or change in the estimated trip generation or change in vehicle fleet mix. Therefore, the proposed extensive agricultural processing use and designation of Agricultural Industry Overlay will not will not require new or revised analysis of air quality impacts. The proposed project will not result in any new significant impacts to operational and cumulative air quality or increase the severity of impacts previously identified.

Long term and Cumulative Greenhouse Gas Emissions. The proposed addition of extensive agricultural processing use and designation of Agricultural Industry Overlay on the site will not reduce the effectiveness of the adopted mitigation measures in mitigating operational and cumulative greenhouse gas emissions impacts to less than significant levels and no new significant impacts will result from the proposed addition of an extensive processing use and designation of Agricultural Industry Overlay. The estimated project Greenhouse Gas (GHG) emissions exceeded the County's Interim Greenhouse Gas Emissions significance thresholds. A Greenhouse Gas Reduction Program (GHGRP) was required under mitigation measure GHG-1 to reduce the project's greenhouse gas emissions. However, the FEIR determined that project GHG emissions would remain above the County's thresholds. Therefore, the impact will remain significant and unavoidable. The proposed extensive agricultural processing use will not change construction activities such as grading, paving and structural building activities because no changes to the building footprint or site improvements are proposed. The proposed use would not change long-term (operational) greenhouse gas emission impacts because the extensive processing equipment (including boilers for pasteurizers and evaporators for pasteurized products and puree concentrates) was accounted for in the CalEEMod calculation. In addition, there will be no change in other emission sources (mobile, area, energy, off-road, or stationary) or change in building size/type or change in the estimated trip generation or change in vehicle fleet mix or change in service population. Furthermore, the applicant has provided a Greenhouse Gas Reduction Program (Attachment C-1) to address the requirements specified in 20DVP-00000-00006 Revised Condition of Approval #13/Mitigation Measure GHG-1. The GHGRP clarified proposed components of the project's GHG emissions reduction measures. The GHGRP was reviewed by the Santa Barbara County Air Pollution Control District (APCD) and the applicant revised the GHGRP in response to APCD review. Therefore, the proposed extensive agricultural processing use and designation of Agricultural Industry Overlay will not require new or revised analysis of greenhouse gas emissions impacts. The proposed project will not result in any new significant impacts to operational and cumulative greenhouse gas emissions or increase the severity of impacts previously identified.

Utilities and Service Systems. The proposed addition of extensive agricultural processing use and designation of Agricultural Industry Overlay on the site will not reduce the effectiveness of the adopted mitigation measures in mitigating the project's generation of solid waste to less than significant levels and no new significant impacts will result from the proposed addition of an extensive processing use and designation of Agricultural Industry Overlay. Solid waste generation for both construction and operation of the proposed project was estimated by multiplying the square footage of the proposed processing/warehouse building by the solid waste generation rates established in the County of Santa

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Barbara Environmental Thresholds and Guidelines Manual. During construction and operation, the project would generate solid waste and increase demand on the Santa Maria Landfill. A Source Reduction and Solid Waste Management Plan for construction and operation was required as a mitigation measure to reduce the project's impact upon the Santa Maria Landfill. However, waste generated by the project would still exceed the County's construction and operational solid waste thresholds. Therefore, the impact would remain significant and unavoidable. The proposed extensive processing use will not increase the proposed square footage of the building. Therefore, the proposed extensive agricultural processing use and designation of Agricultural Industry Overlay will not require new or revised analysis of solid waste generation impacts to utilities and service systems. The proposed project will not result in any new significant impacts of solid waste generation to utilities and service systems or increase the severity of impacts previously identified.

Other utilities and service systems analyzed in the FEIR included water, wastewater, electric power, and natural gas. As discussed below, no new significant impacts to these utilities and service systems will result from the proposed addition of an extensive processing use and designation of Agricultural Industry Overlay.

The Arctic Cold Groundwater Evaluation (Katherman Exploration Co, LLC, 2020) in FEIR Appendix I contained analysis of the estimated project water usage. The water usage estimate accounted for evaporation associated with processing operations (including the use of evaporators/concentrators that are proposed as part of the equipment required for the extensive agricultural processing use). Therefore, no new significant impacts to water supply will result from the proposed extensive agricultural processing use.

The project will not require a connection to off-site wastewater treatment facilities. Process wastewater will be treated and disposed of in the process wastewater treatment system. The process wastewater treatment system was designed to treat wastewater associated with the proposed extensive processing use. Therefore, no new significant impacts to the wastewater system will result from the proposed addition of an extensive agricultural processing use.

The project will not require any modifications to the existing electrical transmission and distribution systems. The FEIR analysis of the project impact on energy was supported by data and information from Appendix C Air Quality and Greenhouse Gas Analysis (LSA, 2021). The analysis accounted for equipment that would be required by the proposed extensive agricultural processing use, as indicated in the discussion of the Class I impacts on Operational and Cumulative Air Quality. Estimated electricity and natural gas consumption was calculated for construction and operational demands based on CalEEMod outputs. No new significant impacts to energy systems will result from the proposed extensive agricultural processing use.

Class II Impacts:

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Biological Resources, Cultural and Tribal Cultural Resources, and Geological Resources. The proposed addition of an extensive agricultural processing use and designation of Agricultural Industry Overlay on the site will not reduce the effectiveness of the adopted mitigation measures in mitigating the project's impacts to biological resources, cultural and tribal resources, or geological resources to less than significant levels and no new significant impacts will result from the proposed addition of an extensive agricultural processing use and designation of Agricultural Industry Overlay. The impacts on these resources were associated with construction of the processing/warehouse facility structure and site improvements. The proposed extensive processing use will not change the impacts of construction upon these resources because no changes are proposed to the facility footprint or site improvements. Therefore, the proposed addition of an extensive agricultural processing use and designation of Agricultural Industry Overlay will not require new or revised analysis of impacts upon biological, cultural and tribal cultural, or geological resources or increase the severity of impacts upon biological, cultural and tribal cultural, or geological resources or increase the severity of impacts previously identified.

Hazards and Hazardous Materials. The proposed addition of an extensive agricultural processing use and designation of Agricultural Industry Overlay on the site will not reduce the effectiveness of the adopted mitigation measures in mitigating the project's hazards and hazardous materials impacts to less than significant levels and no new significant impacts will result from the proposed addition of an extensive processing use and designation of Agricultural Industry Overlay. The Class II impacts regarding hazardous materials impacts were associated with the project's routine transport, use, or disposal of hazardous materials and the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, as described in FEIR Appendix G, Refrigeration Hazard Assessment Report for Permit Purposes (APPCO). More specifically, the project included significant amounts (above the one-ton threshold identified in the Santa Barbara County Environmental Thresholds and Guidelines Manual) of anhydrous ammonia associated with the industrial refrigeration system. The applicant was required to prepare a Risk Management Plan and Hazardous Materials Inventory as a mitigation measure to reduce the impact of the project. County Environmental Health Services staff reviewed and approved the plan and inventory under post-project approvals. The equipment associated with the proposed extensive agricultural processing includes pasteurizers and evaporators/concentrators. Pasteurizers and evaporators/concentrators will utilize the natural gas boilers that were accounted for in the impact analysis. No significant hazards or hazardous materials impacts were identified for the proposed use of natural gas boilers. Therefore, the proposed addition of an extensive agricultural processing use and designation of Agricultural Industry Overlay will not require new or revised analysis of impacts associated with hazards or hazardous materials. The proposed project will not result in any new significant hazards or hazardous materials impacts or increase the severity of impacts previously identified.

Analysis of Class III Impacts:

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Although Class III Impacts were found to be less than significant, discussions on a selected subset of topics may be warranted due to the proposed increase of intensity of use, as follows:

Land use and planning. The proposed addition of an extensive agricultural processing use and designation of Agricultural Industry Overlay on the site within the AG-II Zone District will not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The proposed addition of an extensive agricultural processing use and designation of an Agricultural Industry Overlay on the site is compatible with the agricultural character of the area and the existing nearby operations which are supportive of agriculture. The site is zoned AG-II and within a Rural Area as designated on the Comprehensive Plan maps. Extensive agricultural processing is a permitted use within the Rural Area; and designation of the site with an Agricultural Industry Overlay will allow the use to be permitted, pursuant to the County Land Use Development Code Sections 35.21.020 and 35.42.040. The proposed addition of an extensive agricultural processing use to an area which is known for productive agricultural operations aligns with goals and policies laid out in the Santa Barbara County Comprehensive Plan Agricultural Element, including Goal 1, Policy 1.A., Goal V, and Policy V.B. The proposed project will support the continued use and viability of agricultural crops and operations on the project site and surrounding area. The new extensive processing services will be a supported intensification of a land use that is compatible with agricultural operations in the surrounding area and region. The new extensive processing use will also provide supportive agricultural services within a reasonable distance and access to the existing farm users in the area. In addition, the proposed use will be consistent with Land Use Element Policy 4 regarding the availability of adequate services. The approved freezer and processing facility is under construction and will be providing services that are sufficient to serve the proposed addition of an extensive agricultural processing use. Therefore, the proposed General Plan Amendment, Conditional Use Permit, DVP Revision and Tentative Parcel Map will not result in any significant impacts to land use and planning.

Transportation and Circulation. The proposed addition of an extensive agricultural processing use and designation of Agricultural Industry Overlay on the site will not increase the number of employees nor will it alter the associated traffic/circulation patterns, vehicle miles traveled, or levels of service that were contemplated in the FEIR analysis, based on the Traffic and Circulation Study (ATE, 2020) and VMT Analysis (Fehr and Peers, 2021). The Traffic and Circulation Study utilized standard methods of calculating the existing and proposed project traffic conditions. These standard methods accounted for the number of employees per shift (including a breakdown of employees associated with processing and warehouse uses) and the number of trucks making inbound and outbound deliveries. The Traffic and Circulation Study made no distinction for the type of processing employees (i.e. extensive processing use employees versus general processing use employees) in the analysis. The proposed addition of an extensive agricultural processing use will not increase the previously analyzed number of employees or the number of truck deliveries. Therefore, the Traffic and Circulation Study remains valid for the proposed addition of an extensive agricultural processing use and designation of Agricultural Industry

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Overlay. The VMT Analysis utilized the proposed number of employees to estimate the project-generated Vehicle Miles Traveled. The VMT Analysis made no distinction for the type of employees (i.e. extensive processing use versus warehouse employees). As discussed above, the proposed extensive processing use will not increase the previously analyzed number of employees. Therefore, the VMT Analysis also remains valid for the proposed addition of an extensive processing use and designation of Agricultural Industry Overlay. The proposed project will not result in any new significant impacts to traffic and circulation or increase the severity of impacts previously identified.

Analysis of Effects Not Found to be Significant:

Forest Resources. The project site does not contain any forest land, timberland, or timberland zoned Timberland Production. Therefore, the proposed General Plan Amendment, Conditional Use Permit, DVP Revision and Tentative Parcel Map will not result in any new impacts to forest resources.

Historic Resources. No structures or formal landscape features identified as historic resources exist on the site. Therefore, the proposed General Plan Amendment, Conditional Use Permit, DVP Revision and Tentative Parcel Map will not result in any new impacts to historic resources.

Mineral Resources. There are no locally identified mineral resources on the project site. Therefore, the proposed General Plan Amendment, Conditional Use Permit, DVP Revision and Tentative Parcel Map will not result in any new impacts to mineral resources.

Population and Housing. The proposed addition of an extensive processing use and designation of Agricultural Industry Overlay on the site will not increase the number of employees. Therefore, the proposed General Plan Amendment, Conditional Use Permit, DVP Revision and Tentative Parcel Map will not result in any new impacts to population and housing.

Public Services. The proposed addition of an extensive agricultural processing use and designation of Agricultural Industry Overlay on the site will not increase the number of employees or add any new structural development to the site footprint. Therefore, the proposed General Plan Amendment, Conditional Use Permit, DVP Revision and Tentative Parcel Map will not result in any new impacts to public services.

Recreation. The proposed addition of an extensive processing use and designation of Agricultural Industry Overlay on the site will not increase the number of employees or directly generate population growth. Therefore, the proposed General Plan Amendment, Conditional Use Permit, DVP Revision and Tentative Parcel Map will not result in any new impacts to recreation.

Wildfire. The project site and surrounding parcels do not contain wildlands, forests, or dense vegetation that would expose the project to wildfire risk. Therefore, the proposed General Plan Amendment,

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Conditional Use Permit, DVP Revision and Tentative Parcel Map will not result in any new impacts regarding the risks of wildfire.

Changes in Project or Circumstances and State CEQA Guidelines Section 15162:

CEQA Section 15162 allows the use of a previously adopted EIR or ND unless substantial evidence would require major revisions of the previous EIR or ND due to substantial changes in the proposed project because of: 1) new significant environmental effects or a substantial increase in the severity of previously identified significant effects; 2) substantial changes to the circumstances under which the project is undertaken due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or 3) new information of substantial importance. Section 15164 allows preparation of an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. None of the conditions requiring preparation of a new environmental document as outlined in Section 15162 have occurred, as no new significant environmental effects would occur, previously identified environmental effects will not increase in severity, and no new information of substantial importance will require revisions to the previously certified final FEIR.

The FEIR analyzed project impacts for construction and operations of the Arctic Cold Agricultural Processor and Freezer facility, including:

- Construction
 - Grading/Drainage
 - Facility
 - Parking
 - Landscaping
 - o Petroleum Well Abandonment
 - o Drainage Basin
 - Process Wastewater Basin
- Operations
 - Circulation
 - Employees
 - Equipment
 - Water Use
 - Wastewater
 - Stormwater

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As compared to the approved DVP and CUP which allowed the construction of the warehouse and processing facility, the current proposal consists only of operational and interior changes (within the approved structure) and a new flag pole and lot split. The FEIR identified significant but mitigable (Class II) resource impacts associated with construction and operation, including biological resources, cultural and tribal cultural resources, and geology and soils resources. The FEIR identified less than significant (Class III) impacts, including aesthetics, agricultural resources, energy, hydrology and water quality, land use and planning, noise and transportation and circulation. The FEIR also identified effects not found to be significant, including forest resources, historic resources, mineral resources, population and housing, public services, recreation and wildlife. The proposed General Plan Amendment, Conditional Use Permit, Development Plan Revision, and Tentative Parcel Map will not result in any changes with respect to the FEIR analysis of project impacts to aesthetics, biological resources, cultural resources and tribal cultural resources, forest resources, geology and soils, historic resources, hydrology and water quality, mineral resources, noise, public services, recreation, or wildfire.

No other changes to the existing use of the site will occur. Thus, the proposed changes are within the scope of the previously-certified EIR, and they will not create any new significant effects or a substantial increase in the severity of previously identified significant effects.

Findings:

The County Planning Commission recommends that the Board of Supervisors find that the previous environmental document as herein amended may be used to fulfill the environmental review requirements of the current project. Because the current project meets the conditions for the application of State CEQA Guidelines Section 15164, preparation of a subsequent EIR is not required.

Discretionary processing of the Arctic Cold Extensive Agricultural Processing General Plan Amendment, Case Nos. 22GPA-00000-00006, 22CUP-00000-00021, 23RVP-00024 and 23TPM-00002, may now proceed with the understanding that any substantial changes in the proposal may be subject to further environmental review.

ATTACHMENTS

C-1. LSA Memorandum, Greenhouse Gas Reduction Program for the proposed Arctic Cold Agricultural Processor and Freezer Facility project located in Santa Barbara County, California

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

MEMORANDUM

DATE: June 9, 2023

To: Clayton Dragoo, Senior Project Engineer, Fisher Construction Group, Inc.

FROM: Amy Fischer, President

Cara Cunningham, Associate

Subject: Greenhouse Gas Reduction Program for the proposed Arctic Cold Agricultural

Processor and Freezer Facility project located in Santa Barbara County, California

The County of Santa Barbara (County) certified an Environmental Impact Report (EIR) that evaluates the environmental impacts of the proposed Arctic Cold Agricultural Processor and Freezer Facility Project (project) pursuant to the California Environmental Quality Act (CEQA)¹. The EIR incorporated Revised Condition of Approval #13 Mitigation Measure GHG-1 to mitigate greenhouse gas emissions adopted on March 9th, 2022. This mitigation measure specifies that a Greenhouse Gas Reduction Program (GHGRP) shall be developed to reduce GHG emissions to below the County's significance threshold. This would require a reduction of the project GHG emissions to 3.8 metric tons (MT) of carbon dioxide equivalent (CO₂e), per service person, per year, or less, during operation of the project. However, the EIR determined that achieving the GHG reduction target would not be feasible; therefore, impacts would be significant and unavoidable. Despite this finding, the project is required to implement GHG-1 to the maximum extent practical. This technical memorandum has been prepared to evaluate additional project features that have been incorporated into the project design since the adoption of the EIR and evaluate feasible GHG reduction measures in order to provide a GHGRP for the project in fulfillment of Mitigation Measure GHG-1.

PROJECT DESCRIPTION

The Arctic Cold Agricultural Processor and Freezer Facility Project (project) is located at 1750 E. Betteravia Road approximately one mile east of the City of Santa Maria in northern Santa Barbara County, California. The property is located on the east side of Rosemary Road, approximately 1.1 miles east of U.S. Highway 101 (U.S. 101) and is comprised of two parcels (Assessor Parcel Numbers [APN] 128-097-001 and 128-097-002), totaling approximately 109 acres. The property is bound by East Betteravia Road on the north, Rosemary Road on the west, Prell Road on the south, and an unnamed dirt road to the east. Active agricultural operations surround the property in all directions.

County of Santa Barbara, 2021. Arctic Cold Agricultural Processor and Freezer Project Environmental Impact Report. SCH Number: 2020100453

The proposed processor and freezer facilities would be located on approximately 40 acres on the northeast portion of the subject property (project site).

The project would develop a 449,248-square-foot (sf) gross floor area agricultural processor and freezer facility on a 40-acre project site located in the northeastern portion of the project site. The facility would consist of approximately 127,546 square feet of processing, cooler, dry storage/warehousing, administrative, and maintenance space for the processing operations, and approximately 321,702 square feet of freezer, loading dock, blast freezer, and administrative and mechanical space for the freezer operations. The processor portion of the structure will be approximately 41.08 feet above existing grade/45.15 feet above finished grade, and the freezer portion will be approximately 53.33 feet above existing grade/57.4 feet above finished grade. The tallest element of the proposed facility structure will be the cooling tower associated with the refrigeration system.

The freezer facility would specialize as a cold distribution warehouse. Product would be received and entered into a computerized warehouse management system (WMS), which would determine whether the product would be placed in cold room storage or blast freezers. Product would be stored in cold rooms until it is shipped out to regions throughout the United States.

During peak harvest season (May through September), operation of the project is expected to generate approximately 1,642 average daily trips, with 1,246 employee trips and 396 truck trips. During the non-harvest season, the project is expected to generate approximately 454 average daily trips, with 306 employee vehicle trips and 148 truck trips. The potential increased electricity demand associated with operation of the project is estimated to be approximately 35,535,000 kilowatt-hours (kWh) per year. Most of the equipment used for operation of the project would be electric driven.

The project would utilize four propane forklifts, five boilers, and diesel fire pumps.

The project would not add carbon dioxide to any of the operations within the facility and would not use generators.

REGULATORY SETTING

Executive Order S-3-05 was signed by the Governor on June 1, 2005, which proclaimed that California is vulnerable to the impacts of climate change. To combat those concerns, Executive Order S-3-05 established California GHG emissions reduction targets, which established the following goals: GHG emissions should be reduced to 2000 levels by 2010; GHG emissions should be reduced to 1990 levels by 2020; and GHG emissions should be reduced to 80 percent below 1990 levels by 2050. In 2006, California's major initiative for reducing GHG emissions is AB 32 was passed by the State legislature, which aims at reducing GHG emissions to 1990 levels by 2020.

On September 8, 2016, the governor signed Senate Bill (SB) 32 into law, which extends AB 32 and requires the State to further reduce GHGs to 40 percent below 1990 levels by 2030. SB 32 affirms

6/9/23 (P:\FIC2001 - ArcticCold Storage\Greenhouse Gas Reduction Plan\Products\Arctic Cold Storage GHGRP 060923.docx)

Associated Transportation Engineers, 2020. *Traffic and Circulation Study for the Arctic Cold Storage & Packing Project*. July 21.

the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Executive Order B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels,

In response, on December 14, 2017, the California Air Resources Board (CARB) adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan does not give project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with a statewide per capita goal of six metric tons (MT) of carbon dioxide equivalents (CO₂e) by 2030. As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level) but not for individual projects because they include all emissions sectors in the State.

Most individual projects do not generate enough GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. Evaluating climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (State CEQA Guidelines, Section 15064[h][1]).

The County adopted the Energy and Climate Action Plan (ECAP) in May 2015 to demonstrate the County's commitment to reduce GHG emissions². The ECAP is intended to streamline environmental review of projects within the unincorporated County consistent with the State CEQA Guidelines based on statewide emission reduction targets to reduce GHG emissions 15 percent below 2007 emission levels by 2020, consistent with AB 32 and Executive Order S-3-05. Since, the County's ECAP has a 2020 horizon and because the project would be operational in 2022, the County's ECAP would not be applicable. The County is currently preparing a 2030 Climate Action Plan consistent with updated Statewide emission reduction targets under SB 32.

On January 26, 2021, the County adopted new Interim GHG Emissions Thresholds of Significance (referred to herein as "Interim GHG Thresholds"), which are recommended for use until completion of the County's 2030 Climate Action Plan. The Interim GHG Thresholds recommend that land use projects be first assessed against a screening threshold of 300 MT CO₂e. For projects that exceed the screening threshold, a service population threshold of 3.8 MT CO₂e is recommend. As discussed in more detail below, the project would exceed the County's screening threshold of 300 MT CO₂e Therefore, this analysis uses the County's recommended service population threshold of 3.8 MT CO₂e to assess the potential significance of project GHG emissions.

California Air Resources Board (CARB), 2017. California's 2017 Climate Change Scoping Plan. https://ww2.arb.ca.gov/our-work/programs/ab-32-climate -change-scoping-plan/2017-scoping-plandocuments. Accessed March 2022.

County of Santa Barbara, 2015. Energy and Climate Action Plan. May 2015.

PROJECT-GENERATED GREENHOUSE GAS EMISSIONS

Table A summarizes long-term GHG emissions generated by the project from mobile sources, area sources, energy use, solid waste, water use, off-road equipment, and stationary equipment and combines construction and operational GHG emissions. During the 9-month non-harvest season (August to May, the project would require approximately 153 employees. During the 3-month harvest season (May to August), the project would require approximately 623 employees. Based on a time-weighted average, this is equivalent to 271 employees. Therefore, the project's service population used for this analysis is 271.

As shown in Table A, annual emissions from the project would be approximately 29,704 MT CO_2e , which would exceed the County's screening threshold of 300 MT CO_2e . On a per-service population basis, the project's annual emissions would be approximately 109.6 MT CO_2e per service population (29,704 MT CO_2e / 271 service population), which would exceed the County's significance threshold of 3.8 MT CO_2e per service population per year.

Table A: Unmitigated Project Annual Greenhouse Gas Emissions

Emission Sources	Annual Emissions (MT CO₂e)
Construction	30 ¹
Mobile	11,064
Area	<1
Energy	5,234
Solid Waste	196
Water	119
Off-road	297
Stationary Equipment	12,764
Total Project Emissions	29,704
Service Population	271
Service Population Emissions Rate	109.6 MT CO ₂ e/SP
Significance Threshold	3.8 MT CO₂e/SP
Threshold Exceeded?	Yes

Sources: Unmitigated CalEEMod Output Sheets (Attachment A), Mobile Source Emissions Estimates (Attachment B), and Boiler Emissions Calculations (Attachment C)

MT CO₂e = metric tons carbon dioxide equivalent

ON-SITE GREENHOUSE GAS REDUCTION MEASURES

In order to achieve the threshold of $3.8 \text{ MT CO}_2\text{e}$ per service population, the project would need to reduce emissions by approximately $28,675 \text{ MT CO}_2\text{e}$ per year. The EIR for the project incorporated Mitigation Measure GHG-1, requiring the development of a GHGRP. Additionally, Mitigation Measure GHG-1 includes specific actions that the GHGRP must include. The project applicant is required to implement these measures. These are as follows:

Construction emissions were estimated to be 908 MT CO₂e. Results were amortized over a 30-year period

- Supply 100 percent of electricity from renewable energy resources. Options include opting into PG&E's Solar Choice (opting to supply 100 percent of annual energy usage) Program or PG&E's Regional Renewable Choice (opting to supply 100 percent of annual energy usage) Program.
- Implement a transportation demand program. Program measures may include free transit passes for employees, electric rideshare vehicles for employees, and construction of additional transit infrastructure at the project site.
- Implement a zero-waste program or other feasible waste-reduction measures such as composting waste food scraps from employee activities and food waste processing.

Additional measures not identified in Mitigation Measure GHG-1 could include the following:

- Install a photovoltaic system on-site;
- Install water-efficient fixtures (toilets, faucets, showers), water efficient landscape irrigation systems (drip irrigation with control panel and soil moisture sensors), and water efficient landscaping.
- Require the use of electric forklifts onsite during operations.
- Provide the circuit, capacity, and conduit for 10 Level 2 AC chargers for Class 8 electric heavyduty trucks.

Mitigation Measure AQ-1 requires that the project incorporate sustainable transportation technologies and practices appropriate for the proposed use. As the project includes a considerable number of heavy-duty truck trips over long distances, Mitigation Measure AQ-1 requires multiple measures to reduce emissions associated with heavy-duty trucks and associated transport refrigeration units (TRUs). These include installing electrical hookup equipment for TRUs at all loading docks, requiring the use of newer (model year 2014 or newer) heavy duty trucks to accelerate transition to more efficient vehicles, and practices limiting truck idling and TRU run-time. As discussed in the EIR, the project could also provide infrastructure to support zero-emission vehicles and equipment. However incoming produce would be transported by trucks owned by local growers and growers from other California regions and Baja. Therefore, the project would have limited control of the composition of truck fleets and it would not be feasible to require other parties to upgrade truck fleets to incorporate zero or near-zero emissions technologies as mitigation for the project. However, the project applicant is required to implement this mitigation measure to infrastructure to support electric trucks will be available as the technology is more widely adopted. Due to the project's limited control over other parties' truck fleets, the project could not feasibly reduce all mobile source emissions from the project.

Consistent with the requirements of Mitigation Measure GHG-1, a Transportation Demand Management (TDM) Plan¹ and Source Reduction and Solid Waste Management Plan² were prepared

6/9/23 (P:\FIC2001 - ArcticCold Storage\Greenhouse Gas Reduction Plan\Products\Arctic Cold Storage GHGRP 060923.docx)

Associated Transportation Engineers, 2022. *Transportation Demand Management Plan for the Artic Cold Agricultural Processor and Freezer Project – County if Santa Barbara*. April 26.

² Urban Planning Concepts, 2022. Arctic Cold Source Reduction and Solid Waste Management Plan. June.

for the proposed project and are included as Attachments D and E, respectively. Based on the TDM Plan, the Project Applicant will implement the following measures:

- Transportation Coordinator. Project applicant shall designate a qualified Transportation Coordinator. The Transportation Coordinator shall manage transportation programs for the project and serve as the contact person for transportation related issues. The coordinator shall be available during normal working hours. The Transportation Coordinator's name and telephone number shall be submitted to the County Planning and Development Department (P&D) and Public Works Department prior to Final Building Inspection Clearance and within one month of a change of Transportation Coordinator.
- **Employee Orientation.** The Project applicant, in coordination with the Transportation Coordinator, shall develop a fact sheet that serves as an orientation for new employees by informing them of the traffic mitigation requirements imposed on the site, and the location and availability of carpool and bike parking, transit service, showers and lockers, and other program components. A copy of the fact sheet shall be submitted to P&D prior to occupancy and annually as it is updated.
- Information in the Workplace. The applicant will post TDM marketing materials (i.e., park and ride lot locations, County Bike Map, Traffic Solutions carpool/vanpool/emergency ride home brochures, materials detailing the monetary and environmental benefits of alternative transportation, etc.) in the common employee areas on-site.
- **TDM Components.** The TDM program may include, but not be limited to employee input and information, carpooling, vanpooling, parking management, bicycle facilities transit services, lunch time facilities and services, work schedule flexibility, and other incentives for employees.
- Vanpools. The applicant will sponsor a company vanpool (such as CalVans or Enterprise
 Commute) to transport employees from various areas in Santa Barbara and/or San Luis Obispo
 Counties during regular and peak harvest periods (reference information on the vanpool
 programs is attached). Utilization of two to three 15-passenger vans would reduce traffic
 generation at the Project site by 60 to 90 ADT and would reduce the peak parking demands by
 30 to 45 spaces. Utilization of the vanpools would also reduce the VMT generated by the
 Project.
- Carpools. The applicant will promote ridesharing by assisting employees with enrollment in the
 alternative transportation commute programs offered by the Santa Barbara County Association
 of Government's (SBCAG's) Traffic Solutions division. Traffic Solutions offers ride-matching
 services through its SmartRide Program which can match employees by residence location and
 shift schedules. Carpooling would also be promoted by providing up to 15 dedicated carpool
 spaces at convenient locations adjacent to the building entrances for employees that carpool.
 The average carpool rate for the Santa Maria area is 20% (see attached mode split data from
 SBCAG), which would equate to a reduction of 234 ADT during peak seasons; and would reduce
 the peak parking demands by approximately 60 spaces. Promotion of the carpooling program
 would also reduce the VMT generated by the Project.

- Emergency Ride Home. Providing an emergency ride home program is an effective tool in promoting alternative mode use by commuters. The applicant will assist employees with enrolling in the Emergency Ride Home (ERH) program offered by Traffic Solutions. The ERH program allows employees who have used alternative transportation to call a taxi, Uber/Lyft, or rent a car to travel back home in the event of an emergency. Employees submit a receipt to Traffic Solutions and get repaid for the expense. The ERH plan is available 4 times per year, not to exceed per year.
- Bicycling. Betteravia Road is classified as a Class 2 bike-lane facility on the Santa Barbara County Bike Map (see attachments). The Class 2 bike-lanes extend along Betteravia Road from Broadway on the west to east of Rosemary Road, and thus provide a good bicycle connection between the City of Santa Maria and the Project site. In order to promote bicycle use, the applicant will provide secure covered bicycle parking at convenient locations on-site for local employees that wish to commute via bicycles.

Based on the project's Solid Waste Management Plan, the proposed project could reduce the total value of generated waste by approximately 50 percent.

The reduction measures outlined in Mitigation Measure GHG-1, electric truck infrastructure outlined in Mitigation Measure AQ-1, TDM measures, and solid waste were modeled in the California Emissions Estimator Model version 2022.1 (CalEEMod). In addition, mobile source emissions reductions were calculated consistent with the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing GHG Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. Based on the measures identified in the TDM, the following CAPCOA measures were included: T-7 Implement Commute Trip Reduction Marketing; T-8 Provide Ridesharing Program; T-11 Provide Employer-Sponsored Vanpool; T-14 Provide Electric Vehicle Charging Infrastructure; and T-30 Use Cleaner-Fuel Vehicles.

Measure T-7 has a GHG mitigation potential of up to 4 percent and Measure T-8 has a GHG mitigation potential of up to 8 percent. Measures T-11, T-14, and T-30 are considered qualitative/supporting measures. Consistent with the CAPCOA handbook, the overall reduction in mobile source GHG emissions was assumed to be approximately 12 percent.

Table B, below, summarizes the results.

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California Air Pollution Control Officers Association (CAPCOA), 2021. Handbook for Analyzing GHG Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. December. Available at: https://www.caleemod.com/documents/handbook/full_handbook.pdf

Table B: On-Site Mitigated Greenhouse Gas Emissions

Emission Sources	Annual Emissions (MT CO₂e)
Construction	25 ¹
Mobile	9,736
Area	7
Energy	125
Solid Waste	66
Water	91
Off-road	0
Stationary Equipment	12,770
Total Project Emissions	22,820
Service Population	271
Service Population Emissions Rate	84.2 MT CO₂e/SP
Significance Threshold	3.8 MT CO₂e/SP
Threshold Exceeded?	Yes

Sources: Mitigated CalEEMod Output Sheets (Attachment F), Mobile Source Emissions Estimates (Attachment B) and applying CAPCOA reductions, and Boiler Emissions Calculations (Attachment C)

MT CO₂e = metric tons carbon dioxide equivalent

As shown in Table B, implementation of the reduction measures would reduce project emissions by $6,884 \text{ MT CO}_2\text{e}$ per year compared to the unmitigated GHG emissions. However, the project would still result in $22,820 \text{ MT CO}_2\text{e}$ per year or $84.2 \text{ MT CO}_2\text{e}$ per service population, which would exceed the threshold of $3.8 \text{ MT CO}_2\text{e}$ per service population per year. No other on-site measures are feasible for the project opening year.

OFF-SITE GREENHOUSE GAS REDUCTION MEASURES

In order to achieve the $3.8 \text{ MT CO}_2\text{e}$ per service population rate, the project would need to reduce emissions to $1,030 \text{ MT CO}_2\text{e}$ per year, an overall reduction of $28,674 \text{ MT CO}_2\text{e}$. As discussed in Mitigation Measure GHG-1, after implementation of feasible on-site GHG reduction measures, the project applicant is required to implement one of, or a combination of, the following off-site measures to achieve up to 50 percent of the total necessary GHG emission reductions:

Directly undertake or fund activities that reduce or sequester GHG emissions ("Direct Reduction Activities") and retire the associated "GHG Mitigation Reduction Credits." A "GHG Mitigation Reduction Credit" must achieve GHG emission reductions that are real, permanent, quantifiable, verifiable, enforceable, and in addition to any GHG emission reduction required by law or regulation or any other GHG emission reduction that otherwise would occur in accordance with the criteria set forth in the CARB's most recent *Process for the Review and Approval of*

Construction emissions were estimated to be 736 MT CO₂e. Results were amortized over a 30-year period

Compliance Offset Protocols in Support of the Cap-and-Trade Regulation.¹ An "Approved Registry" is an accredited carbon registry that follows approved CARB Compliance Offset Protocols. As of April 2021, approved registries include American Carbon Registry, Climate Action Reserve, and Verra.² Credits from other sources shall not be allowed unless they are shown to be validated by protocols and methods equivalent to or more stringent than the CARB standards. If the project applicant chooses to meet some of the GHG reduction requirements through Direct Reduction Activities, the activities shall be implemented as feasible in order of County preference: (1) within the County of Santa Barbara; (2) within the SBCAPCD jurisdictional area; (3) within the State of California; then (4) elsewhere within the United States. Should the project or program providing GHG Mitigation Reduction Credits to the project applicant lose its accreditation, the project applicant shall comply with the rules and procedures of retiring GHG Mitigation Reduction Credits specific to the registry involved and shall undertake additional direct investments to recoup the loss.

- Obtain and retire "Carbon Offsets." "Carbon Offset" shall mean an instrument issued by an approved registry and shall represent the past reduction or sequestration of 1 MT of CO₂e achieved by a direct reduction activity or any other GHG emission reduction project or activity that is not otherwise required (CEQA Guidelines Section 15126.4[c][3]). A "Carbon Offset" must achieve GHG emission reductions that are real, permanent, quantifiable, verifiable, enforceable, and in addition to any GHG emission reduction required by law or regulation or any other GHG emission reduction that otherwise would occur in accordance with the criteria set forth in the CARB's most recent Process for the Review and Approval of Compliance Offset Protocols in Support of the Cap-and-Trade Regulation.³ If the project applicant chooses to meet some of the GHG reduction requirements by purchasing offsets on an annual and permanent basis, the offsets shall be purchased according to the County of Santa Barbara's preference, which is: (1) within the County of Santa Barbara; (2) within the SBCAPCD jurisdictional area; (3) within the State of California; then (4) elsewhere in the United States. Should a project or program providing offsets to the project applicant lose its accreditation, the project applicant shall comply with the rules and procedures of retiring offsets specific to the registry involved and shall purchase an equivalent number of credits to recoup the loss.
- No more than 50 percent of the project's total requisite emission reduction over the project's lifetime may be achieved through direct reduction activities and carbon offsets.

Conclusion

As shown in Table B above, with implementation of the on-site GHG reduction measures, the mitigated project would still result in 22,820 MT CO_2e per year or 84.2 MT CO_2e per service population, which would exceed the threshold of 3.8 MT CO_2e per service population per year. As

¹ CARB, 2013. Process for the Review and Approval of Compliance Offset Protocols in Support of the Capand-Trade Regulation. May 2013. Available at: https://ww2.arb.ca.gov/sites/default/files/classic//cc/capandtrade/compliance-offset-protocol-

https://ww2.arb.ca.gov/sites/default/files/classic//cc/capandtrade/compliance-offset-protocol-process.pdf

² CARB, 2018. "Offset Project Registries." https://ww2.arb.ca.gov/ourwork/programs/compliance-offset-program/offset-project-registries

³ CARB, 2013. op. cit.

discussed in Mitigation Measure GHG-1, after implementation of feasible on-site GHG reduction measures, the project applicant may also implement one of, or a combination of, the off-site measures to achieve up to 50 percent of the total necessary GHG emissions (28,674 MT CO_2e), which would be 14,337 MT CO_2e per year.

As determined in the EIR, as a result of the magnitude of the project's exceedance of the County's adopted GHG emissions threshold even with on-site mitigation (84 MT.2 CO₂e per service population as compared to the County's significance threshold of 3.8 MT CO₂e per service population) and the cap placed on the use of reduction credits and/or carbon offsets (no more than 50 percent of total GHG reductions), it is not possible to demonstrate that Mitigation Measure GHG-1 could feasibly reduce the project's emissions below the County's significance threshold of 3.8 MT CO₂e per service person per year. Therefore, the project's impact from GHG emissions would remain significant and unavoidable.

Monitoring GHG Reductions

The County Planning and Development Department staff shall confirm inclusion of the required GHG emission reduction measures into the project's Conditional Use Permit. Compliance with all components of the GHGRP shall be verified during construction and prior to issuance of a Certificate(s) of Occupancy. The tenant shall be required to submit annual reports documenting GHG reduction measures, energy use, water use, solid waste collection, and a bi-annual employee mode of transportation survey. Upon at least three consecutive years of demonstrated compliance, and at the sole discretion of the County Planning and Development Department, annual reporting may be suspended.

Upon demonstrating compliance with a qualified GHG Reduction Plan, such as future updates to the Climate Action Plan adopted by the County of Santa Barbara, the project may indefinitely suspend this GHG Reduction Plan reporting.

Attachments:

- A: Unmitigated CalEEMod Output Sheets
- B: Mobile Source Emissions Estimates
- C: Boiler Emissions Calculations
- D: Transportation Demand Management (TDM) Plan
- E: Source Reduction and Solid Waste Management Plan
- F: Mitigated CalEEMod Output Sheets



ATTACHMENT A

UNMITIGATED CALEEMOD OUTPUT SHEETS

CalEEMod Version: CalEEMod.2016.3.2 Page 1 of 33 Date: 9/30/2020 3:45 PM

Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Annual

Arctic Cold Storage and Packing Project

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
Refrigerated Warehouse-No Rail	449.25	1000sqft	10.31	449,248.00	0
Parking Lot	496.00	Space	9.41	198,400.00	0

1.2 Other Project Characteristics

UrbanizationRuralWind Speed (m/s)3.1Precipitation Freq (Days)37Climate Zone4Operational Year2022

Utility Company Pacific Gas & Electric Company

 CO2 Intensity
 328.8
 CH4 Intensity
 0.029
 N20 Intensity
 0.006

 (lb/MWhr)
 (lb/MWhr)
 (lb/MWhr)
 (lb/MWhr)

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - CO2 intensity per 5-year average (PG&E 2015)

Land Use - Approximately 19.72 acres of the project area will consist of impervious surface (structures and paving).

Construction Phase - Construction is expected to begin January 18, 2021 and end February 2, 2022.

Grading - The proposed would include 64,876 cubic yards of cut and 50,311 cubic yards of fill, and would result in approximately 14,565 cubic yards of net cut.

Vehicle Trips - Based on trip generation and vehicle miles traveled prepared for the proposed project

Energy Use - Based on project's estimated energy usage

Water And Wastewater - Indoor and outdoor water use based on project's estimated water usage

Construction Off-road Equipment Mitigation - Compliance with SBCAPCD standard dust control measures

Energy Mitigation - Assuming compliance with 2019 Title 24 standards and use of LED lighting throughout facility

Waste Mitigation -

Operational Off-Road Equipment - The project would utilize four propane forklifts. CNG was chosen as the closest representative fuel type.

Fleet Mix - Fleet trip percentages based on 1,168 employee trips and 212 truck trips

Stationary Sources - Emergency Generators and Fire Pumps - The project would have a diesel fire pump system

Stationary Sources - Process Boilers -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	300.00	228.00
tblConstructionPhase	NumDays	30.00	35.00
tblEnergyUse	LightingElect	1.62	13.14
tblEnergyUse	NT24E	7.99	64.82
tblEnergyUse	T24E	0.14	1.14
tblFleetMix	HHD	0.02	0.04
tblFleetMix	LDA	0.56	0.42
tblFleetMix	LDT1	0.03	0.21
tblFleetMix	LDT2	0.21	0.21
tblFleetMix	LHD1	0.02	0.00

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LHD2	5.5720e-003	0.00
MCY	6.8860e-003	0.00
MDV	0.12	0.08
MH	1.0030e-003	0.00
MHD	0.02	0.03
OBUS	2.7860e-003	0.00
SBUS	2.6470e-003	0.00
UBUS	2.2650e-003	0.00
AcresOfGrading	87.50	19.72
MaterialExported	0.00	14,565.00
LandUseSquareFeet	449,250.00	449,248.00
LotAcreage	4.46	9.41
OperDaysPerYear	260.00	365.00
OperFuelType	Diesel	CNG
OperHoursPerDay	8.00	24.00
OperOffRoadEquipmentNumber	0.00	4.00
CO2IntensityFactor	641.35	328.8
UrbanizationLevel	Urban	Rural
CH4_EF	0.07	0.07
ROG_EF	2.2480e-003	2.2477e-003
HorsePowerValue	0.00	351.00
HoursPerDay	0.00	2.00
HoursPerYear	0.00	50.00
NumberOfEquipment	0.00	1.00
CC_TL	5.50	0.00
CNW_TL	6.40	0.00
CNW_TTP	41.00	0.00
	MCY MDV MH MHD OBUS SBUS UBUS AcresOfGrading MaterialExported LandUseSquareFeet LotAcreage OperDaysPerYear OperFuelType OperHoursPerDay OperOffRoadEquipmentNumber CO2IntensityFactor UrbanizationLevel CH4_EF ROG_EF HorsePowerValue HoursPerDay HoursPerDay CC_TL CNW_TL	MCY 6.8860e-003 MDV 0.12 MH 1.0030e-003 MHD 0.02 OBUS 2.7860e-003 SBUS 2.6470e-003 UBUS 2.2650e-003 AcresOfGrading 87.50 MaterialExported 0.00 LandUseSquareFeet 449,250.00 LotAcreage 4.46 OperDaysPerYear 260.00 OperHoursPerDay 8.00 OperOffRoadEquipmentNumber 0.00 CO2IntensityFactor 641.35 UrbanizationLevel Urban CH4_EF 0.07 ROG_EF 2.2480e-003 HorsePowerValue 0.00 HoursPerDay 0.00 HoursPerYear 0.00 NumberOfEquipment 0.00 CC_TL 5.50 CNW_TL 6.40

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tblVehicleTrips	CW_TL	6.60	25.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.68	3.07
tblVehicleTrips	SU_TR	1.68	3.07
tblVehicleTrips	WD_TR	1.68	3.07
tblWater	IndoorWaterUseRate	103,889,062.50	82,968,167.10
tblWater	OutdoorWaterUseRate	0.00	1,013,396.00

2.0 Emissions Summary

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2.1 Overall Construction <u>Unmitigated Construction</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr									MT/yr						
2021	0.4150	4.2308	3.4061	8.8000e- 003	0.4611	0.1486	0.6097	0.1779	0.1389	0.3167	0.0000	809.2328	809.2328	0.1237	0.0000	812.3260
2022	5.3340	0.4308	0.4655	1.0500e- 003	0.0307	0.0163	0.0469	8.3100e- 003	0.0152	0.0236	0.0000	95.1320	95.1320	0.0157	0.0000	95.5250
Maximum	5.3340	4.2308	3.4061	8.8000e- 003	0.4611	0.1486	0.6097	0.1779	0.1389	0.3167	0.0000	809.2328	809.2328	0.1237	0.0000	812.3260

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr									MT/yr						
2021	0.4150	4.2308	3.4061	8.8000e- 003	0.3470	0.1486	0.4956	0.1180	0.1389	0.2568	0.0000	809.2323	809.2323	0.1237	0.0000	812.3256
	5.3340	0.4308	0.4655	1.0500e- 003	0.0307	0.0163	0.0469	8.3100e- 003	0.0152	0.0236	0.0000	95.1319	95.1319	0.0157	0.0000	95.5249
Maximum	5.3340	4.2308	3.4061	8.8000e- 003	0.3470	0.1486	0.4956	0.1180	0.1389	0.2568	0.0000	809.2323	809.2323	0.1237	0.0000	812.3256
	ROG	NOx	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
Percent Reduction	0.00	0.00	0.00	0.00	23.20	0.00	17.38	32.17	0.00	17.60	0.00	0.00	0.00	0.00	0.00	0.00

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-18-2021	4-17-2021	1.6433	1.6433
2	4-18-2021	7-17-2021	1.0307	1.0307
3	7-18-2021	10-17-2021	1.0430	1.0430
4	10-18-2021	1-17-2022	3.3576	3.3576
5	1-18-2022	4-17-2022	3.2689	3.2689
		Highest	3.3576	3.3576

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Area	2.2956	8.0000e- 005	8.7000e- 003	0.0000		3.0000e- 005	3.0000e- 005		3.0000e- 005	3.0000e- 005	0.0000	0.0169	0.0169	4.0000e- 005	0.0000	0.0180	
Energy	9.1800e- 003	0.0835	0.0701	5.0000e- 004		6.3400e- 003	6.3400e- 003		6.3400e- 003	6.3400e- 003	0.0000	5,401.024 8	5,401.024 8	0.4701	0.0986	5,442.150 1	
Mobile	0.6354	5.8619	13.3808	0.0525	4.7387	0.0416	4.7803	1.2676	0.0390	1.3065	0.0000	4,885.517 6	4,885.517 6	0.1956	0.0000	4,890.407 1	
Offroad	0.2488	2.3102	2.5267	3.3500e- 003		0.1530	0.1530		0.1408	0.1408	0.0000	294.0980	294.0980	0.0951	0.0000	296.4759	
Stationary	0.0144	0.0403	0.0367	7.0000e- 005		2.1200e- 003	2.1200e- 003		2.1200e- 003	2.1200e- 003	0.0000	6.6830	6.6830	9.4000e- 004	0.0000	6.7064	
Waste	61 61 61					0.0000	0.0000	 	0.0000	0.0000	87.6942	0.0000	87.6942	4.3485	0.0000	196.4060	
Water						0.0000	0.0000		0.0000	0.0000	29.3543	67.4845	96.8388	0.1070	0.0651	118.9036	
Total	3.2034	8.2959	16.0231	0.0564	4.7387	0.2031	4.9418	1.2676	0.1883	1.4558	117.0484	10,654.82 48	10,771.87 32	5.2172	0.1636	10,951.06 70	

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Area	2.2956	8.0000e- 005	8.7000e- 003	0.0000		3.0000e- 005	3.0000e- 005		3.0000e- 005	3.0000e- 005	0.0000	0.0169	0.0169	4.0000e- 005	0.0000	0.0180	
Energy	8.6500e- 003	0.0786	0.0661	4.7000e- 004		5.9800e- 003	5.9800e- 003		5.9800e- 003	5.9800e- 003	0.0000	5,194.709 3	5,194.709 3	0.4523	0.0948	5,234.266 6	
Mobile	0.6354	5.8619	13.3808	0.0525	4.7387	0.0416	4.7803	1.2676	0.0390	1.3065	0.0000	4,885.517 6	4,885.517 6	0.1956	0.0000	4,890.407 1	
Offroad	0.2488	2.3102	2.5267	3.3500e- 003		0.1530	0.1530		0.1408	0.1408	0.0000	294.0980	294.0980	0.0951	0.0000	296.4759	
Stationary	0.0144	0.0403	0.0367	7.0000e- 005		2.1200e- 003	2.1200e- 003		2.1200e- 003	2.1200e- 003	0.0000	6.6830	6.6830	9.4000e- 004	0.0000	6.7064	
Waste		, 	, , ,			0.0000	0.0000		0.0000	0.0000	87.6942	0.0000	87.6942	4.3485	0.0000	196.4060	
Water	6; 6: 6: 6: 8:	,	 			0.0000	0.0000		0.0000	0.0000	29.3543	67.4845	96.8388	0.1070	0.0651	118.9036	
Total	3.2029	8.2911	16.0190	0.0564	4.7387	0.2028	4.9415	1.2676	0.1879	1.4555	117.0484	10,448.50 92	10,565.55 77	5.1994	0.1599	10,743.18 35	

	ROG	NOx	СО	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
Percent Reduction	0.02	0.06	0.03	0.05	0.00	0.18	0.01	0.00	0.19	0.02	0.00	1.94	1.92	0.34	2.30	1.90

3.0 Construction Detail

Construction Phase

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/18/2021	1/29/2021	5	10	
2	Grading	Grading	1/30/2021	3/19/2021	5	35	
3	Building Construction	Building Construction	3/22/2021	2/2/2022	5	228	
4	Paving	Paving	1/6/2022	2/2/2022	5	20	
5	Architectural Coating	Architectural Coating	1/6/2022	2/2/2022	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 19.72

Acres of Paving: 9.41

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 673,872; Non-Residential Outdoor: 224,624; Striped Parking Area: 11,904 (Architectural Coating – sqft)

OffRoad Equipment

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

Trips and VMT

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	1,821.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	272.00	106.00	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	54.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

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3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Fugitive Dust	11 11 11				0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e- 004		0.0102	0.0102		9.4000e- 003	9.4000e- 003	0.0000	16.7179	16.7179	5.4100e- 003	0.0000	16.8530
Total	0.0194	0.2025	0.1058	1.9000e- 004	0.0903	0.0102	0.1006	0.0497	9.4000e- 003	0.0591	0.0000	16.7179	16.7179	5.4100e- 003	0.0000	16.8530

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3.2 Site Preparation - 2021

<u>Unmitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e- 004	2.2000e- 004	1.9300e- 003	0.0000	5.6000e- 004	0.0000	5.6000e- 004	1.5000e- 004	0.0000	1.5000e- 004	0.0000	0.4386	0.4386	1.0000e- 005	0.0000	0.4389
Total	2.7000e- 004	2.2000e- 004	1.9300e- 003	0.0000	5.6000e- 004	0.0000	5.6000e- 004	1.5000e- 004	0.0000	1.5000e- 004	0.0000	0.4386	0.4386	1.0000e- 005	0.0000	0.4389

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Fugitive Dust					0.0407	0.0000	0.0407	0.0223	0.0000	0.0223	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e- 004		0.0102	0.0102		9.4000e- 003	9.4000e- 003	0.0000	16.7178	16.7178	5.4100e- 003	0.0000	16.8530
Total	0.0194	0.2025	0.1058	1.9000e- 004	0.0407	0.0102	0.0509	0.0223	9.4000e- 003	0.0317	0.0000	16.7178	16.7178	5.4100e- 003	0.0000	16.8530

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3.2 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e- 004	2.2000e- 004	1.9300e- 003	0.0000	5.6000e- 004	0.0000	5.6000e- 004	1.5000e- 004	0.0000	1.5000e- 004	0.0000	0.4386	0.4386	1.0000e- 005	0.0000	0.4389
Total	2.7000e- 004	2.2000e- 004	1.9300e- 003	0.0000	5.6000e- 004	0.0000	5.6000e- 004	1.5000e- 004	0.0000	1.5000e- 004	0.0000	0.4386	0.4386	1.0000e- 005	0.0000	0.4389

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Fugitive Dust					0.1171	0.0000	0.1171	0.0593	0.0000	0.0593	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0734	0.8120	0.5404	1.0900e- 003		0.0347	0.0347		0.0320	0.0320	0.0000	95.3662	95.3662	0.0308	0.0000	96.1373
Total	0.0734	0.8120	0.5404	1.0900e- 003	0.1171	0.0347	0.1519	0.0593	0.0320	0.0912	0.0000	95.3662	95.3662	0.0308	0.0000	96.1373

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3.3 Grading - 2021

<u>Unmitigated Construction Off-Site</u>

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							МТ	-/yr		
Hauling	6.9700e- 003	0.2559	0.0776	6.9000e- 004	0.0155	9.9000e- 004	0.0165	4.2500e- 003	9.5000e- 004	5.2000e- 003	0.0000	70.3722	70.3722	6.7600e- 003	0.0000	70.5411
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0400e- 003	8.5000e- 004	7.5200e- 003	2.0000e- 005	2.1600e- 003	1.0000e- 005	2.1800e- 003	5.7000e- 004	1.0000e- 005	5.9000e- 004	0.0000	1.7056	1.7056	5.0000e- 005	0.0000	1.7069
Total	8.0100e- 003	0.2567	0.0851	7.1000e- 004	0.0177	1.0000e- 003	0.0187	4.8200e- 003	9.6000e- 004	5.7900e- 003	0.0000	72.0778	72.0778	6.8100e- 003	0.0000	72.2480

Mitigated Construction On-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Fugitive Dust	11 11 11	i i			0.0527	0.0000	0.0527	0.0267	0.0000	0.0267	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0734	0.8120	0.5404	1.0900e- 003		0.0347	0.0347	 	0.0320	0.0320	0.0000	95.3661	95.3661	0.0308	0.0000	96.1372
Total	0.0734	0.8120	0.5404	1.0900e- 003	0.0527	0.0347	0.0875	0.0267	0.0320	0.0586	0.0000	95.3661	95.3661	0.0308	0.0000	96.1372

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3.3 Grading - 2021

<u>Mitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	6.9700e- 003	0.2559	0.0776	6.9000e- 004	0.0155	9.9000e- 004	0.0165	4.2500e- 003	9.5000e- 004	5.2000e- 003	0.0000	70.3722	70.3722	6.7600e- 003	0.0000	70.5411
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0400e- 003	8.5000e- 004	7.5200e- 003	2.0000e- 005	2.1600e- 003	1.0000e- 005	2.1800e- 003	5.7000e- 004	1.0000e- 005	5.9000e- 004	0.0000	1.7056	1.7056	5.0000e- 005	0.0000	1.7069
Total	8.0100e- 003	0.2567	0.0851	7.1000e- 004	0.0177	1.0000e- 003	0.0187	4.8200e- 003	9.6000e- 004	5.7900e- 003	0.0000	72.0778	72.0778	6.8100e- 003	0.0000	72.2480

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
	0.1948	1.7868	1.6990	2.7600e- 003		0.0983	0.0983	 	0.0924	0.0924	0.0000	237.4282	237.4282	0.0573	0.0000	238.8602
Total	0.1948	1.7868	1.6990	2.7600e- 003		0.0983	0.0983		0.0924	0.0924	0.0000	237.4282	237.4282	0.0573	0.0000	238.8602

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3.4 Building Construction - 2021 Unmitigated Construction Off-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0361	1.1052	0.3754	2.5400e- 003	0.0632	3.2800e- 003	0.0665	0.0182	3.1400e- 003	0.0214	0.0000	251.3428	251.3428	0.0191	0.0000	251.8210
Worker	0.0830	0.0673	0.5987	1.5000e- 003	0.1722	1.0900e- 003	0.1733	0.0458	1.0000e- 003	0.0468	0.0000	135.8613	135.8613	4.2500e- 003	0.0000	135.9676
Total	0.1191	1.1726	0.9740	4.0400e- 003	0.2354	4.3700e- 003	0.2397	0.0640	4.1400e- 003	0.0681	0.0000	387.2041	387.2041	0.0234	0.0000	387.7885

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Off-Road	0.1948	1.7868	1.6990	2.7600e- 003		0.0983	0.0983		0.0924	0.0924	0.0000	237.4279	237.4279	0.0573	0.0000	238.8600
Total	0.1948	1.7868	1.6990	2.7600e- 003		0.0983	0.0983		0.0924	0.0924	0.0000	237.4279	237.4279	0.0573	0.0000	238.8600

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3.4 Building Construction - 2021 Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							МТ	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0361	1.1052	0.3754	2.5400e- 003	0.0632	3.2800e- 003	0.0665	0.0182	3.1400e- 003	0.0214	0.0000	251.3428	251.3428	0.0191	0.0000	251.8210
Worker	0.0830	0.0673	0.5987	1.5000e- 003	0.1722	1.0900e- 003	0.1733	0.0458	1.0000e- 003	0.0468	0.0000	135.8613	135.8613	4.2500e- 003	0.0000	135.9676
Total	0.1191	1.1726	0.9740	4.0400e- 003	0.2354	4.3700e- 003	0.2397	0.0640	4.1400e- 003	0.0681	0.0000	387.2041	387.2041	0.0234	0.0000	387.7885

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
	0.0196	0.1796	0.1882	3.1000e- 004		9.3000e- 003	9.3000e- 003		8.7500e- 003	8.7500e- 003	0.0000	26.6484	26.6484	6.3800e- 003	0.0000	26.8080
Total	0.0196	0.1796	0.1882	3.1000e- 004		9.3000e- 003	9.3000e- 003		8.7500e- 003	8.7500e- 003	0.0000	26.6484	26.6484	6.3800e- 003	0.0000	26.8080

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3.4 Building Construction - 2022 Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.7300e- 003	0.1176	0.0388	2.8000e- 004	7.0900e- 003	3.2000e- 004	7.4100e- 003	2.0400e- 003	3.1000e- 004	2.3500e- 003	0.0000	27.9609	27.9609	2.1700e- 003	0.0000	28.0153
Worker	8.6700e- 003	6.7500e- 003	0.0611	1.6000e- 004	0.0193	1.2000e- 004	0.0194	5.1300e- 003	1.1000e- 004	5.2400e- 003	0.0000	14.6994	14.6994	4.2000e- 004	0.0000	14.7100
Total	0.0124	0.1244	0.0999	4.4000e- 004	0.0264	4.4000e- 004	0.0269	7.1700e- 003	4.2000e- 004	7.5900e- 003	0.0000	42.6603	42.6603	2.5900e- 003	0.0000	42.7252

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
- On House	0.0196	0.1796	0.1882	3.1000e- 004		9.3000e- 003	9.3000e- 003		8.7500e- 003	8.7500e- 003	0.0000	26.6484	26.6484	6.3800e- 003	0.0000	26.8080
Total	0.0196	0.1796	0.1882	3.1000e- 004		9.3000e- 003	9.3000e- 003		8.7500e- 003	8.7500e- 003	0.0000	26.6484	26.6484	6.3800e- 003	0.0000	26.8080

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3.4 Building Construction - 2022 Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.7300e- 003	0.1176	0.0388	2.8000e- 004	7.0900e- 003	3.2000e- 004	7.4100e- 003	2.0400e- 003	3.1000e- 004	2.3500e- 003	0.0000	27.9609	27.9609	2.1700e- 003	0.0000	28.0153
Worker	8.6700e- 003	6.7500e- 003	0.0611	1.6000e- 004	0.0193	1.2000e- 004	0.0194	5.1300e- 003	1.1000e- 004	5.2400e- 003	0.0000	14.6994	14.6994	4.2000e- 004	0.0000	14.7100
Total	0.0124	0.1244	0.0999	4.4000e- 004	0.0264	4.4000e- 004	0.0269	7.1700e- 003	4.2000e- 004	7.5900e- 003	0.0000	42.6603	42.6603	2.5900e- 003	0.0000	42.7252

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Off-Road	0.0110	0.1113	0.1458	2.3000e- 004		5.6800e- 003	5.6800e- 003		5.2200e- 003	5.2200e- 003	0.0000	20.0276	20.0276	6.4800e- 003	0.0000	20.1895
Paving	0.0123	 				0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0234	0.1113	0.1458	2.3000e- 004		5.6800e- 003	5.6800e- 003		5.2200e- 003	5.2200e- 003	0.0000	20.0276	20.0276	6.4800e- 003	0.0000	20.1895

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3.5 Paving - 2022

<u>Unmitigated Construction Off-Site</u>

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							МТ	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
' '	4.2000e- 004	3.2000e- 004	2.9300e- 003	1.0000e- 005	9.3000e- 004	1.0000e- 005	9.3000e- 004	2.5000e- 004	1.0000e- 005	2.5000e- 004	0.0000	0.7049	0.7049	2.0000e- 005	0.0000	0.7054
Total	4.2000e- 004	3.2000e- 004	2.9300e- 003	1.0000e- 005	9.3000e- 004	1.0000e- 005	9.3000e- 004	2.5000e- 004	1.0000e- 005	2.5000e- 004	0.0000	0.7049	0.7049	2.0000e- 005	0.0000	0.7054

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Off-Road	0.0110	0.1113	0.1458	2.3000e- 004		5.6800e- 003	5.6800e- 003		5.2200e- 003	5.2200e- 003	0.0000	20.0275	20.0275	6.4800e- 003	0.0000	20.1895
Paving	0.0123	 				0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0234	0.1113	0.1458	2.3000e- 004		5.6800e- 003	5.6800e- 003		5.2200e- 003	5.2200e- 003	0.0000	20.0275	20.0275	6.4800e- 003	0.0000	20.1895

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3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							МТ	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.2000e- 004	3.2000e- 004	2.9300e- 003	1.0000e- 005	9.3000e- 004	1.0000e- 005	9.3000e- 004	2.5000e- 004	1.0000e- 005	2.5000e- 004	0.0000	0.7049	0.7049	2.0000e- 005	0.0000	0.7054
Total	4.2000e- 004	3.2000e- 004	2.9300e- 003	1.0000e- 005	9.3000e- 004	1.0000e- 005	9.3000e- 004	2.5000e- 004	1.0000e- 005	2.5000e- 004	0.0000	0.7049	0.7049	2.0000e- 005	0.0000	0.7054

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Archit. Coating	5.2746					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0500e- 003	0.0141	0.0181	3.0000e- 005		8.2000e- 004	8.2000e- 004		8.2000e- 004	8.2000e- 004	0.0000	2.5533	2.5533	1.7000e- 004	0.0000	2.5574
Total	5.2767	0.0141	0.0181	3.0000e- 005		8.2000e- 004	8.2000e- 004		8.2000e- 004	8.2000e- 004	0.0000	2.5533	2.5533	1.7000e- 004	0.0000	2.5574

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3.6 Architectural Coating - 2022 <u>Unmitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e- 003	1.1700e- 003	0.0106	3.0000e- 005	3.3400e- 003	2.0000e- 005	3.3600e- 003	8.9000e- 004	2.0000e- 005	9.1000e- 004	0.0000	2.5376	2.5376	7.0000e- 005	0.0000	2.5394
Total	1.5000e- 003	1.1700e- 003	0.0106	3.0000e- 005	3.3400e- 003	2.0000e- 005	3.3600e- 003	8.9000e- 004	2.0000e- 005	9.1000e- 004	0.0000	2.5376	2.5376	7.0000e- 005	0.0000	2.5394

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Archit. Coating	5.2746					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0500e- 003	0.0141	0.0181	3.0000e- 005		8.2000e- 004	8.2000e- 004		8.2000e- 004	8.2000e- 004	0.0000	2.5533	2.5533	1.7000e- 004	0.0000	2.5574
Total	5.2767	0.0141	0.0181	3.0000e- 005		8.2000e- 004	8.2000e- 004		8.2000e- 004	8.2000e- 004	0.0000	2.5533	2.5533	1.7000e- 004	0.0000	2.5574

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3.6 Architectural Coating - 2022 Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e- 003	1.1700e- 003	0.0106	3.0000e- 005	3.3400e- 003	2.0000e- 005	3.3600e- 003	8.9000e- 004	2.0000e- 005	9.1000e- 004	0.0000	2.5376	2.5376	7.0000e- 005	0.0000	2.5394
Total	1.5000e- 003	1.1700e- 003	0.0106	3.0000e- 005	3.3400e- 003	2.0000e- 005	3.3600e- 003	8.9000e- 004	2.0000e- 005	9.1000e- 004	0.0000	2.5376	2.5376	7.0000e- 005	0.0000	2.5394

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Mitigated	0.6354	5.8619	13.3808	0.0525	4.7387	0.0416	4.7803	1.2676	0.0390	1.3065	0.0000	4,885.517 6	4,885.517 6	0.1956	0.0000	4,890.407 1
Unmitigated	0.6354	5.8619	13.3808	0.0525	4.7387	0.0416	4.7803	1.2676	0.0390	1.3065	0.0000	4,885.517 6	4,885.517 6	0.1956	0.0000	4,890.407 1

4.2 Trip Summary Information

	Ave	rage Daily Trip Ra	ate	Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	1,379.20	1,379.20	1379.20	12,550,697	12,550,697
Total	1,379.20	1,379.20	1,379.20	12,550,697	12,550,697

4.3 Trip Type Information

		Miles			Trip %			Trip Purpos	se %
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	25.00	0.00	0.00	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

	Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Γ	Parking Lot	0.563532	0.028682	0.205515	0.123285	0.020921	0.005572	0.017481	0.019425	0.002786	0.002265	0.006886	0.002647	0.001003
F	Refrigerated Warehouse-No Rail	0.423188	0.211594	0.211594	0.075362	0.000000	0.000000	0.034783	0.043478	0.000000	0.000000	0.000000	0.000000	0.000000

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	5,109.099 6	5,109.099 6	0.4506	0.0932	5,148.148 2
Electricity Unmitigated	F)					0.0000	0.0000		0.0000	0.0000	0.0000	5,310.165 0	5,310.165 0	0.4684	0.0969	5,350.750 3
	8.6500e- 003	0.0786	0.0661	4.7000e- 004		5.9800e- 003	5.9800e- 003		5.9800e- 003	5.9800e- 003	0.0000	85.6097	85.6097	1.6400e- 003	1.5700e- 003	86.1184
	9.1800e- 003	0.0835	0.0701	5.0000e- 004		6.3400e- 003	6.3400e- 003		6.3400e- 003	6.3400e- 003	0.0000	90.8599	90.8599	1.7400e- 003	1.6700e- 003	91.3998

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5.2 Energy by Land Use - NaturalGas <u>Unmitigated</u>

	NaturalGa s Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr					ton	s/yr							MT	/yr		
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	1.70265e +006	• 000	0.0835	0.0701	5.0000e- 004		6.3400e- 003	6.3400e- 003		6.3400e- 003	6.3400e- 003	0.0000	90.8599	90.8599	1.7400e- 003	1.6700e- 003	91.3998
Total		9.1800e- 003	0.0835	0.0701	5.0000e- 004		6.3400e- 003	6.3400e- 003		6.3400e- 003	6.3400e- 003	0.0000	90.8599	90.8599	1.7400e- 003	1.6700e- 003	91.3998

Mitigated

	NaturalGa s Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr					ton	s/yr							MT	/yr		
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	1.60426e +006	8.6500e- 003	0.0786	0.0661	4.7000e- 004		5.9800e- 003	5.9800e- 003		5.9800e- 003	5.9800e- 003	0.0000	85.6097	85.6097	1.6400e- 003	1.5700e- 003	86.1184
Total		8.6500e- 003	0.0786	0.0661	4.7000e- 004		5.9800e- 003	5.9800e- 003		5.9800e- 003	5.9800e- 003	0.0000	85.6097	85.6097	1.6400e- 003	1.5700e- 003	86.1184

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5.3 Energy by Land Use - Electricity Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr		МТ	-/yr	
Parking Lot	69440	10.3564	9.1000e- 004	1.9000e- 004	10.4355
Refrigerated Warehouse-No Rail	3.55355e +007	5,299.808 6	0.4674	0.0967	5,340.314 7
Total		5,310.165 0	0.4684	0.0969	5,350.750 3

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr		МТ	-/yr	
Parking Lot	55552	8.2851	7.3000e- 004	1.5000e- 004	8.3484
Refrigerated Warehouse-No Rail	3.42013e +007	5,100.814 5	0.4499	0.0931	5,139.799 8
Total		5,109.099 6	0.4506	0.0932	5,148.148 2

6.0 Area Detail

6.1 Mitigation Measures Area

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	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr									MT/yr						
Mitigated	2.2956	8.0000e- 005	8.7000e- 003	0.0000		3.0000e- 005	3.0000e- 005		3.0000e- 005	3.0000e- 005	0.0000	0.0169	0.0169	4.0000e- 005	0.0000	0.0180
Unmitigated	2.2956	8.0000e- 005	8.7000e- 003	0.0000		3.0000e- 005	3.0000e- 005		3.0000e- 005	3.0000e- 005	0.0000	0.0169	0.0169	4.0000e- 005	0.0000	0.0180

6.2 Area by SubCategory Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
SubCategory	tons/yr										MT/yr						
Architectural Coating	0.5275					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Consumer Products	1.7674					0.0000	0.0000	1 	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Landscaping	8.1000e- 004	8.0000e- 005	8.7000e- 003	0.0000		3.0000e- 005	3.0000e- 005	1 1 1 1 1	3.0000e- 005	3.0000e- 005	0.0000	0.0169	0.0169	4.0000e- 005	0.0000	0.0180	
Total	2.2956	8.0000e- 005	8.7000e- 003	0.0000		3.0000e- 005	3.0000e- 005		3.0000e- 005	3.0000e- 005	0.0000	0.0169	0.0169	4.0000e- 005	0.0000	0.0180	

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6.2 Area by SubCategory

Mitigated

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
SubCategory	tons/yr										MT/yr						
Architectural Coating	0.5275					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Consumer Products	1.7674			 		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Landscaping	8.1000e- 004	8.0000e- 005	8.7000e- 003	0.0000		3.0000e- 005	3.0000e- 005		3.0000e- 005	3.0000e- 005	0.0000	0.0169	0.0169	4.0000e- 005	0.0000	0.0180	
Total	2.2956	8.0000e- 005	8.7000e- 003	0.0000		3.0000e- 005	3.0000e- 005		3.0000e- 005	3.0000e- 005	0.0000	0.0169	0.0169	4.0000e- 005	0.0000	0.0180	

7.0 Water Detail

7.1 Mitigation Measures Water

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	Total CO2	CH4	N2O	CO2e				
Category	MT/yr							
	II	0.1070	0.0651	118.9036				
Unmitigated	96.8388	0.1070	0.0651	118.9036				

7.2 Water by Land Use <u>Unmitigated</u>

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal		МТ	-/yr	
Parking Lot	0/0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	82.9682 / 1.0134	96.8388	0.1070	0.0651	118.9036
Total		96.8388	0.1070	0.0651	118.9036

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7.2 Water by Land Use

Mitigated

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal		МТ	-/yr	
Parking Lot	0/0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	82.9682 / 1.0134	96.8388	0.1070	0.0651	118.9036
Total		96.8388	0.1070	0.0651	118.9036

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e						
	MT/yr									
Willinguiou	87.6942	4.3485	0.0000	196.4060						
Ommagatod	87.6942	4.3485	0.0000	196.4060						

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8.2 Waste by Land Use <u>Unmitigated</u>

	Waste Disposed	Total CO2	CH4	N2O	CO2e					
Land Use	tons	MT/yr								
Parking Lot	0	0.0000	0.0000	0.0000	0.0000					
Refrigerated Warehouse-No Rail	422.29	87.6942	4.3485	0.0000	196.4060					
Total		87.6942	4.3485	0.0000	196.4060					

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e				
Land Use	tons	MT/yr							
Parking Lot	0	0.0000	0.0000	0.0000	0.0000				
Refrigerated Warehouse-No Rail	422.29	87.6942	4.3485	0.0000	196.4060				
Total		87.6942	4.3485	0.0000	196.4060				

9.0 Operational Offroad

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	24.00	365	89	0.20	CNG

UnMitigated/Mitigated

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type		tons/yr								MT/yr						
Forklifts	0.2488	2.3102	2.5267	3.3500e- 003		0.1530	0.1530	1 1 1	0.1408	0.1408	0.0000	294.0980	294.0980	0.0951	0.0000	296.4759
Total	0.2488	2.3102	2.5267	3.3500e- 003		0.1530	0.1530		0.1408	0.1408	0.0000	294.0980	294.0980	0.0951	0.0000	296.4759

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type Number		Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Fire Pump	1	2	50	351	0.73	Diesel

Boilers

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

User Defined Equipment

Equipment Type	Number

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10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr									MT/yr						
Fire Pump - Diesel (300 - 600 HP)	-	0.0403	0.0367	7.0000e- 005		2.1200e- 003	2.1200e- 003		2.1200e- 003	2.1200e- 003	0.0000	6.6830	6.6830	9.4000e- 004	0.0000	6.7064
Total	0.0144	0.0403	0.0367	7.0000e- 005		2.1200e- 003	2.1200e- 003		2.1200e- 003	2.1200e- 003	0.0000	6.6830	6.6830	9.4000e- 004	0.0000	6.7064

11.0 Vegetation

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

Arctic Cold Storage and Packing Project

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
Refrigerated Warehouse-No Rail	449.25	1000sqft	10.31	449,248.00	0
Parking Lot	496.00	Space	9.41	198,400.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	3.1	Precipitation Freq (Days)	37
Climate Zone	4			Operational Year	2022

Utility Company Pacific Gas & Electric Company

CO2 Intensity	328.8	CH4 Intensity	0.029	N2O Intensity	0.006
(lb/MWhr)		(lb/MWhr)		(lb/MWhr)	

1.3 User Entered Comments & Non-Default Data

Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

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Project Characteristics - CO2 intensity per 5-year average (PG&E 2015)

Land Use - Approximately 19.72 acres of the project area will consist of impervious surface (structures and paving).

Construction Phase - Construction is expected to begin January 18, 2021 and end February 2, 2022.

Grading - The proposed would include 64,876 cubic yards of cut and 50,311 cubic yards of fill, and would result in approximately 14,565 cubic yards of net cut.

Vehicle Trips - Based on trip generation and vehicle miles traveled prepared for the proposed project

Energy Use - Based on project's estimated energy usage

Water And Wastewater - Indoor and outdoor water use based on project's estimated water usage

Construction Off-road Equipment Mitigation - Compliance with SBCAPCD standard dust control measures

Energy Mitigation - Assuming compliance with 2019 Title 24 standards and use of LED lighting throughout facility

Waste Mitigation -

Operational Off-Road Equipment - The project would utilize four propane forklifts. CNG was chosen as the closest representative fuel type.

Fleet Mix - Fleet trip percentages based on 1,168 employee trips and 212 truck trips

Stationary Sources - Emergency Generators and Fire Pumps - The project would have a diesel fire pump system

Stationary Sources - Process Boilers -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	300.00	228.00
tblConstructionPhase	NumDays	30.00	35.00
tblEnergyUse	LightingElect	1.62	13.14
tblEnergyUse	NT24E	7.99	64.82
tblEnergyUse	T24E	0.14	1.14
tblFleetMix	HHD	0.02	0.04
tblFleetMix	LDA	0.56	0.42
tblFleetMix	LDT1	0.03	0.21
tblFleetMix	LDT2	0.21	0.21
tblFleetMix	LHD1	0.02	0.00

Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

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tblFleetMix	LHD2	5.5720e-003	0.00
tblFleetMix	MCY	6.8860e-003	0.00
tblFleetMix	MDV	0.12	0.08
tblFleetMix	MH	1.0030e-003	0.00
tblFleetMix	MHD	0.02	0.03
tblFleetMix	OBUS	2.7860e-003	0.00
tblFleetMix	SBUS	2.6470e-003	0.00
tblFleetMix	UBUS	2.2650e-003	0.00
tblGrading	AcresOfGrading	87.50	19.72
tblGrading	MaterialExported	0.00	14,565.00
tblLandUse	LandUseSquareFeet	449,250.00	449,248.00
tblLandUse	LotAcreage	4.46	9.41
tblOperationalOffRoadEquipment	OperDaysPerYear	260.00	365.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	24.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	351.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	2.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	50.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblVehicleTrips	CC_TL	5.50	0.00
tblVehicleTrips	CNW_TL	6.40	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00

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0.00

0.00

100.00

3.07

3.07

3.07

82,968,167.10

1,013,396.00

		•	·
tblVehicleTrips	CW_TL	6.60	25.00
tblVehicleTrips	CW_TTP	59.00	100.00

5.00

3.00

92.00

1.68

1.68

1.68

103,889,062.50

0.00

DV_TP

PB_TP

PR_TP

ST_TR

SU_TR

WD_TR

IndoorWaterUseRate

OutdoorWaterUseRate

2.0 Emissions Summary

tblVehicleTrips tblVehicleTrips

tblVehicleTrips

tblVehicleTrips

tblVehicleTrips

tblVehicleTrips

tblWater

tblWater

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year					lb/d	day							lb/d	day		
2021	4.6433	60.7558	35.6566	0.1029	18.1799	2.0452	20.2251	9.9608	1.8816	11.8424	0.0000	10,575.16 30	10,575.16 30	2.3681	0.0000	10,634.36 63
2022	532.9450	38.9300	42.5613	0.0956	2.7813	1.4990	4.2803	0.7519	1.4035	2.1555	0.0000	9,556.543 5	9,556.543 5	1.5996	0.0000	9,596.533 8
Maximum	532.9450	60.7558	42.5613	0.1029	18.1799	2.0452	20.2251	9.9608	1.8816	11.8424	0.0000	10,575.16 30	10,575.16 30	2.3681	0.0000	10,634.36 63

Mitigated Construction

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
Year	lb/day											lb/day						
2021	4.6433	60.7558	35.6566	0.1029	8.2435	2.0452	10.2887	4.4990	1.8816	6.3805	0.0000	10,575.16 30	10,575.16 30	2.3681	0.0000	10,634.36 63		
2022	532.9450	38.9300	42.5613	0.0956	2.7813	1.4990	4.2803	0.7519	1.4035	2.1555	0.0000	9,556.543 5	9,556.543 5	1.5996	0.0000	9,596.533 8		
Maximum	532.9450	60.7558	42.5613	0.1029	8.2435	2.0452	10.2887	4.4990	1.8816	6.3805	0.0000	10,575.16 30	10,575.16 30	2.3681	0.0000	10,634.36 63		
	ROG	NOx	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		
Percent Reduction	0.00	0.00	0.00	0.00	47.40	0.00	40.55	50.98	0.00	39.02	0.00	0.00	0.00	0.00	0.00	0.00		

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

2.2 Overall Operational Unmitigated Operational

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Area	12.5834	8.8000e- 004	0.0967	1.0000e- 005		3.5000e- 004	3.5000e- 004		3.5000e- 004	3.5000e- 004		0.2069	0.2069	5.5000e- 004	1	0.2205
Energy	0.0503	0.4573	0.3842	2.7400e- 003		0.0348	0.0348		0.0348	0.0348		548.7993	548.7993	0.0105	0.0101	552.0606
Mobile	3.5933	30.7674	74.7497	0.2937	26.6145	0.2282	26.8427	7.1064	0.2138	7.3201		30,113.543 2	30,113.543 2	1.1933	, , , ,	30,143.37 67
Offroad	1.3632	12.6588	13.8450	0.0183		0.8386	0.8386		0.7715	0.7715		1,776.370 0	1,776.370 0	0.5745	, , , ,	1,790.732 8
Stationary	1.1519	3.2199	2.9374	5.5400e- 003		0.1695	0.1695		0.1695	0.1695		589.3389	589.3389	0.0826	,	591.4046
Total	18.7421	47.1043	92.0129	0.3204	26.6145	1.2713	27.8858	7.1064	1.1898	8.2962		33,028.25 83	33,028.25 83	1.8616	0.0101	33,077.79 52

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category		lb/day											lb/d	lay		
Area	12.5834	8.8000e- 004	0.0967	1.0000e- 005		3.5000e- 004	3.5000e- 004		3.5000e- 004	3.5000e- 004		0.2069	0.2069	5.5000e- 004		0.2205
Energy	0.0474	0.4309	0.3620	2.5900e- 003		0.0328	0.0328		0.0328	0.0328		517.0877	517.0877	9.9100e- 003	9.4800e- 003	520.1605
Mobile	3.5933	30.7674	74.7497	0.2937	26.6145	0.2282	26.8427	7.1064	0.2138	7.3201		30,113.543 2	30,113.543 2	1.1933		30,143.37 67
Offroad	1.3632	12.6588	13.8450	0.0183		0.8386	0.8386		0.7715	0.7715		1,776.370 0	1,776.370 0	0.5745		1,790.732 8
Stationary	1.1519	3.2199	2.9374	5.5400e- 003		0.1695	0.1695		0.1695	0.1695		589.3389	589.3389	0.0826	1 1	591.4046
Total	18.7392	47.0778	91.9907	0.3202	26.6145	1.2693	27.8838	7.1064	1.1878	8.2942		32,996.54 67	32,996.54 67	1.8609	9.4800e- 003	33,045.89 51

	ROG	NOx	СО	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
Percent Reduction	0.02	0.06	0.02	0.05	0.00	0.16	0.01	0.00	0.17	0.02	0.00	0.10	0.10	0.03	5.77	0.10

3.0 Construction Detail

Construction Phase

Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/18/2021	1/29/2021	5	10	
2	Grading	Grading	1/30/2021	3/19/2021	5	35	
3	Building Construction	Building Construction	3/22/2021	2/2/2022	5	228	
4	Paving	Paving	1/6/2022	2/2/2022	5	20	
5	Architectural Coating	Architectural Coating	1/6/2022	2/2/2022	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 19.72

Acres of Paving: 9.41

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 673,872; Non-Residential Outdoor: 224,624; Striped Parking Area: 11,904 (Architectural Coating – sqft)

OffRoad Equipment

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

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

Trips and VMT

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	1,821.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	272.00	106.00	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	54.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.656 9	3,685.656 9	1.1920		3,715.457 3

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

3.2 Site Preparation - 2021

<u>Unmitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	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	0.0522	0.0389	0.3822	9.9000e- 004	0.1137	7.0000e- 004	0.1144	0.0302	6.5000e- 004	0.0308		98.8423	98.8423	3.0400e- 003		98.9183
Total	0.0522	0.0389	0.3822	9.9000e- 004	0.1137	7.0000e- 004	0.1144	0.0302	6.5000e- 004	0.0308		98.8423	98.8423	3.0400e- 003		98.9183

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445	 	1.8809	1.8809	0.0000	3,685.656 9	3,685.656 9	1.1920	 	3,715.457 3
Total	3.8882	40.4971	21.1543	0.0380	8.1298	2.0445	10.1743	4.4688	1.8809	6.3497	0.0000	3,685.656 9	3,685.656 9	1.1920		3,715.457 3

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

3.2 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	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	0.0522	0.0389	0.3822	9.9000e- 004	0.1137	7.0000e- 004	0.1144	0.0302	6.5000e- 004	0.0308		98.8423	98.8423	3.0400e- 003		98.9183
Total	0.0522	0.0389	0.3822	9.9000e- 004	0.1137	7.0000e- 004	0.1144	0.0302	6.5000e- 004	0.0308		98.8423	98.8423	3.0400e- 003		98.9183

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Fugitive Dust					6.6931	0.0000	6.6931	3.3859	0.0000	3.3859			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620	 	1.9853	1.9853		1.8265	1.8265		6,007.043 4	6,007.043 4	1.9428		6,055.613 4
Total	4.1912	46.3998	30.8785	0.0620	6.6931	1.9853	8.6784	3.3859	1.8265	5.2124		6,007.043 4	6,007.043	1.9428		6,055.613 4

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

3.3 Grading - 2021

<u>Unmitigated Construction Off-Site</u>

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/d	day		
Hauling	0.3942	14.3128	4.3534	0.0398	0.9038	0.0561	0.9599	0.2473	0.0536	0.3009		4,458.294 8	4,458.294 8	0.4220		4,468.843 7
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	0.0580	0.0432	0.4247	1.1000e- 003	0.1263	7.8000e- 004	0.1271	0.0335	7.2000e- 004	0.0342		109.8248	109.8248	3.3800e- 003	 	109.9092
Total	0.4521	14.3560	4.7782	0.0409	1.0301	0.0568	1.0870	0.2808	0.0543	0.3351		4,568.119 5	4,568.119 5	0.4253		4,578.752 9

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Fugitive Dust					3.0119	0.0000	3.0119	1.5236	0.0000	1.5236			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.043 4	6,007.043 4	1.9428	 	6,055.613 4
Total	4.1912	46.3998	30.8785	0.0620	3.0119	1.9853	4.9972	1.5236	1.8265	3.3502	0.0000	6,007.043 4	6,007.043 4	1.9428		6,055.613 4

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

3.3 Grading - 2021

<u>Mitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.3942	14.3128	4.3534	0.0398	0.9038	0.0561	0.9599	0.2473	0.0536	0.3009		4,458.294 8	4,458.294 8	0.4220		4,468.843 7
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	0.0580	0.0432	0.4247	1.1000e- 003	0.1263	7.8000e- 004	0.1271	0.0335	7.2000e- 004	0.0342		109.8248	109.8248	3.3800e- 003		109.9092
Total	0.4521	14.3560	4.7782	0.0409	1.0301	0.0568	1.0870	0.2808	0.0543	0.3351		4,568.119 5	4,568.119 5	0.4253		4,578.752 9

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.363 9	2,553.363 9	0.6160		2,568.764 3
Total	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.363 9	2,553.363 9	0.6160		2,568.764 3

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

3.4 Building Construction - 2021 Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3432	10.6623	3.4821	0.0251	0.6277	0.0313	0.6590	0.1806	0.0300	0.2106		2,730.102 7	2,730.102 7	0.2015	 	2,735.139 0
Worker	0.7881	0.5871	5.7761	0.0150	1.7178	0.0106	1.7284	0.4557	9.7600e- 003	0.4655		1,493.617 1	1,493.617 1	0.0459	 	1,494.765 0
Total	1.1313	11.2494	9.2582	0.0401	2.3455	0.0419	2.3874	0.6363	0.0397	0.6761		4,223.719 8	4,223.719 8	0.2474		4,229.904 0

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.363 9	2,553.363 9	0.6160		2,568.764 3
Total	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.363 9	2,553.363 9	0.6160		2,568.764 3

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

3.4 Building Construction - 2021 Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3432	10.6623	3.4821	0.0251	0.6277	0.0313	0.6590	0.1806	0.0300	0.2106		2,730.102 7	2,730.102 7	0.2015	 	2,735.139 0
Worker	0.7881	0.5871	5.7761	0.0150	1.7178	0.0106	1.7284	0.4557	9.7600e- 003	0.4655		1,493.617 1	1,493.617 1	0.0459	 	1,494.765 0
Total	1.1313	11.2494	9.2582	0.0401	2.3455	0.0419	2.3874	0.6363	0.0397	0.6761		4,223.719 8	4,223.719 8	0.2474		4,229.904 0

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

3.4 Building Construction - 2022 Unmitigated Construction Off-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/o	day							lb/d	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3157	10.1233	3.2058	0.0248	0.6277	0.0275	0.6552	0.1806	0.0263	0.2069		2,707.387 0	2,707.387 0	0.2041	 	2,712.488 8
Worker	0.7338	0.5246	5.2629	0.0145	1.7178	0.0103	1.7281	0.4557	9.4800e- 003	0.4652		1,440.335 4	1,440.335 4	0.0409	 	1,441.357 8
Total	1.0495	10.6479	8.4687	0.0392	2.3455	0.0378	2.3833	0.6363	0.0358	0.6721		4,147.722 4	4,147.722 4	0.2450		4,153.846 6

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2

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3.4 Building Construction - 2022 Mitigated Construction Off-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3157	10.1233	3.2058	0.0248	0.6277	0.0275	0.6552	0.1806	0.0263	0.2069		2,707.387 0	2,707.387 0	0.2041		2,712.488 8
Worker	0.7338	0.5246	5.2629	0.0145	1.7178	0.0103	1.7281	0.4557	9.4800e- 003	0.4652		1,440.335 4	1,440.335 4	0.0409		1,441.357 8
Total	1.0495	10.6479	8.4687	0.0392	2.3455	0.0378	2.3833	0.6363	0.0358	0.6721		4,147.722 4	4,147.722 4	0.2450		4,153.846 6

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.660 3	2,207.660 3	0.7140		2,225.510 4
Paving	1.2327	 			 	0.0000	0.0000		0.0000	0.0000		 	0.0000			0.0000
Total	2.3355	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.660 3	2,207.660 3	0.7140		2,225.510 4

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3.5 Paving - 2022

<u>Unmitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	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	0.0405	0.0289	0.2902	8.0000e- 004	0.0947	5.7000e- 004	0.0953	0.0251	5.2000e- 004	0.0257		79.4303	79.4303	2.2600e- 003		79.4866
Total	0.0405	0.0289	0.2902	8.0000e- 004	0.0947	5.7000e- 004	0.0953	0.0251	5.2000e- 004	0.0257		79.4303	79.4303	2.2600e- 003		79.4866

Mitigated Construction On-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	1.1028	11.1249	14.5805	0.0228	! !	0.5679	0.5679		0.5225	0.5225	0.0000	2,207.660 3	2,207.660 3	0.7140		2,225.510 4
Paving	1.2327				 	0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.3355	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.660	2,207.660	0.7140		2,225.510 4

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

3.5 Paving - 2022 Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	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	0.0405	0.0289	0.2902	8.0000e- 004	0.0947	5.7000e- 004	0.0953	0.0251	5.2000e- 004	0.0257		79.4303	79.4303	2.2600e- 003		79.4866
Total	0.0405	0.0289	0.2902	8.0000e- 004	0.0947	5.7000e- 004	0.0953	0.0251	5.2000e- 004	0.0257		79.4303	79.4303	2.2600e- 003		79.4866

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Archit. Coating	527.4630					0.0000	0.0000	! !	0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e- 003		0.0817	0.0817	1	0.0817	0.0817		281.4481	281.4481	0.0183	 	281.9062
Total	527.6675	1.4085	1.8136	2.9700e- 003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062

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3.6 Architectural Coating - 2022 <u>Unmitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	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	0.1457	0.1042	1.0449	2.8700e- 003	0.3410	2.0400e- 003	0.3431	0.0905	1.8800e- 003	0.0924		285.9489	285.9489	8.1200e- 003		286.1519
Total	0.1457	0.1042	1.0449	2.8700e- 003	0.3410	2.0400e- 003	0.3431	0.0905	1.8800e- 003	0.0924		285.9489	285.9489	8.1200e- 003		286.1519

Mitigated Construction On-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Archit. Coating	527.4630					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e- 003		0.0817	0.0817	1 1 1	0.0817	0.0817	0.0000	281.4481	281.4481	0.0183	 	281.9062
Total	527.6675	1.4085	1.8136	2.9700e- 003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

3.6 Architectural Coating - 2022 Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/d	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	0.1457	0.1042	1.0449	2.8700e- 003	0.3410	2.0400e- 003	0.3431	0.0905	1.8800e- 003	0.0924		285.9489	285.9489	8.1200e- 003		286.1519
Total	0.1457	0.1042	1.0449	2.8700e- 003	0.3410	2.0400e- 003	0.3431	0.0905	1.8800e- 003	0.0924		285.9489	285.9489	8.1200e- 003		286.1519

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Mitigated	3.5933	30.7674	74.7497	0.2937	26.6145	0.2282	26.8427	7.1064	0.2138	7.3201		30,113.543 2	30,113.543 2	1.1933	i !	30,143.37 67
Unmitigated	3.5933	30.7674	74.7497	0.2937	26.6145	0.2282	26.8427	7.1064	0.2138	7.3201		30,113.543 2	30,113.543 2	1.1933		30,143.37 67

4.2 Trip Summary Information

	Ave	rage Daily Trip Ra	ate	Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	1,379.20	1,379.20	1379.20	12,550,697	12,550,697
Total	1,379.20	1,379.20	1,379.20	12,550,697	12,550,697

4.3 Trip Type Information

		Miles			Trip %			Trip Purpos	se %
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	25.00	0.00	0.00	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	МН
Parking Lot	0.563532	0.028682	0.205515	0.123285	0.020921	0.005572	0.017481	0.019425	0.002786	0.002265	0.006886	0.002647	0.001003
Refrigerated Warehouse-No Ra	il 0.423188	0.211594	0.211594	0.075362	0.000000	0.000000	0.034783	0.043478	0.000000	0.000000	0.000000	0.000000	0.000000

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	lay							lb/c	lay		
NaturalGas Mitigated	0.0474	0.4309	0.3620	2.5900e- 003		0.0328	0.0328		0.0328	0.0328		517.0877	517.0877	9.9100e- 003	9.4800e- 003	520.1605
NaturalGas Unmitigated	0.0503	0.4573	0.3842	2.7400e- 003		0.0348	0.0348		0.0348	0.0348		548.7993	548.7993	0.0105	0.0101	552.0606

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

5.2 Energy by Land Use - NaturalGas <u>Unmitigated</u>

	NaturalGa s Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr					lb/d	day							lb/c	lay		
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	4664.79	0.0503	0.4573	0.3842	2.7400e- 003		0.0348	0.0348	 	0.0348	0.0348		548.7993	548.7993	0.0105	0.0101	552.0606
Total		0.0503	0.4573	0.3842	2.7400e- 003		0.0348	0.0348		0.0348	0.0348		548.7993	548.7993	0.0105	0.0101	552.0606

Mitigated

	NaturalGa s Use	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr					lb/d	day							lb/c	lay		
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	4.39525	0.0474	0.4309	0.3620	2.5900e- 003		0.0328	0.0328		0.0328	0.0328		517.0877	517.0877	9.9100e- 003	9.4800e- 003	520.1605
Total		0.0474	0.4309	0.3620	2.5900e- 003		0.0328	0.0328		0.0328	0.0328		517.0877	517.0877	9.9100e- 003	9.4800e- 003	520.1605

6.0 Area Detail

6.1 Mitigation Measures Area

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	lay		
Mitigated	12.5834	8.8000e- 004	0.0967	1.0000e- 005		3.5000e- 004	3.5000e- 004		3.5000e- 004	3.5000e- 004		0.2069	0.2069	5.5000e- 004		0.2205
Unmitigated	12.5834	8.8000e- 004	0.0967	1.0000e- 005		3.5000e- 004	3.5000e- 004	1 1 1	3.5000e- 004	3.5000e- 004		0.2069	0.2069	5.5000e- 004		0.2205

6.2 Area by SubCategory Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory					lb/d	day							lb/d	day		
Architectural Coating	2.8902					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.6842					0.0000	0.0000	1 	0.0000	0.0000		,	0.0000			0.0000
Landscaping	8.9900e- 003	8.8000e- 004	0.0967	1.0000e- 005		3.5000e- 004	3.5000e- 004	1 1 1 1 1	3.5000e- 004	3.5000e- 004		0.2069	0.2069	5.5000e- 004	,	0.2205
Total	12.5834	8.8000e- 004	0.0967	1.0000e- 005		3.5000e- 004	3.5000e- 004		3.5000e- 004	3.5000e- 004		0.2069	0.2069	5.5000e- 004		0.2205

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory					lb/d	day							lb/d	day		
Architectural Coating	2.8902					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.6842		 			0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.9900e- 003	8.8000e- 004	0.0967	1.0000e- 005		3.5000e- 004	3.5000e- 004		3.5000e- 004	3.5000e- 004		0.2069	0.2069	5.5000e- 004		0.2205
Total	12.5834	8.8000e- 004	0.0967	1.0000e- 005		3.5000e- 004	3.5000e- 004		3.5000e- 004	3.5000e- 004		0.2069	0.2069	5.5000e- 004		0.2205

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	24.00	365	89	0.20	CNG

Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day						lb/day									
Forklifts	1.3632	12.6588	13.8450	0.0183		0.8386	0.8386	1 1 1	0.7715	0.7715		1,776.370 0	1,776.370 0	0.5745		1,790.732 8
Total	1.3632	12.6588	13.8450	0.0183		0.8386	0.8386		0.7715	0.7715		1,776.370 0	1,776.370 0	0.5745		1,790.732 8

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Fire Pump	1	2	50	351	0.73	Diesel

Boilers

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

Equipment Type	Number

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Summer

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type					lb/d	day							lb/c	lay		
Fire Pump - Diesel (300 - 600 HP)	1.1519	3.2199	2.9374	5.5400e- 003		0.1695	0.1695		0.1695	0.1695		589.3389	589.3389	0.0826		591.4046
Total	1.1519	3.2199	2.9374	5.5400e- 003		0.1695	0.1695		0.1695	0.1695		589.3389	589.3389	0.0826		591.4046

11.0 Vegetation

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Winter

Arctic Cold Storage and Packing Project

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
Refrigerated Warehouse-No Rail	449.25	1000sqft	10.31	449,248.00	0
Parking Lot	496.00	Space	9.41	198,400.00	0

1.2 Other Project Characteristics

UrbanizationRuralWind Speed (m/s)3.1Precipitation Freq (Days)37Climate Zone4Operational Year2022

Utility Company Pacific Gas & Electric Company

 CO2 Intensity
 328.8
 CH4 Intensity
 0.029
 N20 Intensity
 0.006

 (lb/MWhr)
 (lb/MWhr)
 (lb/MWhr)
 (lb/MWhr)

1.3 User Entered Comments & Non-Default Data

Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Winter

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Project Characteristics - CO2 intensity per 5-year average (PG&E 2015)

Land Use - Approximately 19.72 acres of the project area will consist of impervious surface (structures and paving).

Construction Phase - Construction is expected to begin January 18, 2021 and end February 2, 2022.

Grading - The proposed would include 64,876 cubic yards of cut and 50,311 cubic yards of fill, and would result in approximately 14,565 cubic yards of net cut.

Vehicle Trips - Based on trip generation and vehicle miles traveled prepared for the proposed project

Energy Use - Based on project's estimated energy usage

Water And Wastewater - Indoor and outdoor water use based on project's estimated water usage

Construction Off-road Equipment Mitigation - Compliance with SBCAPCD standard dust control measures

Energy Mitigation - Assuming compliance with 2019 Title 24 standards and use of LED lighting throughout facility

Waste Mitigation -

Operational Off-Road Equipment - The project would utilize four propane forklifts. CNG was chosen as the closest representative fuel type.

Fleet Mix - Fleet trip percentages based on 1,168 employee trips and 212 truck trips

Stationary Sources - Emergency Generators and Fire Pumps - The project would have a diesel fire pump system

Stationary Sources - Process Boilers -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	300.00	228.00
tblConstructionPhase	NumDays	30.00	35.00
tblEnergyUse	LightingElect	1.62	13.14
tblEnergyUse	NT24E	7.99	64.82
tblEnergyUse	T24E	0.14	1.14
tblFleetMix	HHD	0.02	0.04
tblFleetMix	LDA	0.56	0.42
tblFleetMix	LDT1	0.03	0.21
tblFleetMix	LDT2	0.21	0.21
tblFleetMix	LHD1	0.02	0.00

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tblFleetMix	LHD2	5.5720e-003	0.00
tblFleetMix	MCY	6.8860e-003	0.00
tblFleetMix	MDV	0.12	0.08
tblFleetMix	MH	1.0030e-003	0.00
tblFleetMix	MHD	0.02	0.03
tblFleetMix	OBUS	2.7860e-003	0.00
tblFleetMix	SBUS	2.6470e-003	0.00
tblFleetMix	UBUS	2.2650e-003	0.00
tblGrading	AcresOfGrading	87.50	19.72
tblGrading	MaterialExported	0.00	14,565.00
tblLandUse	LandUseSquareFeet	449,250.00	449,248.00
tblLandUse	LotAcreage	4.46	9.41
tblOperationalOffRoadEquipment	OperDaysPerYear	260.00	365.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	24.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	4.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	351.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	2.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	50.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblVehicleTrips	CC_TL	5.50	0.00
tblVehicleTrips	CNW_TL	6.40	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00

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tblVehicleTrips	CW_TL	6.60	25.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.68	3.07
tblVehicleTrips	SU_TR	1.68	3.07
tblVehicleTrips	WD_TR	1.68	3.07
tblWater	IndoorWaterUseRate	103,889,062.50	82,968,167.10
tblWater	OutdoorWaterUseRate	0.00	1,013,396.00

2.0 Emissions Summary

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2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year					lb/d	day							lb/d	day		
2021	4.6608	60.8406	35.8550	0.1024	18.1799	2.0452	20.2251	9.9608	1.8822	11.8424	0.0000	10,511.662 0	10,511.662 0	2.3764	0.0000	10,571.07 14
2022	533.0841	38.9770	43.1115	0.0946	2.7813	1.5005	4.2818	0.7519	1.4049	2.1569	0.0000	9,450.023 5	9,450.023 5	1.6091	0.0000	9,490.251 7
Maximum	533.0841	60.8406	43.1115	0.1024	18.1799	2.0452	20.2251	9.9608	1.8822	11.8424	0.0000	10,511.66 20	10,511.66 20	2.3764	0.0000	10,571.07 14

Mitigated Construction

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year					lb/	′day							lb/	'day		
2021	4.6608	60.8406	35.8550	0.1024	8.2435	2.0452	10.2887	4.4990	1.8822	6.3805	0.0000	10,511.662 0	10,511.662 0	2.3764	0.0000	10,571.07 14
2022	533.0841	38.9770	43.1115	0.0946	2.7813	1.5005	4.2818	0.7519	1.4049	2.1569	0.0000	9,450.023 5	9,450.023 5	1.6091	0.0000	9,490.251 7
Maximum	533.0841	60.8406	43.1115	0.1024	8.2435	2.0452	10.2887	4.4990	1.8822	6.3805	0.0000	10,511.66 20	10,511.66 20	2.3764	0.0000	10,571.07 14
	ROG	NOx	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
Percent Reduction	0.00	0.00	0.00	0.00	47.40	0.00	40.55	50.98	0.00	39.02	0.00	0.00	0.00	0.00	0.00	0.00

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Winter

2.2 Overall Operational

<u>Unmitigated</u>	Operational
	_

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/e	day							lb/d	day		
Area	12.5834	8.8000e- 004	0.0967	1.0000e- 005		3.5000e- 004	3.5000e- 004		3.5000e- 004	3.5000e- 004		0.2069	0.2069	5.5000e- 004		0.2205
Energy	0.0503	0.4573	0.3842	2.7400e- 003		0.0348	0.0348		0.0348	0.0348		548.7993	548.7993	0.0105	0.0101	552.0606
Mobile	3.5171	32.0474	74.4398	0.2882	26.6145	0.2298	26.8443	7.1064	0.2154	7.3217		29,554.68 77	29,554.68 77	1.1906		29,584.45 34
Offroad	1.3632	12.6588	13.8450	0.0183	,	0.8386	0.8386		0.7715	0.7715		1,776.370 0	1,776.370 0	0.5745		1,790.732 8
Stationary	1.1519	3.2199	2.9374	5.5400e- 003		0.1695	0.1695		0.1695	0.1695		589.3389	589.3389	0.0826		591.4046
Total	18.6658	48.3843	91.7030	0.3148	26.6145	1.2730	27.8874	7.1064	1.1914	8.2978		32,469.40 28	32,469.40 28	1.8588	0.0101	32,518.87 19

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	lay		
Area	12.5834	8.8000e- 004	0.0967	1.0000e- 005		3.5000e- 004	3.5000e- 004		3.5000e- 004	3.5000e- 004		0.2069	0.2069	5.5000e- 004		0.2205
Energy	0.0474	0.4309	0.3620	2.5900e- 003		0.0328	0.0328		0.0328	0.0328		517.0877	517.0877	9.9100e- 003	9.4800e- 003	520.1605
Mobile	3.5171	32.0474	74.4398	0.2882	26.6145	0.2298	26.8443	7.1064	0.2154	7.3217		29,554.68 77	29,554.68 77	1.1906	1 1 1	29,584.45 34
Offroad	1.3632	12.6588	13.8450	0.0183		0.8386	0.8386		0.7715	0.7715		1,776.370 0	1,776.370 0	0.5745	1 1 1	1,790.732 8
Stationary	1.1519	3.2199	2.9374	5.5400e- 003		0.1695	0.1695		0.1695	0.1695		589.3389	589.3389	0.0826	1 1	591.4046
Total	18.6629	48.3579	91.6808	0.3147	26.6145	1.2710	27.8854	7.1064	1.1894	8.2958		32,437.69 12	32,437.69 12	1.8582	9.4800e- 003	32,486.97 18

	ROG	NOx	СО	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
Percent Reduction	0.02	0.05	0.02	0.05	0.00	0.16	0.01	0.00	0.17	0.02	0.00	0.10	0.10	0.03	5.77	0.10

3.0 Construction Detail

Construction Phase

Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Winter

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/18/2021	1/29/2021	5	10	
2	Grading	Grading	1/30/2021	3/19/2021	5	35	
3	Building Construction	Building Construction	3/22/2021	2/2/2022	5	228	
4	Paving	Paving	1/6/2022	2/2/2022	5	20	
5	Architectural Coating	Architectural Coating	1/6/2022	2/2/2022	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 19.72

Acres of Paving: 9.41

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 673,872; Non-Residential Outdoor: 224,624; Striped Parking Area: 11,904 (Architectural Coating – sqft)

OffRoad Equipment

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

Trips and VMT

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	1,821.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	272.00	106.00	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	54.00	0.00	0.00	8.30	6.40	20.00	LD_Mix	HDT_Mix	HHDT

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Winter

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Fugitive Dust			i i		18.0663	0.0000	18.0663	9.9307	0.0000	9.9307		i i	0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445	1	1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920	 	3,715.457 3
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.656 9	3,685.656 9	1.1920		3,715.457 3

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3.2 Site Preparation - 2021

<u>Unmitigated Construction Off-Site</u>

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	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	0.0589	0.0444	0.3961	9.7000e- 004	0.1137	7.0000e- 004	0.1144	0.0302	6.5000e- 004	0.0308		96.5566	96.5566	3.0400e- 003		96.6327
Total	0.0589	0.0444	0.3961	9.7000e- 004	0.1137	7.0000e- 004	0.1144	0.0302	6.5000e- 004	0.0308		96.5566	96.5566	3.0400e- 003		96.6327

Mitigated Construction On-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.656 9	3,685.656 9	1.1920	 	3,715.457 3
Total	3.8882	40.4971	21.1543	0.0380	8.1298	2.0445	10.1743	4.4688	1.8809	6.3497	0.0000	3,685.656 9	3,685.656 9	1.1920		3,715.457 3

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3.2 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/o	day							lb/d	lay		
Hauling	0.0000	0.0000	0.0000	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	0.0589	0.0444	0.3961	9.7000e- 004	0.1137	7.0000e- 004	0.1144	0.0302	6.5000e- 004	0.0308		96.5566	96.5566	3.0400e- 003		96.6327
Total	0.0589	0.0444	0.3961	9.7000e- 004	0.1137	7.0000e- 004	0.1144	0.0302	6.5000e- 004	0.0308		96.5566	96.5566	3.0400e- 003		96.6327

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Fugitive Dust					6.6931	0.0000	6.6931	3.3859	0.0000	3.3859			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.043 4	6,007.043 4	1.9428		6,055.613 4
Total	4.1912	46.3998	30.8785	0.0620	6.6931	1.9853	8.6784	3.3859	1.8265	5.2124		6,007.043 4	6,007.043 4	1.9428		6,055.613 4

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3.3 Grading - 2021

<u>Unmitigated Construction Off-Site</u>

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.4043	14.3914	4.5364	0.0393	0.9038	0.0575	0.9613	0.2473	0.0550	0.3022		4,397.333 4	4,397.333 4	0.4302		4,408.088 3
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	0.0654	0.0494	0.4402	1.0800e- 003	0.1263	7.8000e- 004	0.1271	0.0335	7.2000e- 004	0.0342		107.2851	107.2851	3.3800e- 003	 	107.3697
Total	0.4697	14.4408	4.9765	0.0404	1.0301	0.0583	1.0884	0.2808	0.0557	0.3365		4,504.618 5	4,504.618 5	0.4336		4,515.458 0

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Fugitive Dust					3.0119	0.0000	3.0119	1.5236	0.0000	1.5236			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853	1 1 1	1.8265	1.8265	0.0000	6,007.043 4	6,007.043 4	1.9428	 	6,055.613 4
Total	4.1912	46.3998	30.8785	0.0620	3.0119	1.9853	4.9972	1.5236	1.8265	3.3502	0.0000	6,007.043 4	6,007.043 4	1.9428		6,055.613 4

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3.3 Grading - 2021

<u>Mitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	lay		
Hauling	0.4043	14.3914	4.5364	0.0393	0.9038	0.0575	0.9613	0.2473	0.0550	0.3022		4,397.333 4	4,397.333 4	0.4302		4,408.088 3
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	0.0654	0.0494	0.4402	1.0800e- 003	0.1263	7.8000e- 004	0.1271	0.0335	7.2000e- 004	0.0342		107.2851	107.2851	3.3800e- 003		107.3697
Total	0.4697	14.4408	4.9765	0.0404	1.0301	0.0583	1.0884	0.2808	0.0557	0.3365		4,504.618 5	4,504.618 5	0.4336		4,515.458 0

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.363 9	2,553.363 9	0.6160		2,568.764 3
Total	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.363 9	2,553.363 9	0.6160		2,568.764 3

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3.4 Building Construction - 2021 Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	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	0.3637	10.6201	3.8341	0.0245	0.6277	0.0329	0.6606	0.1806	0.0315	0.2121		2,665.671 6	2,665.671 6	0.2108	 	2,670.941 2
Worker	0.8895	0.6716	5.9861	0.0147	1.7178	0.0106	1.7284	0.4557	9.7600e- 003	0.4655		1,459.077 7	1,459.077 7	0.0460	 	1,460.228 0
Total	1.2532	11.2917	9.8202	0.0391	2.3455	0.0435	2.3890	0.6363	0.0413	0.6776		4,124.749 3	4,124.749 3	0.2568		4,131.169 2

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.363 9	2,553.363 9	0.6160		2,568.764 3
Total	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.363 9	2,553.363 9	0.6160		2,568.764 3

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Winter

3.4 Building Construction - 2021 Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	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	0.3637	10.6201	3.8341	0.0245	0.6277	0.0329	0.6606	0.1806	0.0315	0.2121		2,665.671 6	2,665.671 6	0.2108		2,670.941 2
Worker	0.8895	0.6716	5.9861	0.0147	1.7178	0.0106	1.7284	0.4557	9.7600e- 003	0.4655		1,459.077 7	1,459.077 7	0.0460		1,460.228 0
Total	1.2532	11.2917	9.8202	0.0391	2.3455	0.0435	2.3890	0.6363	0.0413	0.6776		4,124.749 3	4,124.749 3	0.2568		4,131.169 2

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2

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3.4 Building Construction - 2022 Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	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	0.3346	10.0758	3.5336	0.0242	0.6277	0.0290	0.6567	0.1806	0.0277	0.2083		2,642.606 5	2,642.606 5	0.2136	 	2,647.946 8
Worker	0.8296	0.6000	5.4403	0.0141	1.7178	0.0103	1.7281	0.4557	9.4800e- 003	0.4652		1,407.041 6	1,407.041 6	0.0409	 	1,408.063 6
Total	1.1643	10.6758	8.9739	0.0383	2.3455	0.0392	2.3847	0.6363	0.0372	0.6735		4,049.648 2	4,049.648 2	0.2545		4,056.010 4

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2

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3.4 Building Construction - 2022 Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	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	0.3346	10.0758	3.5336	0.0242	0.6277	0.0290	0.6567	0.1806	0.0277	0.2083		2,642.606 5	2,642.606 5	0.2136	 	2,647.946 8
Worker	0.8296	0.6000	5.4403	0.0141	1.7178	0.0103	1.7281	0.4557	9.4800e- 003	0.4652		1,407.041 6	1,407.041 6	0.0409	 	1,408.063 6
Total	1.1643	10.6758	8.9739	0.0383	2.3455	0.0392	2.3847	0.6363	0.0372	0.6735		4,049.648 2	4,049.648 2	0.2545		4,056.010 4

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.660 3	2,207.660 3	0.7140		2,225.510 4
Paving	1.2327	 				0.0000	0.0000		0.0000	0.0000			0.0000		 	0.0000
Total	2.3355	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.660 3	2,207.660	0.7140		2,225.510 4

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3.5 Paving - 2022

<u>Unmitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	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	0.0458	0.0331	0.3000	7.8000e- 004	0.0947	5.7000e- 004	0.0953	0.0251	5.2000e- 004	0.0257		77.5942	77.5942	2.2500e- 003		77.6506
Total	0.0458	0.0331	0.3000	7.8000e- 004	0.0947	5.7000e- 004	0.0953	0.0251	5.2000e- 004	0.0257		77.5942	77.5942	2.2500e- 003		77.6506

Mitigated Construction On-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Off-Road	1.1028	11.1249	14.5805	0.0228	! !	0.5679	0.5679		0.5225	0.5225	0.0000	2,207.660 3	2,207.660 3	0.7140		2,225.510 4
Paving	1.2327		 		 	0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.3355	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.660	2,207.660	0.7140		2,225.510 4

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3.5 Paving - 2022 <u>Mitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Hauling	0.0000	0.0000	0.0000	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	0.0458	0.0331	0.3000	7.8000e- 004	0.0947	5.7000e- 004	0.0953	0.0251	5.2000e- 004	0.0257		77.5942	77.5942	2.2500e- 003		77.6506
Total	0.0458	0.0331	0.3000	7.8000e- 004	0.0947	5.7000e- 004	0.0953	0.0251	5.2000e- 004	0.0257		77.5942	77.5942	2.2500e- 003		77.6506

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	day		
Archit. Coating	527.4630					0.0000	0.0000	! !	0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e- 003		0.0817	0.0817	1 1 1 1	0.0817	0.0817		281.4481	281.4481	0.0183	 	281.9062
Total	527.6675	1.4085	1.8136	2.9700e- 003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062

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3.6 Architectural Coating - 2022 Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	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	0.1647	0.1191	1.0801	2.8100e- 003	0.3410	2.0400e- 003	0.3431	0.0905	1.8800e- 003	0.0924		279.3392	279.3392	8.1200e- 003		279.5420
Total	0.1647	0.1191	1.0801	2.8100e- 003	0.3410	2.0400e- 003	0.3431	0.0905	1.8800e- 003	0.0924		279.3392	279.3392	8.1200e- 003		279.5420

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Archit. Coating	527.4630					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
	0.2045	1.4085	1.8136	2.9700e- 003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183	 	281.9062
Total	527.6675	1.4085	1.8136	2.9700e- 003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062

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3.6 Architectural Coating - 2022 Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Hauling	0.0000	0.0000	0.0000	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	0.1647	0.1191	1.0801	2.8100e- 003	0.3410	2.0400e- 003	0.3431	0.0905	1.8800e- 003	0.0924		279.3392	279.3392	8.1200e- 003		279.5420
Total	0.1647	0.1191	1.0801	2.8100e- 003	0.3410	2.0400e- 003	0.3431	0.0905	1.8800e- 003	0.0924		279.3392	279.3392	8.1200e- 003		279.5420

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Mitigated	3.5171	32.0474	74.4398	0.2882	26.6145	0.2298	26.8443	7.1064	0.2154	7.3217		29,554.68 77	29,554.68 77	1.1906		29,584.45 34
Unmitigated	3.5171	32.0474	74.4398	0.2882	26.6145	0.2298	26.8443	7.1064	0.2154	7.3217		29,554.68 77	29,554.68 77	1.1906		29,584.45 34

4.2 Trip Summary Information

	Ave	rage Daily Trip Ra	ate	Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	1,379.20	1,379.20	1379.20	12,550,697	12,550,697
Total	1,379.20	1,379.20	1,379.20	12,550,697	12,550,697

4.3 Trip Type Information

		Miles			Trip %			Trip Purpos	e %
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	6.60	5.50	6.40	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	25.00	0.00	0.00	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

	Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
ſ	Parking Lot	0.563532	0.028682	0.205515	0.123285	0.020921	0.005572	0.017481	0.019425	0.002786	0.002265	0.006886	0.002647	0.001003
İ	Refrigerated Warehouse-No Rail	0.423188	0.211594	0.211594	0.075362	0.000000	0.000000	0.034783	0.043478	0.000000	0.000000	0.000000	0.000000	0.000000

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	lay							lb/c	lay		
NaturalGas Mitigated	0.0474	0.4309	0.3620	2.5900e- 003		0.0328	0.0328		0.0328	0.0328		517.0877	517.0877	9.9100e- 003	9.4800e- 003	520.1605
NaturalGas Unmitigated	0.0503	0.4573	0.3842	2.7400e- 003		0.0348	0.0348		0.0348	0.0348		548.7993	548.7993	0.0105	0.0101	552.0606

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5.2 Energy by Land Use - NaturalGas <u>Unmitigated</u>

	NaturalGa s Use	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr					lb/d	day							lb/c	lay		
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	4664.79	0.0503	0.4573	0.3842	2.7400e- 003		0.0348	0.0348	 	0.0348	0.0348		548.7993	548.7993	0.0105	0.0101	552.0606
Total		0.0503	0.4573	0.3842	2.7400e- 003		0.0348	0.0348		0.0348	0.0348		548.7993	548.7993	0.0105	0.0101	552.0606

Mitigated

	NaturalGa s Use	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr					lb/d	day							lb/d	lay		
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	4.39525	0.0474	0.4309	0.3620	2.5900e- 003		0.0328	0.0328		0.0328	0.0328		517.0877	517.0877	9.9100e- 003	9.4800e- 003	520.1605
Total		0.0474	0.4309	0.3620	2.5900e- 003		0.0328	0.0328		0.0328	0.0328		517.0877	517.0877	9.9100e- 003	9.4800e- 003	520.1605

6.0 Area Detail

6.1 Mitigation Measures Area

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Winter

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Mitigated	12.5834	8.8000e- 004	0.0967	1.0000e- 005		3.5000e- 004	3.5000e- 004		3.5000e- 004	3.5000e- 004		0.2069	0.2069	5.5000e- 004		0.2205
Unmitigated	12.5834	8.8000e- 004	0.0967	1.0000e- 005		3.5000e- 004	3.5000e- 004		3.5000e- 004	3.5000e- 004		0.2069	0.2069	5.5000e- 004		0.2205

6.2 Area by SubCategory Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory					lb/d	day							lb/d	day		
Architectural Coating	2.8902					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.6842					0.0000	0.0000	1 	0.0000	0.0000			0.0000			0.0000
Landscaping	8.9900e- 003	8.8000e- 004	0.0967	1.0000e- 005		3.5000e- 004	3.5000e- 004	1 1 1 1 1	3.5000e- 004	3.5000e- 004		0.2069	0.2069	5.5000e- 004		0.2205
Total	12.5834	8.8000e- 004	0.0967	1.0000e- 005		3.5000e- 004	3.5000e- 004		3.5000e- 004	3.5000e- 004		0.2069	0.2069	5.5000e- 004		0.2205

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Winter

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory					lb/d	day							lb/d	day		
Architectural Coating	2.8902					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
	9.6842		1 			0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	8.9900e- 003	8.8000e- 004	0.0967	1.0000e- 005		3.5000e- 004	3.5000e- 004		3.5000e- 004	3.5000e- 004		0.2069	0.2069	5.5000e- 004		0.2205
Total	12.5834	8.8000e- 004	0.0967	1.0000e- 005		3.5000e- 004	3.5000e- 004		3.5000e- 004	3.5000e- 004		0.2069	0.2069	5.5000e- 004		0.2205

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	4	24.00	365	89	0.20	CNG

Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Winter

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type					lb/d	day							lb/d	lay		
Forklifts	1.3632	12.6588	13.8450	0.0183		0.8386	0.8386	1 1 1	0.7715	0.7715		1,776.370 0	1,776.370 0	0.5745		1,790.732 8
Total	1.3632	12.6588	13.8450	0.0183		0.8386	0.8386		0.7715	0.7715		1,776.370 0	1,776.370 0	0.5745		1,790.732 8

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Fire Pump	1	2	50	351	0.73	Diesel

Boilers

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

Equipment Type	Number

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Arctic Cold Storage and Packing Project - Santa Barbara-North of Santa Ynez County, Winter

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type		lb/day							lb/day							
Fire Pump - Diesel (300 - 600 HP)		3.2199	2.9374	5.5400e- 003		0.1695	0.1695		0.1695	0.1695		589.3389	589.3389	0.0826		591.4046
Total	1.1519	3.2199	2.9374	5.5400e- 003		0.1695	0.1695		0.1695	0.1695		589.3389	589.3389	0.0826		591.4046

11.0 Vegetation



ATTACHMENT B

MOBILE SOURCE EMISSIONS ESTIMATES

	Peak Harvest Season Trucks											
Building Area	Truck Type	Trucks Per Day	ADT	AM Peak	PM Peak							
& Use	Truck Type	Trucks Fer Day	ושא	(6-7 AM)	(5-6 PM)							
Warehouse	Semi- Trucks(a)	30	60	3	4							
Processing	Semi- Trucks(a)	30	60	6	6							
	Field Trucks(a)	<u>46</u>	<u>276</u>	<u>28</u>	<u>28</u>							
Subtotal	, ,	76	336	34	34							
Total Trucks		106	396	37	38							

(a) ADT assumes 1 inbound + 1 outbound trip per truck. Peak hour trips based on operational data for arrival and departure times.

Field Truck/Vans Trip D	istribution	%	Estimated Origin/ Destination	Estimated Average One-Way Trip Length
US 101	North 50%		SLO & Monterey Counties (a)	150 Miles
	South	25%	SB County	40 Miles
Betteravia Rd	East	10%	Local	10 Miles
Delleravia Ru	West	15%	Local	5 Miles
Warehouse Truck Trip I	Distributior	ı %	Estimated Origin/Destination	Estimated Average One-Way Trip Length
US 101	North	50%	Northern California (b)	300 Miles
	South 50%		Southern California/Baja (c)	150 Miles

- (a) Assumes 20% from SLO County and 30% from Monterey County
- (b) Assumes median trip length between Project site and Crescent City
- (c) Assumes median trip length between Project site and Tijuana

Total VMT		ADT	% Distrubu	ıtion	Miles	Total VMT
Marahausa	Comi Trueles	60	North	50%	300	9000
warenouse	Semi-Trucks	60	South	50%	150	4500
	Semi-Trucks and Field		North	50%	150	25200
Drocossing		336	South	25%	40	3360
Processing		330	East	10%	10	336
Semi-Trucks Processing and Field 3 Trucks		West	15%	5	252	
Employees	Cars	1246		100%	6.6	8223.6
Total Miles						50872
Average Trip Le	ngth (total miles	s/ADT)		Ì		36.86347826

Fleet Mix		Vehicle Class	ADT	% of ADT		
Employees		LDA		50%	623	0.379415347
	Cars	LDT1	1246	25%	311.5	0.189707674
		LDT2		25%	311.5	0.189707674
Warehouse	Semi-Trucks	T7 Tractor Construction	60	100%	60	0.036540804
Drocossing	Semi-Trucks	MDV	60	100%	60	0.036540804
Processing	Field Trucks	T6 Ag	276	100%	276	0.168087698
Total Trips					1642	

	Non	-Harvest Season Trucks			
			407	AM Peak	PM Peak
Building Area & Use	Truck Type	Trucks Per Day	ADT	(6-7 AM)	(5-6 PM)
Warehouse	Semi- Trucks(a)	30	60	3	4
Processing	Semi- Trucks(a)	8	16	2	2
	Field Trucks(a)	<u>12</u>	<u>72</u>	<u>7</u>	<u>7</u>
Subtotal		20	88	9	9
Total Trucks			148	12	13

(a) ADT assumes 1 inbound + 1 outbound trip per truck. Peak hour trips based on operational data for arrival and departure times.

	Truck/Vans	•	Estimated Origin/ Destination	Estimated Average One-Way Trip Length
US 101	North	50%	SLO & Monterey Counties (a)	150 Miles
	South	25%	SB County	40 Miles
Betteravia	East	10%	Local	10 Miles
Rd	West	15%	Local	5 Miles
	nouse Truc istribution	•	Estimated Origin/Destination	Estimated Average One-Way Trip Length
	North	50%	Northern California (b)	300 Miles
US 101	South	50%	Southern California/Baja (c)	150 Miles

- (a) Assumes 20% from SLO County and 30% from Monterey County
- (b) Assumes median trip length between Project site and Crescent City
- (c) Assumes median trip length between Project site and Tijuana

Total VMT		ADT	% Distrub	ution	Miles	Total VMT
Marahausa	Comi Trueles	60	North	50%	300	9000
Warehouse	Semi-Trucks	60	South	50%	150	4500
	Semi-Trucks		North	50%	150	6600
Processing	and Field	88	South	25%	40	880
	Trucks	00	East	10%	10	88
	Trucks		West	15%	5	66
Employees	Cars	306		100%	6.6	2019.6
Total Miles						23154
Average Trip Length (t	total miles/ADT)					16.77797

Fleet Mix		Vehicle Class	ADT	% of ADT		
		LDA		50%	153	0.337004
Employees	Cars	LDT1	306	25%	76.5	0.168502
		LDT2		25%	76.5	0.168502
Warehouse	Semi-Trucks	T7 Tractor Construction	60	100%	60	0.132159
Drocossing	Semi-Trucks	MDV	16	100%	16	0.035242
Processing	Field Trucks	T6 Ag	72	100%	72	0.15859
Total Trips					454	

Non-Harvest											
Fleet Mix		Vehicle Class	ADT	(% of ADT			ADT	% of ADT		
Employees	Cars	LDA		306	0.5	153	0.369792	697.6667	0.5	348.8333	0.36758
		LDT1			0.25	76.5	0.184896		0.25	174.4167	0.18379
		LDT2			0.25	76.5	0.184896		0.25	174.4167	0.18379
Warehouse	Semi-Trucks	T7 Tractor Construction		60	1	60	0.15625	60	1	60	0.063224
Processing	Semi-Trucks	MDV		16	1	16	0.052083	34.33333	1	34.33333	0.036178
	Field Trucks	T6 Ag		72	1	72	0.052083	157	1	157	0.165437
Total Trips						454					
								949)	949	
Harvest											
Fleet Mix		Vehicle Class	ADT		% of ADT						
Employees	Cars	LDA		1246	0.5	623	0.423188				
		LDT1			0.25	311.5	0.211594				
		LDT2			0.25	311.5	0.211594				
Warehouse	Semi-Trucks	T7 Tractor Construction		60	1	60	0.043478				
Processing	Semi-Trucks	MDV		60	1	60	0.075362				
	Field Trucks	T6 Ag		276	1	276	0.034783				
Total Trips						1642					

_										Lbs/Day							MT/Day				
Process	Vehicle Type	Miles/Trip	# Vehicles	EMFAC 2011	ADT	% by Type	Fuel Type	% by Fuel Type	Total Miles	NOx	PM2.5	PM2.5 (TW/BW)	PM10	PM10 (TW/BW)	ROG	TOG	СО	SOx	CO ₂	CH₄	N ₂ O
	Carri Tavala						GAS	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00
Marchausa		225.0	30	T7 Tractor	60	100%	DSL	100%	13,500	173.91	1.35	1.06	1.42	2.91	6.41	7.30	26.61	0.52	24.76	1.35E-04	0.00
Warehouse	Semi-Trucks	225.0	30	Construction	60	100%	NG	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00
							ELEC														
							GAS	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00
			30	MDV	60	100%	DSL	100%	5,205	0.65	0.06	0.20	0.06	0.51	0.12	0.14	2.11	0.04	1.87	2.62E-06	0.00
			30	IVIDV	00	100%	NG														
Processing	Semi-Trucks and	86.8					ELEC	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00
Frocessing	Field Trucks	80.8					GAS	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00
			46	T6 Ag	276	100%	DSL	100%	23,943	474.35	16.43	3.11	17.17	7.51	31.46	35.82	76.59	0.54	25.85	6.63E-04	0.00
				10.75			NG	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00
							ELEC														
							GAS	50%	2,056	0.52	0.01	0.08	0.01	0.20	1.12	1.18	6.37	0.01	0.56	4.39E-05	0.00
				LDA		50%	DSL	25%	1,028	0.23	0.02	0.04	0.02	0.10	0.03	0.04	0.47	0.00	0.21	7.05E-07	0.00
						30%	NG														
							ELEC	25%	1,028	0.00	0.00	0.04	0.00	0.10	0.01	0.01	6.37 0.01 0.56 4.39E-09 0.47 0.00 0.21 7.05E-09 0.00 0.00 0.00 0.00E+0 5.58 0.01 0.35 4.77E-09	0.00E+00	0.00		
							GAS	50%	1,028	0.54	0.01	0.04	0.01	0.10	1.68	1.74	<u> </u>				0.00
Employees	Cars	6.6	623	LDT1	1246	25%	DSL	25%	514	1.70	0.18	0.02	0.19	0.05	0.24	0.31	1.53	0.00	0.21	5.02E-06	0.00
							NG														
							ELEC	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00
							GAS	50%	1,028	0.90	0.01	0.04	0.01	0.10	2.12	2.21	7.08	0.01	0.39	6.59E-05	0.00
				LDT2		25%	DSL	25%	514	0.06	0.01	0.02	0.01	0.05	0.02	0.02	0.14	0.00	0.14	3.32E-07	0.00
							NG	250/	E4.4	0.00	0.00	0.03	2.00	0.05	0.00	0.00	0.00	0.00	0.00	0.005.00	0.00
							ELEC	25%	514	0.00	0.00	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00
									Total	652.86	18.06	4.67	18.88	11.70	43.23	48.77	126.48	1.13	54.34	9.64E-04	0.01
											PM 2.5 Total	22.73	PM 10 Tota	I 30.58						0.02410713	3 2.5109

10573.6 3.78E+00 487.088 CO2e Total 11064.46709

_										Lbs/Day									MT/Day		
Process	Vehicle Type	Miles/Trip	# Vehicles	EMFAC 2011	ADT	% by Type	Fuel Type	% by Fuel Type	Total Miles	NOx	PM2.5	PM2.5 (TW/BW)	PM10	PM10 (TW/BW)	ROG	TOG	СО	SOx	CO ₂	CH ₄	N ₂ O
	Semi-Trucks						GAS	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00
Marahausa		225.0	30	T7 Tractor	60	100%	DSL	100%	13,500	173.91	1.35	1.06	1.42	2.91	6.41	7.30	26.61	0.52	24.76	1.35E-04	0.00
Warehouse		225.0	30	Construction	80	100%	NG	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00
							ELEC														
							GAS	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00
			8	MDV	16	100%	DSL	100%	1,388	0.17	0.02	0.05	0.02	0.14	0.03	0.00 0.00 0.00 0.0	0.50	6.98E-07	0.00		
			0	IVIDV	10	100%	NG					0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00									
Processing	Vans and Field Trucks	86.8					ELEC	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00
riocessing		80.8			72		GAS	0%	0	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00E+00	0.00
			12	T6 Ag		100%	DSL	100%	6,246	123.74	4.29	0.81	4.48	1.96	8.21	9.34	19.98	0.14	6.74	1.73E-04	0.00
			12	30			NG	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00
							ELEC														
							GAS	50%	505	0.13	0.00	0.02	0.00	0.05	0.28	0.29	1.57	0.00	0.14	1.08E-05	0.00
				LDA		50%	DSL	25%	252	0.06	0.00	0.01	0.00	0.02	0.01	0.01	0.12	0.00	0.05	1.73E-07	0.00
						30,5	NG	0.00		0.06 0.00 0.01 0.00 0.02 0.01 0.01 0.12 0.											
							ELEC	25%	252	0.00	0.00	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00
							GAS	50%	252	0.13	0.00	0.01	0.00	0.02	0.41	0.43	1.37	0.00	0.09	1.17E-05	0.00
Employees	Cars	6.6	153	LDT1	306	25%	DSL	25%	126	0.42	0.04	0.00	0.05	0.01	0.06	0.08	0.38	0.00	0.05	1.23E-06	0.00
' '							NG	0.00													
							ELEC	25%	126	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00
							GAS	50%	252	0.22	0.00	0.01	0.00	0.02	0.52	0.54	1.74	0.00	0.10	1.62E-05	0.00
				LDT2		25%	DSL	25%	126	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.03	0.00	0.03	8.14E-08	0.00
							NG	250/	126	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.005.00	0.00
							ELEC	25%	126	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00E+00	
									Total	298.80	5.71	2.00	5.97	5.21	15.94	18.04	52.35	0.68	32.46	3.49E-04	0.01
											PM 2.5 Total	7.71	PM 10 Tota	11.17						8.72E-03	1.512064

Source: EMFAC2017 (v1.0.3) Emission Rates Region Type: County Region: Santa Barbara Calendar Year: 2022

	ual sification: EMFAC2011 Categories 'day for VMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HOTSOAK and RUNLOSS, g/vehicle/day for IDLEX, RESTLOSS and DIURN							
Region	Calendar Vehicle Category Model YerSpeed Fuel Populatio VMT Trips NOx_RUNEX NOx_IDLEX NOx_STREX PM2.5_RUNEX PM2.5_IDLEX P	PM2.5_STREX PM2.5_PMTW PM2.5_PMBW PM10_RUNEX PM10_IDLEX PM10	O_STREX PM10_PMTW PM10_PMBW CO2_RUNEX CO2_IDLEX CO2_	STREX CH4_RUNEX CH4_IDLEX CH4_ST	REX N2O_RUNEX N2O_IDLEX N2O_STR	REX ROG_RUNEX ROG_IDLEX ROG_STREX	ROG_HOTSOAK ROG_RU	JNLOSS ROG_RESTLOSS
SANTA BARBA Santa Barbara	a 2022 T7 tractor construct Aggregate Aggregate Diesel 103.9243 7168.959 469.8376 5.777789187 21.80301479 3.87150825 0.045505225 0.010064356	0 0.009000003 0.026460008 0.04756277 0.010519421	0 0.03600001 0.061740018 1824.97875 4185.390728	0 0.009846335 0.073939328	0 0.286861245 0.657885137	0 0.211988886 1.591893451	0 0	0 0

Units: miles/day fo	r VMI, trips/day for Trip	is, g/mile for RUNEX, PMBW and PMIW, g/trip for STREX, HOTSOAK and RUNLOSS, g/	/vehicle/day for IDLEX, RESTLOSS and DIURN											
Region	Calendar Vehicle Cat	tegory Model Ye; Speed Fuel Populatio VMT Trips NOx_RUNEX	NOx_IDLEX NOx_STREX PM2.5_RUNEX PM2	.5_IDLEX_PM2.5_STREX_PM2.5_PMTW_PM2.5_PMBW_PM10_RUNEX_PM1	0 IDLEX PM10 STREX PM10 PMTW PM10 PMBW CO2 RUNEX CO2 IDL	EX CO2_STREX CH4_RUNEX CH4_IDLEX	CH4_STREX N2O_RUNEX N2O_IDLEX	N2O_STREX ROG_RUNEX ROG_IDL	.EX ROG_STREX ROG_HOTSOAK ROG_	RUNLOSS ROG RESTLOSS ROG DIURN TOG RUNEX TO	OG_IDLEX TOG_STREX TOG_HOTSOAK TOG_RU	NLOSS TOG_RESTLOSS TOG_DIURN CO_RUNEX CO_ID	.EX CO_STREX SOX_RUNEX SOX_IDLEX SO	Jx_STREX
SANTA BARBARA	2020 HHDT	Aggregate Aggregate GAS												_
Santa Barbara	2022 T7 tractor co		7 21.80301479 3.87150825 0.045505225 0.0	10064356 0 0.009000003 0.026460008 0.04756277 0.0	10519421 0 0.03600001 0.061740018 1824.97875 4185.39	0728 0 0.009846335 0.073939328	8 0 0.286861245 0.657885137	0 0.211988886 1.59189	3451 0 0	0 0 0 0.24133321 1	.812249517 0 0	0 0 0 0.84703857 21.212	.52301 0 0.017241494 0.039541496	0
SANTA BARBARA	2020 HHDT	Aggregate Aggregate NG												
Santa Barbara	2022 T6 Ag	Aggregate Aggregate Diesel 23.80174 255.0726 104.7277 8.959867195	5 9.835399693 0.668613654 0.310937813 0.3	37159435	43361176 0 0.012000003 0.130340037 1078.427653 663.583	3262 0 0.027646953 0.019774635	5 0 0.169513809 0.104306058	0 0.595231325 0.42574	2468 0 0	0 0 0 0.677625553 0	.484675392 0 0	0 0 0 1.44426552 3.4808	355771 0 0.01018845 0.006269206	0
Santa Barbara	2022 LDA	Aggregate Aggregate Gasoline 156319.5 5603761 727641.1 0.047727167	7 0 0.220704899 0.001218173	0 0.001869196 0.002000001 0.015750005 0.001324852	0 0.002032816 0.008000002 0.036750011 255.5781023	0 56.65191605 0.002612815 0	0 0.061907236 0.005011793	0 0.028262172 0.010475591	0 0.289299868 0.127875792 0	0.25376001 0.221392842 0.229641893 0.015279095	0 0.31674503 0.127875792 0.25	376001 0.221392842 0.229641893 0.661404662	0 2.457309691 0.002529153 0 0.	0.000560617
Santa Barbara	2022 LDA	Aggregate Aggregate Diesel 2193.939 78720.03 10173.29 0.102715837	7 0 0 0.007866554	0 0.002000001 0.015750005 0.008222245	0 0 0.008000002 0.036750011 201.1239969	0 0 0.000685755 0	0 0 0.031613891 0	0 0.014763898	0 0 0	0 0 0.016807717	0 0 0	0 0 0.208473354	0 0.001901345 0	0
Santa Barbara	2022 LDA	Aggregate Aggregate Electricity 2756.14 112939.8 13707.6 (0 0 0	0 0 0.002000001 0.015750005 0	0 0 0.008000002 0.036750011 0	0 0 0 0	0 0 0	0 0 0	0 0.004888026	0 0.003124904 0.012334728 0	0 0.004888026	0 0.003124904 0.012334728 0	0 0 0 0	0
Santa Barbara	2022 LDT1	Aggregate Aggregate Gasoline 17029.6 591852.1 78355.28 0.081675373	3 0 0.259598885 0.001482849	0 0.002156779 0.002000001 0.015750005 0.00161267	0 0.002345562 0.008000002 0.036750011 297.3743929	0 65.88092347 0.003844521 0	0 0.070286891 0.006800738	0 0.030097715 0.016195442	0 0.338064044 0.170087961 0.	610020958 0.313406972 0.335666514 0.023618944	0 0.370135978 0.170087961 0.610	020958	0 2.57925585 0.002942761 0 0.0	0.000651945
Santa Barbara	2022 LDT1	Aggregate Aggregate Diesel 20.08755 316.4537 64.16141 1.498354416	6 0 0 0.158685573	0 0.002000001 0.015750005 0.165860631	0 0 0.008000002 0.036750011 411.3794019	0 0 0.009768788 0	0 0.064663113	0 0.210316248	0 0 0	0 0 0.239431066	0 0 0	0 0 0 1.353058131	0 0 0.003889015 0	0
Santa Barbara	2022 LDT1	Aggregate Aggregate Electricity 107.6368 4277.413 526.7953 (0 0 0	0 0 0.002000001 0.015750005 0	0 0 0.008000002 0.036750011 0	0 0 0 0	0 0 0	0 0 0	0 0.004888026	0 0.003124904 0.012334728 0	0 0.004888026	0 0.003124904 0.012334728 0	0 0 0 0	0
Santa Barbara	2022 LDT2	Aggregate Aggregate Gasoline 67983.46 2269109 308336.2 0.143282816	6 0 0.418333752 0.001429219	0 0.002064629 0.002000001 0.015750005 0.001554332	0 0.00224532 0.008000002 0.036750011 332.8423283	0 75.5744531 0.005582782 0	0 0.096609504 0.009832942	0 0.039360638 0.024458216	0 0.488533955 0.203737987 0.	709452151 0.400982461 0.410101267 0.035670803	0 0.534881037 0.203737987 0.709	452151 0.400982461 0.410101267 1.168587973	0 3.224007337 0.003293745 0 0	0.00074787
Santa Barbara	2022 LDT2	Aggregate Aggregate Diesel 463.905 18212.01 2244.188 0.053709765	5 0 0 0.005722319	0 0.002000001 0.015750005 0.005981057	0 0 0.008000002 0.036750011 272.2647886	0 0 0.000645045 0	0 0 0.042796233 0	0 0.01388744	0 0 0	0 0 0 0.015809927	0 0 0	0 0 0.121887781	0 0.002573881 0	0
Santa Barbara	2022 LDT2	Aggregate Aggregate Electricity 468.5996 15414.64 2361.987	0 0 0	0 0 0.002000001 0.015750005 0	0 0 0.008000002 0.036750011 0	0 0 0 0	0 0 0	0 0 0	0 0.004888026	0 0.003124904 0.012334728 0	0 0.004888026	0 0.003124904 0.012334728 0	0 0 0 0	0
Santa Barbara	2022 MDV	Aggregate Aggregate Gasoline 49925.91 1649802 225363.9 0.127443886	6 0 0.4492665 0.001303143	0 0.002025083 0.002000001 0.015750005 0.001417098	0 0.002202001 0.008000002 0.036750011 403.9389627	0 91.65994316 0.005224583 0	0 0.10497869 0.009550627	0 0.041199232 0.022383297	0 0.536290307 0.188378207 0	0.59840535	0 0.587161888 0.188378207 0.59	840535 0.394091083 0.367184391 1.065774588	0 3.80532595 0.003997303 0 0.0	0.000907049
Santa Barbara	2022 MDV	Aggregate Aggregate Diesel 1160.091 45204.32 5569.082 0.057065976	6 0 0 0.005048978	0 0.002000001 0.015750005 0.00527727	0 0 0.008000002 0.036750011 359.4228466	0 0 0.000502682 0	0 0.056496266 0	0 0.010822445	0 0 0	0 0 0 0.012320634	0 0 0	0 0 0.183509811	0 0.003397838 0	0
Santa Barbara	2022 MDV	Aggregate Aggregate Electricity 228.9779 7747.384 1163.262 (0 0 0	0 0 0.002000001 0.015750005 0	0 0 0.008000002 0.036750011 0	0 0 0 0	0 0 0	0 0 0	0 0.004888026	0 0.003124904 0.012334728 0	0 0.004888026	0 0.003124904 0.012334728 0	0 0 0 0	0
Santa Barbara	2022 MH	Aggregate Aggregate Gasoline 1115.529 9093.687 111.5975 0.602774654	4 0 0.334927093 0.001882	0 0.000397014 0.003000001 0.055860016 0.002046846	0 0.000431789 0.012000003 0.130340037 1803.992488	0 26.71967083 0.022320277 0	0 0.033519855 0.033202107	0 0.033304285 0.104066526	0 0.146681058	912396881 0.048486416 0.114926857 0.151853631	0 0.160597295 0.10945034 2.912	396881 0.048486416 0.114926857 2.840713442	0 3.241571422 0.017851968 0 0.0	0.000264413

Santa Barbara 2022 MH Aggregate Aggregate Diesel 374.7128 3361.328 37.47128 4.705957747 0 0 0.016000005 0.130340037 1037.879131 0 0 0.016000005 0.130340037 1037.879131 0 0 0.016000005 0.130340037 1037.879131 0 0 0.016000005 0.130340037 1037.879131 0 0 0.016000005 0.130340037 1037.879131 0 0 0.016000005 0.130340037 1037.879131 0 0 0.016000005 0.130340037 1037.879131 0 0 0.016000005 0.130340037 1037.879131 0 0 0.016000005 0.130340037 1037.879131 0 0 0.016000005 0.130340037 1037.879131 0 0 0.016000005 0.130340037 1037.879131



ATTACHMENT C

BOILER EMISSIONS CALCULATIONS

Hours/Year 8760
Heat Input (Hourly) 3.939 MMBTU/hr
Heat Input (Annual) 34,505.64 MMBTU/Yr

			Standard				
Emission Factors (lbs/MMBTU)	NOx	CO	ROC	SO ₂	PM	CO ₂	CO _{2 (metric Tons)}
NG	0.01	0.30	0.01	0.01	0.01	117.60	0.05
LPG	0.02	0.30	0.01	0.02	0.01	136.60	0.06
		Emiss	sions (Lb/Hc	our)			
NG	0.04	1.17	0.02	0.05	0.03	463.23	0.21
LPG	0.10	1.17	0.02	0.07	0.03	538.07	0.24
		Emis	sions (Lb/Da	ay)	-	-	•
NG	1.04	28.08	0.51	1.30	0.71	11,117.43	5.04
LPG	2.31	28.08	0.51	1.61	0.71	12,913.62	5.86
		Emiss	sions (Lb/Ye	ar)			
NG	380	10,248	186	473	259	4,057,863	1840.63
LPG	842	10,248	186	587	259	4,713,470	2138.02

GHG EF from Mfg, Other other emissions factors based on District Rule 361

PM = PM10 = PM2.5

Hours/Year
Heat Input (Hourly)
Heat Input (Annual)

8760 11.54 MMBTU/hr 101,125 MMBTU/Yr

		S	tandard				
(lbs/MMBTU)	NOx	СО	ROC	SO ₂	PM	CO ₂	CO _{2 (metric Tons)}
NG	0.01	0.30	0.01	0.01	0.01	117.60	0.05
LPG	0.01	0.30	0.01	0.02	0.01	136.60	0.06
		Emissi	ons (Lb/Hou	r)			
NG	0.13	3.43	0.06	0.16	0.09	1,357.57	0.62
LPG	0.13	3.43	0.06	0.20	0.09	1,576.91	0.72
		Emissi	ons (Lb/Day	/)			
NG	3.05	82.29	1.50	3.80	2.08	32,581.79	14.78
LPG	3.05	82.29	1.50	4.71	2.08	37,845.85	17.17
		Emissi	ons (Lb/Yea	r)			
NG	1,112	30,034	546	1,385	758	11,892,352	5394.34
LPG	1,112	30,034	546	1,719	758	13,813,735	6265.87

GHG EF from Mfg, Other other emissions factors based on District Rule 342

PM = PM10 = PM2.5



ATTACHMENT D

TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN



ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805)687-4418 • main@atesb.com

Since 1978

Richard L. Pool, P.E. Scott A. Schell

April 26, 2022 20014L09

David Swenk Urban Planning Concepts

Delivered Via Email: david@urbanplanningconcepts.com

TRANSPORTATION DEMAND MANAGEMENT PLAN FOR THE ARTIC COLD AGRICULTURAL PROCESSOR AND FREEZER PROJECT – COUNTY OF SANTA BARBARA

Associated Transportation Engineers (ATE) has prepared the following Transportation Demand Management Plan (TDM) for the Artic Cold Agricultural Processor and Freezer Project located in the Santa Maria area of Santa Barbara County. The TDM Plan is required in Condition #13 of the County's Conditions of Approval placed on the Project

PROJECT DESCRIPTION

The Artic Cold Agricultural Processor and Freezer Project site is located on the southeast corner of the Betteravia Road/Rosemary Road intersection in the unincorporated Santa Barbara County area just east of the City of Santa Maria. The Project is proposing to develop a 449,248 SF food processing, cold storage, and packaging facility (includes a 120,098 SF food processor and a 316,549 SF freezer). The facility would process crops grown in the greater Santa Maria Valley area and from other regions throughout California.

The Project would utilize 153 employees during average periods and 623 employees during peak harvest periods. The fruit processing employees (which comprise the majority of the workforce) would work during three different shifts throughout a 24-hour period. The traffic study completed for the Project indicated that, during average operational periods, the Project would generate 454 average daily trips (ADT), 32 AM peak hour trips (PHT) and 81 PM PHT. During peak harvest periods, the Project would generate 1,642 ADT, 67 AM PHT, and 341 PM PHT. These trip generation estimates assumed that all employees would drive to the facility with no carpooling, shuttle, transit, or bicycle use. With the implementation of the TDM plan, it is anticipated that the trip generation estimates will be reduced by 15% to 20%.

TRANSPORTATION DEMAND MANAGEMENT PLAN

The applicant will implement a Transportation Management (TDM) Plan that includes the following measures:

Transportation Coordinator

The Transportation Coordinator shall manage transportation programs for the project and serve as the contact person for transportation related issues. The coordinator shall be available during normal working hours. The Transportation Coordinator's name and telephone number shall be submitted to P&D and Public Works prior to Final Building Inspection Clearance and within one month of a change of Transportation Coordinator.

Employee Orientation

The Project applicant, in coordination with the Transportation Coordinator, shall develop a fact sheet that serves as an orientation for new employees by informing them of the traffic mitigation requirements imposed on the site, and the location and availability of carpool and bike parking, transit service, showers and lockers, and other program components. A copy of the fact sheet shall be submitted to P&D prior to occupancy and annually as it is updated.

Information in the Workplace

The applicant will post TDM marketing materials (i.e., park and ride lot locations, County Bike Map, Traffic Solutions carpool/vanpool/emergency ride home brochures, materials detailing the monetary and environmental benefits of alternative transportation, etc.) in the common employee areas on-site.

TDM Components

The TDM program may include, but not be limited to employee input and information, carpooling, vanpooling, parking management, bicycle facilities transit services, lunch time facilities and services, work schedule flexibility, and other incentives for employees.

Vanpools

The applicant will sponsor a company vanpool (such as CalVans or Enterprise Commute) to transport employees from various areas in Santa Barbara and/or San Luis Obispo Counties during regular and peak harvest periods (reference information on the vanpool programs is attached). Utilization of two to three 15-passenger vans would



reduce traffic generation at the Project site by 60 to 90 ADT; and would reduce the peak parking demands by 30 to 45 spaces. Utilization of the vanpools would also reduce the VMT generated by the Project.

Carpools



The applicant will promote employee ridesharing by assisting with enrolling in the alternative transportation commute programs offered by the Santa Barbara County Association of Governments' (SBCAG's) Traffic Solutions division. Traffic Solutions offers ride-matching services through its SmartRide Program which can match employees by residence location and shift schedules. Carpooling would also be promoted by providing up to 15 dedicated carpool spaces at convenient locations adjacent to the building entrances for employees that carpool. The average carpool rate for the Santa Maria area is 20% (see attached mode split data from SBCAG), which would

equate to a reduction of 234 ADT during peak seasons; and would reduce the peak parking demands by approximately 60 spaces. Promotion of the carpooling program would also reduce the VMT generated by the Project

Emergency Ride Home

Providing an emergency ride home program is an effective tool in promoting alternative mode use by commuters. The applicant will assist employees with enrolling in the Emergency Ride Home (ERH) program offered by Traffic Solutions. The ERH program allows employees who have used alternative transportation to call a taxi, Uber/Lyft, or rent a car to travel back home in the event of an emergency. Employees submit a receipt to Traffic Solutions and get repaid for the expense. The ERH plan is available 4 times per year, not to exceed \$220 per year.



Bicycling

Betteravia Road is classified as a Class 2 bike-lane facility on the Santa Barbara County Bike Map (see attachments). The Class 2 bike-lanes extend along Betteravia Road from Broadway on the west to east of Rosemary Road, and thus provide a good bicycle connection between the City of Santa Maria and the Project site. In order to promote bicycle use, the applicant will provide secure covered bicycle parking at



convenient locations on-site for local employees that wish to commute via bicycles.

MONITORING

The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that all required physical traffic reduction components have been installed prior to Final Building Inspection Clearance and all informational materials shall be prepared prior to start of operation.

This concludes ATE's TDM Plan for the Artic Cold Agricultural Processor and Freezer Project.

Associated Transportation Engineers,

Sut A Se

Scott Schell

Principal Transportation Planner



HALF THE CONVENIENCE!

Public Vanpools
Leading the Way

NEW CALVANS VANPOOL PARTICIPANTS CAN SAVE ON THE ALREADY-LOW MONTHLY COST! *

If you're in the expensive habit of driving yourself to work alone in your own vehicle, you now have a more affordable, convenient option: CafVan vanpools. A popular ridesharing program used by thousands of satisfied commuters in neighboring Valley communities, CafVans is continuing to expand throughout the Valley, with plenty of new opportunities to drive or join a vanpool. Call 1-866-655-5444 to see if there's a seat available in a CafVans vanpool operating in your area. If not, it's easy to start your own CafVans vanpool. CafVans provides the vans, the fuel, the maintenance and support – all you do is drive, and you can even share that responsibility if you like. Read on for more information and benefits of this exciting, money-saving alternative to driving alone. CafVans vanpools are the affordable, reliable, responsible way to get to work!

Vanpooling Saves You Money

Especially when you start your own!

Driving alone in your own vehicle is an expensive and wasteful way to get to and from work. Considering the cost of fuel, maintenance and wear-and-tear – not to mention the healthcare costs associated with the Valley's air pollution – it's no wonder more and more commuters are opting to rideshare. CallVans vanpools make it easy and affordable! Why spend hundreds of dollars a month on fuel and maintenance for your vehicle, when you can drive or join a CalVans vanpool for as little as \$12 a month? Use your savings to make a mortgage or student tuition payment. You can even start saving for that special vacation you've always promised yourself but never taken. By joining a CalVans vanpool, you may save an average of \$5,500 a year in driving expenses. And low monthly fares are just the beginning.

Read on for more information and benefits of this exciting, moneysaving alternative to driving alone. CalVans vanpools are the affordable, reliable, responsible way to get to work!

Here are the typical monthly costs and saving for new CalVans riders:

	CalVans Mon	thly Rates**	Monthly	Saving***	
Duily Roundtrip Mileage	Students and Non-Governmental Employees	State Employees after State Suboldy	Non- Governmental Eroployees Save	State Employees Save	
20	\$39	\$10	\$189	\$213	
30	\$46	\$12	\$300	\$328	
40	\$53	\$13	\$413	\$444	
50	\$60	\$15	\$525	\$559	
60	\$67	\$17	\$637	\$675	
70	\$73	\$18	\$749	\$790	
80	\$80	\$20	\$861	\$906	
90	\$87	\$22	\$973	\$1,007	
100	\$94	\$29	\$1,086	\$1,114	

^{***}New Califan vanpool participants cannot have been in a vanpool program within the past 6 months. Rebates funded by your local air pollution control district,

^{*}Morthly rate calculations based on full 15-passenger van, 21 workdays per month, fuel cost \$3.65 per gellon. Visit www.calvana.org to calculate your cost and savings.

^{**}Monthly savings. AAA "Your Driving Costs," 2011

The affordable, reliable & responsible way to commute

CalVans vanpools benefit your budget, your lifestyle and our environment.



CalVans provides every vanpool with a clean, new 7- to 15-passenger van, and gives each driver a special fuel card for purchasing gas. The van is fully maintained by CalVans from basic oil changes and tire replacement to major tune-ups and recommended service, ensuring safe, reliable operation. For added peace of mind, each van is equipped with a two-way radio and AVL locator system, and is covered by a \$10 million insurance policy. In the event of a problem, a spare van is available for dispatch. Best of all, this is all covered by your low monthly fare – no other charges, hidden fees or surprises.

The benefits of CalVans are easy to see. You'll save money, with rates as low as \$12 a month, not the hundreds you currently spend each month driving alone. You'll save time with efficient, maintenance-free transportation. You'll save the hassle of driving; in fact, you can relax, read or get a head start on work during your commute! You'll save wear-and-tear on your personal vehicle, adding years to its life. And since one van replaces 7 to 15 vehicles, you'll help reduce one of the Valley's biggest health threats: air pollution.

Don't spend another month wasting your hard-earned money. Call CalVans today: 1-866-655-5444

How to start with CalVans

Starting a CalVans vanpool is a simple, streamlined process that enables you to begin enjoying benefits almost immediately.

Starting a CalVans vanpool is a simple, streamlined process that enables you to begin enjoying benefits almost immediately. Talk to your coworkers and find enough who are willing to share a ride. You'll also want to decide who will be the main driver, as well as any backup drivers. Then fax the CalVans office with the driver's licenses of everyone who may be driving the van, so we can pull the DMV driving records. (If you have more than 2 points or either a DUI or reckless driving in the past 5 years, you won't be approved as a driver.) Each driver will also need to get a Class B physical exam "green card" which we can help arrange.

A CalVans staff member will then meet with you to go over the daily operational issues and show you how to submit payments from you and your riders. After you receive your van, you'll receive a bill around the 25th of each month, with payment due on the 15th of the next month. The bill includes all costs related to your vanpool including fuel, and payment will simply be the individual payments you collect from you and your riders.

In the event of a problem, CalVans offers live support 24/7. If your van ever breaks down or needs work in a repair facility, a spare van will be delivered to you. Additionally, CalVans will perform routine maintenance every 6,000 miles right where you park the van – you won't need to take it anywhere for service!

Questions? Ready to start? Call CalVans at 1-866-655-5444

No Credit Check, No Long-Term Commitments



CalVans wants to put you in a van, not tie you up with red tape, so we don't require a credit check. We know life can be unpredictable, so CalVans does not require you to sign a long-term contract. If you need to return the van, you pay only for the days you used it, no questions asked.

"You can't beat CalVans!"

Every day, thousands of commuters in the Valley rely on CalVans vanpools to get them to and from work. While no two riders are alike and each joined a vanpool for different reasons, they all agree that CalVans is the positive alternative to driving alone.

Mary Espinoza used to drive alone to her job at Pleasant Valley State Prison in Coalinga. She joined the CallVans vanpool program over 6 years ago, and has never regretted that decision. Besides saving over \$250 per month in driving expenses, Mary enjoys the friends she has made in her vanpool group. She and 11 coworkers commute daily from Hanford – a 50-minute drive that allows the riders to enjoy "some down time from the responsibilities of life, kids, families and work, and that's a good thing! The CallVans vanpool service is perfect."

Another correctional facility employee, Raymond Martinez, has been using CalVans for over 4 years to commute from Visalia to North Kern State Prison in Delano. Prior to joining CalVans, he used a different vanpool service but switched to CalVans because the program offered "newer vans, better equipment and more reasonable costs." He estimates that vanpooling saves him from \$500 to \$800 per month compared to the cost of driving his own vehicle. "The thing I like about CalVans is the money I save each month plus the wear and tear on my car," Martinez says. "You can't beat CalVans!"

Mary and Raymond's positive experiences with CalVans are far from unique. Norma Sanchez used to rely on a different vanpool program to commute from Kingsburg to her job at Fresno County Health Department, but switched to CalVans because of the benefits it offers. For example, her former vanpool required the driver to pay for gas out-of-pocket and be reimbursed at a later date, where CalVans drivers use a fleet gas card.

For Vanessa Quesada, the advantages of CalVans go far beyond the financial benefits. She's part of an 8-person CalVans vanpool that takes Fresno Department of Education employees from Visalia to Fresno. She describes CalVans as "a life saver," not only for the \$300 a month she saves in driving expenses, but because her vanpool group is like a second family. "We celebrate birthdays and enjoy sharing about our lives while we commute to work," she says.

If you're ready to add your own chapter to the CalVans success story, call 1-866-655-5444

> Save even more with monthly incentives

CalVans riders save an average of \$5,500 per year in driving expenses, making ridesharing an attractive alternative to driving alone. But that's just one of CalVans financial benefits. If you're a state or federal employee, you're eligible for additional monthly incentives that prove it really does pay to use CalVans!

State employees who utilize ridesharing may receive up to \$65 a month per person, while ridesharing federal employees are eligible for up to \$125 a month per person.



Call or visit our website today to see what you can save. (866) 655-5444 • www.calvans.org

JOIN COMMUTE



Create a Win Win

Your employees want benefits beyond salary. You want to attract and keep the best talent. A commuter benefit can help with both.

How Commuting to Work Impacts Employees

.

45% think commuting is the worst part of their day

 More than 85% would take a pay cut in exchange for a shorter commute This is a real challenge for today's employers. But Commute with Enterprise can help flip the story — and turn the commute into a valuable employee benefit. With 80% picking benefits over a pay raise, this is a solution with real pay-back opportunity. Plus, you can offer it at zero-to-no cost.



We Turn the "Commute to Work" Into a Perk

Offer your employees a way to get to work that eliminates stress, reduces out-of-pocket spend and puts them in a better – and more productive – state-of-mind. Commute with Enterprise offers companies a turnkey employee commuting solution with:

- Significant cost savings \$6,000 annually on average (includes savings on fue), parking, tolls, maintenance, wear and tear on your personal vehicle)
- Recent-model SUV, crossover or van with amenities, like WiFi
- 24/7 Roadside assistance
- Comprehensive vehicle maintenance and insurance

How the Program Works

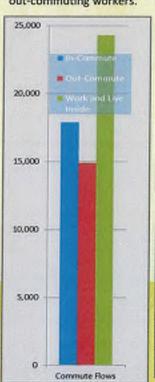


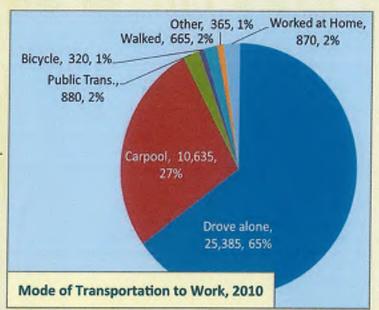
Santa Maria Valley Region—City of Santa Maria

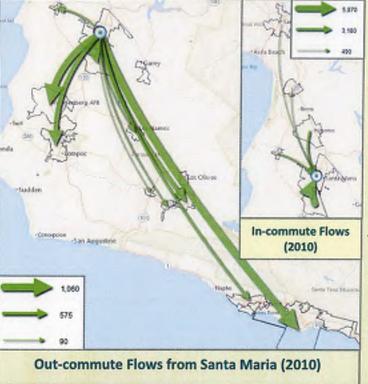
Santa Maria has the highest proportion of commuters countywide that carpool. Commute trips from Santa Maria to S.L.O. County are significant.

Santa Maria has a balance of jobs and housing with a 1.49 jobs/unit and a significant proportion of workers living working in the city. Santa Maria has a proportional balance of 42,180 jobs or 21% of the county-wide total, (21.0% are in the education, health and social services categories), compared to 28,294 housing units or 19% of the county-wide total.

Although there is a balance of jobs and housing, there are more in -commuting workers than out-commuting workers.







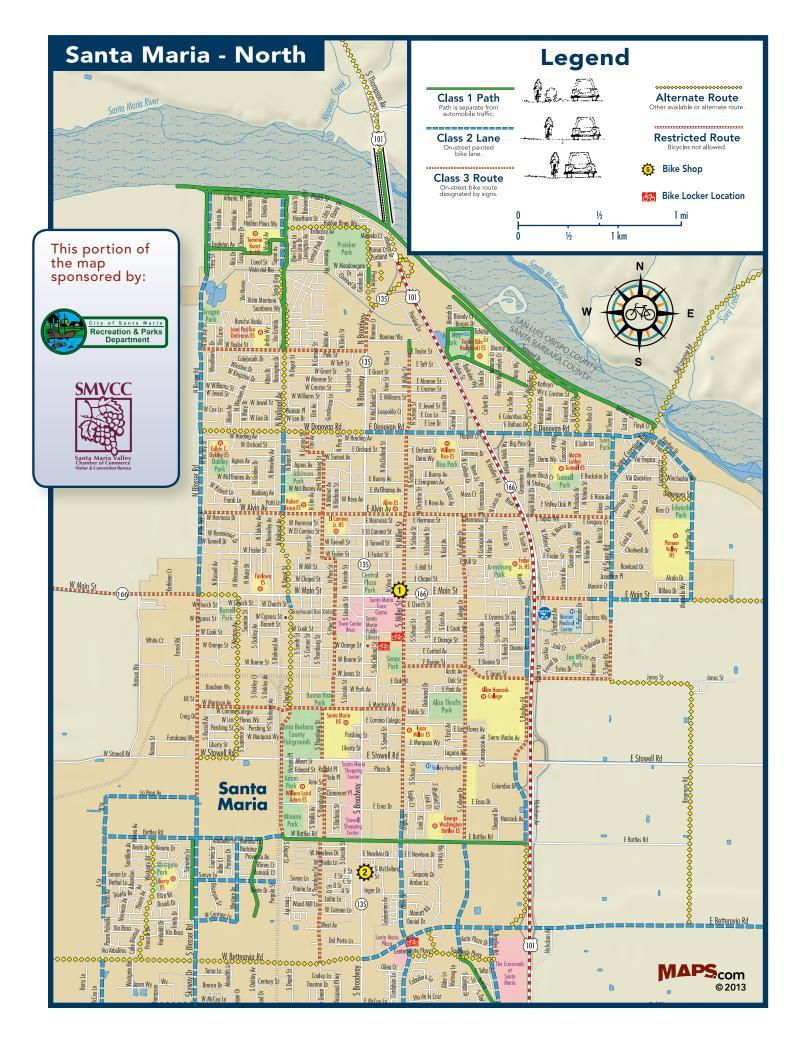
- The year 2010 out-commute flow from Santa Maria is 1,020 commuters/day to Santa Barbara, 350 to Goleta, and 580 to Santa Ynez.
- There is also a significant outcommute flow to Vandenberg AFB and the Chumash Casino...
- The year 2000 out-commute flow from Santa Maria to San Luis Obispo County was 3,038 commuters/day, compared to 3,485 commuters/day in 2010, an increase of 447 or 14.7%.
- The year 2000 out-commute flow from Santa Maria to Santa Barbara was 1,215 commuters/day, compared to 1,020 commuters/day in 2010, a decrease of 195 or – 16.0%.
- The year 2000 out-commute flow from Santa Maria to Santa Ynez was 45 commuters/day, compared to 580 commuters/day in 2010, an increase of 535 or 1,188.0%.

The highest proportion of commuters (34%) has a travel time between 5 to 14 minutes, many to VAFB and nearby agricultural areas. The mean travel time is 22 minutes.

34% 34% 19% 5% 5% 5% ■ < 5 ■ 5 to 14 ■ 15 to 29 ■ 30 to 44 ■ 45 to 59 ■ 60+

Travel Time (Minutes, All Modes) for S.M. Commuters, 2010

(SBCAG santa barbara county association of governments





ATTACHMENT E

SOURCE REDUCTION AND SOLID WASTE MANAGEMENT PLAN

Arctic Cold SOURCE REDUCTION AND SOLID WASTE MANAGEMENT PLAN

REV June 2022



I. INTRODUCTION

The Solid Waste Recycling Program is intended to reduce the amount of solid waste generated by the Arctic Cold project in Santa Maria. The project is located at 1750 E. Betteravia Road, APN 128-097-001 and -002.

The California Integrated Waste Management Act of 1989 requires all cities and counties to develop a Source Reduction and Recycling Element for diverting 50% of solid waste from landfills. City and County governments responded by adopting waste diversion programs to meet the requirements of the Act. County waste characterization studies estimate that implementation of a waste reduction and recycling program could reduce total value of generated waste by approximately 50%¹.

The program is set up to comply with the conditions of approval which state:

Mitigation U-1 Source Reduction and Solid Waste Management Plan (SRWMP) during Operation

The Applicant shall prepare a Source Reduction and Solid Waste Management Plan (SRWMP) for project operation and submit to the County for approval prior to issuance of building permits. The SRWMP shall describe commitments to reduce the amount of waste generatedduring project operation. The SRWMP shall include, at a minimum:

- 1. Provision of space and/or bins for storage of recyclable materials within common areas of the project site.
- 2. Management strategies for organic waste, including potential locations for off-site composting.
- 3. Implementation of a green waste source reduction program for composting in open areas, and the use of mulching mowers in all common open space lawns.

PLAN REQUIREMENTS AND TIMING: The Applicant shall submit a Source Reduction and Solid Waste Management Plan to P&D for project operation for review and approval prior to issuance of building permits. The Applicant shall implement all aspects of the Plan during operation of the project in accordance with the above-described conditions.

Mitigation U-2 The Applicant shall prepare a Source Reduction and Solid Waste Management Plan (SRWMP) for construction and submit to the County for approval prior to issuance of grading permits. The SRWMP shall describe commitments to reduce the amount of waste generated during construction of the project and estimate the reduction in solid waste generated during eachphase of project construction. The SRWMP shall include, at a minimum:

- 1. Construction Source Reduction
 - a. A description of how fill will be used on the construction site, instead of landfilling.
 - b. A program to purchase materials that have recycled content for project construction.
- 2. Construction Solid Waste Reduction

¹ County of Santa Barbara Environmental Thresholds and Guidelines Manual (1995)

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- a. Prior to construction, the contractor will arrange for construction recycling service with a waste collection provider. Roll-off bins for the collection of recoverable construction materials will be located onsite. The Applicant, or authorized agent thereof, shall arrange for pick-up of recycled materials with a waste collection provider or shall transport recycled materials to the appropriate service center. Wood, concrete, drywall, metal, cardboard, asphalt, soil, and land clearing debris mayall be recycled.
- b. The contractor will designate a person to monitor recycling efforts and collect receipts for roll-off bins and/or construction waste recycling. All subcontractors will be informed of the recycling plan, including which materials are to be source-separated and placed in proper bins.

Recycling and composting programs including separating excess construction materials on-site for reuse/recycling or proper disposal (e.g., concrete, asphalt, wood, brush). Provided separate on-site bins as needed for recycling

II. PROJECTED SOLID WASTE GENERATION

Solid waste generated from an operational cold storage facility typically includes the following materials: shrink wrap and plastic, packaging materials, scrap metal, paper, pallets etc. Many of these items can be recycled.

Solid Waste²

81,928 sf of Processing = 81,928 sq. ft. of Processing space x 0.0026 tons = **213.01** tons/year of solid waste

293,924 sf. Storage/Warehousing area = 293,924 sq. ft. warehousing space x 0.0016 tons = 470.28 tons/year of solid waste

22,632 sq. ft. Office/Administration space = 22,632 sq. ft. of office space x 0.0013 tons = **29.42 tons/year of solid waste**

TOTAL = 712.71 tons of solid waste per year

Source reduction goal would be to recycle solid waste a minimum of 50% for net solid waste generation of approximately 356.35 tons per year which is above the 196 tons per year threshold of significance.

III. GREEN WASTE DISPOSAL PROCESS

Green waste is a byproduct of the wastewater process and regulated by the RWQCB under General Waste Discharge Order No. R3-2008-0018. Green waste and other BOD elements are generated during the processing of raw materials as part of the industrial wastewater system and are disposed of separately from the wastewater component. Arctic Cold will initially separate BOD using screens to capture the separated plant material.

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² 0.0026 for processing, 0.0016 solid waste generation factor for warehouses, 0.0013 for offices per Thresholds Manual

Green waste is placed in a dumpster under the waste chutes at each processing machine. When the dumpster is full, we take it outside and dump it into the wet bin that is designated for this solid waste. The waste from the floors is swept up manually and put into waste bins labeled for organic waste. Once full, it is brought outside and dumped into the wet waste bin designated for solid waste. Any organic material that might make it to the drains will go to the water collection sump outside. There are sediment tanks at the bottom of the sump to collect heavy materials that we clean out manually when full. From the sump the water is pumped up to a rotary screen where the solid waste is screened off and drops into a wet waste dumpster until full. When full it is brought over to the wet bin and emptied.

Approximately 90% of green material is captured by the process. The material is then removed and hauled off by a licensed contractor, American Roll Off Inc. where the green waste is offered as a beneficial reuse of compost for area farms. The remaining 10% consists of smaller sized plant material that makes it through the collection system and enters the wastewater basins. The material is removed by American Roll Off Inc. once the basins are void of wastewater and again used as compost. The wastewater system has been reviewed by the RWQCB who holds jurisdictional permitting authority.

IV. WASTE COLLECTION SERVICES

The site will be contracted with Waste Management (WM) to provide solid waste collection for the production facility and associated offices. WM is a private refuse collection and recycling company under contract with the County of Santa Barbara Public Works Department providing full-service waste collection services in the unincorporated portion of the county.

For green waste removal, the operator is contracted with American Roll Off Inc. located in Santa Maria. Green waste associated with area landscaping is recycled through Waste Management services.

V. SHORT TERM CONSTRUCTION

The project was calculated to produce approximately 5,616 tons of construction related solid waste according to the Project EIR, 21EIR-00001. This amount exceeds the significance of threshold of 350 tons. Mitigation is therefore required to lower the amount to the maximum extent feasible. During construction the following measures will be provided:

- The applicant will subscribe to waste collection services by Waste Management or other licensed hauler of waste materials.
- Excess construction materials shall be separated onsite for reuse/recycling or proper disposal (e.g. concrete, asphalt, wood products etc). Any stockpiling of material to be covered so as not to be subject to winds.
- Separate bins for recycling of construction materials and brush shall be provided onsite. All bins will be properly labeled and color coded for disposal recognition.
- Covered receptacles for employee generated trash shall be provided onsite prior to commencement of grading or construction activities.
- The building contractor will assign personnel to be responsible for onsite recycling efforts. Waste shall be picked up weekly or more frequently as directed by Permit Compliance staff.

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All fill generated by the project will be utilized on site for the existing agricultural operations, no export of material will be required.

The applicant will be pursuing LEED certification on this project. All aspects of the building design, materials and methods of construction will be geared towards the guidelines of the United States Green Building Council (USGBC).

Per the LEED Credits the project seeks a 75% diversion rate for construction waste. Per Credits 4.1 and 4.2, this results in 50% of building materials that contain in aggregate, a minimum weighted average of 20% post-consumer recycled content material or a minimum weighted average of 40% postindustrial recycled content material. A copy of the Project LEED Program is attached.

Some examples of using recycled products are already incorporated in the design. Steel has a high recycled content, so the building structure, anchor bolts, rebar, miscellaneous steel and metal skin on siding, will be 80% to 90% recycled content. The contractor will require the subcontractors to purchase higher recycled content steel for the building. Another example will be the contractor using crushed concrete for subgrade base and as aggregate in concrete mix designs where allowed.

The contractor has designated a representative that is responsible to ensure the recyclable program is accomplished. This representative will maintain all records including receipts for purchase materials and recycled disposal:

Anthony Aiumi; Project Engineer Asa@fishercgi.com (360)420-8338

VI. LONG-TERM PROJECT OPERATIONS WASTE

Solid Waste non-Recyclable: All waste not identified as recyclable shall be deposited into the appropriate WM container identified as waste. Items such as employee generated trash, packaging materials made of styrofoam or other non plastic/wood materials, non-clear plastic or non-plastic containers would be transported to the landfill facility.

Solid Recyclable Waste: Implementing an effective recycling program would result in 50% or greater reduction in waste generation for the landfill. Applicant shall encourage recycling of operational specific waste which would include the utilization of WM recycling containers. Recycled materials would include, but not limited, to the following:

- Wood based materials such as cardboard, paper packaging materials, paper, and pallets
- Glass recyclables
- Plastic recyclables including shrink wrap and clear plastic containers
- Scrap Metals
- Landscaping materials such as grass, tree limbs, shrub pruning etc.

Arctic Cold will request from WM multiple recycling bins to further separate recyclable materials with separate bins for glass, plastic, cardboard, etc. and shall be located in convenient places for use by employees. Recycle containers will be provided in break areas and other areas

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frequented by employees for easy disposal of items such as drink containers and personal items. Solid waste containers will also be located throughout the site for easy collection. Employees will be instructed to properly utilize waste and recycle containers. Waste would then be deposited into WM bins in locations identified on the site plan for scheduled pick ups.

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ATTACHMENT F

MITIGATED CALEEMOD OUTPUT SHEETS

Arctic Cold Storage and Packing Project - GHG Analysis Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Arctic Cold Storage and Packing Project - GHG Analysis
Construction Start Date	6/5/2023
Operational Year	2024
Lead Agency	_
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.90
Precipitation (days)	26.2
Location	34.92313985518575, -120.39841719928847
County	Santa Barbara
City	Unincorporated
Air District	Santa Barbara County APCD
Air Basin	South Central Coast
TAZ	3377
EDFZ	6
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Southern California Gas
App Version	2022.1.1.13

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq	Special Landscape	Population	Description
					ft)	Area (sq ft)		

Refrigerated Warehouse-No Rail	449	1000sqft	10.3	449,248	0.00	_	_	_
Parking Lot	496	Space	9.41	0.00	0.00	0.00	_	_

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Transportation	T-7	Implement Commute Trip Reduction Marketing
Transportation	T-8	Provide Ridesharing Program
Transportation	T-11*	Provide Employer-Sponsored Vanpool
Transportation	T-14*	Provide Electric Vehicle Charging Infrastructure
Transportation	T-30*	Use Cleaner-Fuel Vehicles
Transportation	T-33*	Locate Project near Bike Path/Bike Lane
Transportation	T-34*	Provide Bike Parking
Transportation	T-53*	Electrify Loading Docks
Energy	E-10-A	Establish Onsite Renewable Energy Systems: Generic
Water	W-4	Require Low-Flow Water Fixtures
Water	W-5	Design Water-Efficient Landscapes
Waste	S-1/S-2	Implement Waste Reduction Plan
Waste	S-4*	Recycle Demolished Construction Material

^{*} Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Un/Mit.	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_

Unmit.	_	10,686	10,686	0.53	0.69	10,914
Daily, Winter (Max)	_	_	_	_	_	_
Unmit.	_	4,954	4,954	0.25	0.26	5,039
Average Daily (Max)	_	_	_	_	_	_
Unmit.	_	2,598	2,598	0.13	0.14	2,645
Annual (Max)	_	_	_	_	_	_
Unmit.	_	430	430	0.02	0.02	438

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	_	_	_	_	_	_
2023	_	10,686	10,686	0.53	0.69	10,914
2024	_	6,921	6,921	0.33	0.29	7,028
Daily - Winter (Max)	_	_	_	_	_	_
2023	_	4,954	4,954	0.25	0.26	5,039
2024	_	4,914	4,914	0.25	0.26	4,999
Average Daily	_	_	_	_	_	_
2023	_	2,598	2,598	0.13	0.14	2,645
2024	_	1,772	1,772	0.09	0.09	1,803
Annual	_	_	_	_	_	_
2023	_	430	430	0.02	0.02	438
2024	_	293	293	0.01	0.02	298

2.3. Construction Emissions by Year, Mitigated

Year	BCO2		CO2T	CH4	N2O	CO2e
Ioai	B002	14002	0021	OI IT	1120	0020

Daily - Summer (Max)	_	_	_	_	_	_
2023	_	10,686	10,686	0.53	0.69	10,914
2024	_	6,921	6,921	0.33	0.29	7,028
Daily - Winter (Max)	_	_	_	_	_	_
2023	_	4,954	4,954	0.25	0.26	5,039
2024	_	4,914	4,914	0.25	0.26	4,999
Average Daily	_	_	_	_	_	_
2023	_	2,598	2,598	0.13	0.14	2,645
2024	_	1,772	1,772	0.09	0.09	1,803
Annual	_	_	_	_	_	_
2023	_	430	430	0.02	0.02	438
2024	_	293	293	0.01	0.02	298

2.4. Operations Emissions Compared Against Thresholds

Un/Mit.	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_
Unmit.	420	127,644	128,064	31.4	13.0	145,002
Mit.	288	100,506	100,794	16.5	11.7	116,959
% Reduced	31%	21%	21%	48%	10%	19%
Daily, Winter (Max)	_	_	_	_	_	_
Unmit.	420	126,844	127,263	31.5	13.1	143,931
Mit.	288	99,755	100,043	16.5	11.8	115,956
% Reduced	31%	21%	21%	48%	10%	19%
Average Daily (Max)	_	_	_	_	_	_
Unmit.	420	125,821	126,240	31.4	13.1	143,025
Mit.	288	98,729	99,017	16.4	11.8	115,040

% Reduced	31%	22%	22%	48%	10%	20%
Annual (Max)	_	_	_	_	_	_
Unmit.	69.5	20,831	20,900	5.20	2.16	23,680
Mit.	47.7	16,346	16,393	2.72	1.95	19,046
% Reduced	31%	22%	22%	48%	10%	20%

2.5. Operations Emissions by Sector, Unmitigated

Sector	BCO2	NBCO2	СО2Т	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_
Mobile	_	105,505	105,505	4.62	12.2	109,552
Area	_	80.3	80.3	< 0.005	< 0.005	80.6
Energy	_	20,608	20,608	3.31	0.40	20,810
Water	192	272	464	0.70	0.42	608
Waste	228	0.00	228	22.7	0.00	796
Refrig.	_	_	_	_	_	11,973
Off-Road	_	0.00	0.00	0.00	0.00	0.00
Stationary	0.00	1,179	1,179	0.05	0.01	1,183
Total	420	127,644	128,064	31.4	13.0	145,002
Daily, Winter (Max)	_	_	_	_	_	_
Mobile	_	104,785	104,785	4.64	12.3	108,561
Area	_	_	_	_	_	_
Energy	_	20,608	20,608	3.31	0.40	20,810
Water	192	272	464	0.70	0.42	608
Waste	228	0.00	228	22.7	0.00	796
Refrig.	_	_	_	_	_	11,973
Off-Road	_	0.00	0.00	0.00	0.00	0.00

Stationary	0.00	1,179	1,179	0.05	0.01	1,183
Total	420	126,844	127,263	31.5	13.1	143,931
Average Daily	_	_	_	_	_	_
Mobile	_	104,820	104,820	4.63	12.2	108,718
Area	_	39.6	39.6	< 0.005	< 0.005	39.8
Energy	_	20,608	20,608	3.31	0.40	20,810
Water	192	272	464	0.70	0.42	608
Waste	228	0.00	228	22.7	0.00	796
Refrig.	_	_	_	_	_	11,973
Off-Road	_	0.00	0.00	0.00	0.00	0.00
Stationary	0.00	80.7	80.7	< 0.005	< 0.005	81.0
Total	420	125,821	126,240	31.4	13.1	143,025
Annual	_	_	_	_	_	_
Mobile	_	17,354	17,354	0.77	2.03	18,000
Area	_	6.56	6.56	< 0.005	< 0.005	6.58
Energy	_	3,412	3,412	0.55	0.07	3,445
Water	31.8	45.0	76.8	0.12	0.07	101
Waste	37.7	0.00	37.7	3.77	0.00	132
Refrig.	_	_	_	_	_	1,982
Off-Road	_	0.00	0.00	0.00	0.00	0.00
Stationary	0.00	13.4	13.4	< 0.005	< 0.005	13.4
Total	69.5	20,831	20,900	5.20	2.16	23,680

2.6. Operations Emissions by Sector, Mitigated

Sector	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_

Mobile	-	98,251	98,251	4.30	11.3	102,019
Area	_	80.3	80.3	< 0.005	< 0.005	80.6
Energy	_	749	749	0.10	0.01	755
Water	174	246	421	0.64	0.39	551
Waste	114	0.00	114	11.4	0.00	398
Refrig.	_	_	_	_	_	11,973
Off-Road	_	0.00	0.00	0.00	0.00	0.00
Stationary	0.00	1,179	1,179	0.05	0.01	1,183
Total	288	100,506	100,794	16.5	11.7	116,959
Daily, Winter (Max)	_	_	_	_	_	_
Mobile	_	97,580	97,580	4.32	11.4	101,097
Area	_	_	_	_	_	_
Energy	_	749	749	0.10	0.01	755
Water	174	246	421	0.64	0.39	551
Waste	114	0.00	114	11.4	0.00	398
Refrig.	_	_	_	_	_	11,973
Off-Road	_	0.00	0.00	0.00	0.00	0.00
Stationary	0.00	1,179	1,179	0.05	0.01	1,183
Total	288	99,755	100,043	16.5	11.8	115,956
Average Daily	_	_	_	_	<u> </u>	_
Mobile	_	97,613	97,613	4.32	11.4	101,243
Area	_	39.6	39.6	< 0.005	< 0.005	39.8
Energy	_	749	749	0.10	0.01	755
Water	174	246	421	0.64	0.39	551
Waste	114	0.00	114	11.4	0.00	398
Refrig.	_	_	_	_	_	11,973
Off-Road	_	0.00	0.00	0.00	0.00	0.00

Stationary	0.00	80.7	80.7	< 0.005	< 0.005	81.0
Total	288	98,729	99,017	16.4	11.8	115,040
Annual	_	_	_	_	_	_
Mobile	_	16,161	16,161	0.71	1.89	16,762
Area	_	6.56	6.56	< 0.005	< 0.005	6.58
Energy	_	124	124	0.02	< 0.005	125
Water	28.8	40.8	69.6	0.11	0.06	91.3
Waste	18.8	0.00	18.8	1.88	0.00	65.9
Refrig.	_	_	_	_	_	1,982
Off-Road	_	0.00	0.00	0.00	0.00	0.00
Stationary	0.00	13.4	13.4	< 0.005	< 0.005	13.4
Total	47.7	16,346	16,393	2.72	1.95	19,046

3. Construction Emissions Details

3.1. Site Preparation (2023) - Unmitigated

Location	BCO2	NBCO2	СО2Т	CH4	N2O	CO2e
Onsite	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_
Off-Road Equipment	_	5,295	5,295	0.21	0.04	5,314
Dust From Material Movement	_	_	_	_	_	_
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_
Off-Road Equipment	_	145	145	0.01	< 0.005	146

Dust From Material Movement	_	_	_	_	_	_
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_
Off-Road Equipment	_	24.0	24.0	< 0.005	< 0.005	24.1
Dust From Material Movement	_	_	_	_	_	_
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_
Worker	_	114	114	0.01	< 0.005	117
Vendor	_	0.00	0.00	0.00	0.00	0.00
Hauling	_	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_
Worker	_	3.07	3.07	< 0.005	< 0.005	3.12
Vendor	_	0.00	0.00	0.00	0.00	0.00
Hauling	_	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_
Worker	_	0.51	0.51	< 0.005	< 0.005	0.52
Vendor	_	0.00	0.00	0.00	0.00	0.00
Hauling	_	0.00	0.00	0.00	0.00	0.00

3.2. Site Preparation (2023) - Mitigated

Location	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_

Off-Road Equipment	_	5,295	5,295	0.21	0.04	5,314
Dust From Material Movement	_	_	_	_	_	_
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_
Off-Road Equipment	_	145	145	0.01	< 0.005	146
Dust From Material Movement	_	_	_	_	_	_
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_
Off-Road Equipment	_	24.0	24.0	< 0.005	< 0.005	24.1
Dust From Material Movement	_	_	_	_	_	_
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_
Worker	_	114	114	0.01	< 0.005	117
Vendor	_	0.00	0.00	0.00	0.00	0.00
Hauling	_	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_
Worker	_	3.07	3.07	< 0.005	< 0.005	3.12
Vendor	_	0.00	0.00	0.00	0.00	0.00
Hauling	_	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_
Worker	_	0.51	0.51	< 0.005	< 0.005	0.52
Vendor	_	0.00	0.00	0.00	0.00	0.00
Hauling	_	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2023) - Unmitigated

Location	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	_	<u> </u>	-	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_
Off-Road Equipment	_	6,598	6,598	0.27	0.05	6,621
Dust From Material Movement	_	_	_	_	_	_
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_
Off-Road Equipment	_	633	633	0.03	0.01	635
Dust From Material Movement	_	_	_	_	_	_
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_
Off-Road Equipment	_	105	105	< 0.005	< 0.005	105
Dust From Material Movement	_	_	_	_	_	_
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_
Worker	_	131	131	0.01	0.01	133
Vendor	_	0.00	0.00	0.00	0.00	0.00
Hauling	_	3,957	3,957	0.25	0.63	4,160
Daily, Winter (Max)	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_
Worker	_	12.3	12.3	< 0.005	< 0.005	12.5

Vendor	_	0.00	0.00	0.00	0.00	0.00
Hauling	_	380	380	0.02	0.06	399
Annual	_	_	_	_	_	_
Worker	_	2.03	2.03	< 0.005	< 0.005	2.07
Vendor	_	0.00	0.00	0.00	0.00	0.00
Hauling	_	62.8	62.8	< 0.005	0.01	66.0

3.4. Grading (2023) - Mitigated

Location	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_
Off-Road Equipment	_	6,598	6,598	0.27	0.05	6,621
Dust From Material Movement	_	_	_	_	_	_
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_
Off-Road Equipment	_	633	633	0.03	0.01	635
Dust From Material Movement	_	_	_	_	_	_
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_
Off-Road Equipment	_	105	105	< 0.005	< 0.005	105
Dust From Material Movement	_	_	_	_	_	_
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_

Daily, Summer (Max)	_	_	_	_	_	_
Worker	_	131	131	0.01	0.01	133
Vendor	_	0.00	0.00	0.00	0.00	0.00
Hauling	_	3,957	3,957	0.25	0.63	4,160
Daily, Winter (Max)	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_
Worker	_	12.3	12.3	< 0.005	< 0.005	12.5
Vendor	_	0.00	0.00	0.00	0.00	0.00
Hauling	_	380	380	0.02	0.06	399
Annual	_	_	_	_	_	_
Worker	_	2.03	2.03	< 0.005	< 0.005	2.07
Vendor	_	0.00	0.00	0.00	0.00	0.00
Hauling	_	62.8	62.8	< 0.005	0.01	66.0

3.5. Building Construction (2023) - Unmitigated

Location	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_
Off-Road Equipment	_	2,397	2,397	0.10	0.02	2,406
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_
Off-Road Equipment	_	2,397	2,397	0.10	0.02	2,406
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_
Off-Road Equipment	_	690	690	0.03	0.01	692
Onsite truck	_	0.00	0.00	0.00	0.00	0.00

Annual	_	_	_	_	_	_
Off-Road Equipment	_	114	114	< 0.005	< 0.005	115
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_
Worker	_	1,232	1,232	0.08	0.05	1,256
Vendor	_	1,349	1,349	0.06	0.19	1,411
Hauling	_	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_
Worker	_	1,207	1,207	0.09	0.05	1,225
Vendor	_	1,349	1,349	0.06	0.19	1,408
Hauling	_	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_
Worker	_	348	348	0.02	0.02	354
Vendor	_	388	388	0.02	0.06	405
Hauling	_	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_
Worker	_	57.5	57.5	< 0.005	< 0.005	58.5
Vendor	_	64.2	64.2	< 0.005	0.01	67.1
Hauling	_	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2023) - Mitigated

Cittoria i citatarito (ibr	Thomas of daily, for all for a								
Location	BCO2	NBCO2	СО2Т	CH4	N2O	CO2e			
Onsite	_	_	_	_	_	_			
Daily, Summer (Max)	_	_	_	_	_	_			
Off-Road Equipment	_	2,397	2,397	0.10	0.02	2,406			

Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_
Off-Road Equipment	_	2,397	2,397	0.10	0.02	2,406
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	<u> </u>	_	_
Off-Road Equipment	_	690	690	0.03	0.01	692
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	<u> </u>	_	_
Off-Road Equipment	_	114	114	< 0.005	< 0.005	115
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_
Vorker	_	1,232	1,232	0.08	0.05	1,256
Vendor	_	1,349	1,349	0.06	0.19	1,411
Hauling	_	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	<u> </u>	_	_
Vorker	_	1,207	1,207	0.09	0.05	1,225
Vendor	_	1,349	1,349	0.06	0.19	1,408
Hauling	_	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	<u> </u>	_	_
Vorker	_	348	348	0.02	0.02	354
Vendor	_	388	388	0.02	0.06	405
Hauling	_	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_
Vorker	_	57.5	57.5	< 0.005	< 0.005	58.5
/endor	_	64.2	64.2	< 0.005	0.01	67.1
Hauling	_	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2024) - Unmitigated

Location	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_
Off-Road Equipment	_	2,398	2,398	0.10	0.02	2,406
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_
Off-Road Equipment	_	2,398	2,398	0.10	0.02	2,406
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_
Off-Road Equipment	_	812	812	0.03	0.01	815
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_
Off-Road Equipment	_	134	134	0.01	< 0.005	135
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_
Worker	_	1,210	1,210	0.08	0.05	1,234
Vendor	_	1,330	1,330	0.06	0.19	1,392
Hauling	_	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_
Worker	_	1,185	1,185	0.09	0.05	1,204
Vendor	_	1,331	1,331	0.06	0.19	1,390
Hauling	_	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_
Worker	_	402	402	0.03	0.02	409

Vendor	_	451	451	0.02	0.07	471
Hauling	_	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_
Worker	_	66.5	66.5	< 0.005	< 0.005	67.6
Vendor	_	74.6	74.6	< 0.005	0.01	78.0
Hauling	_	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2024) - Mitigated

Location	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_
Off-Road Equipment	_	2,398	2,398	0.10	0.02	2,406
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_
Off-Road Equipment	_	2,398	2,398	0.10	0.02	2,406
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_
Off-Road Equipment	_	812	812	0.03	0.01	815
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_
Off-Road Equipment	_	134	134	0.01	< 0.005	135
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_
Worker	_	1,210	1,210	0.08	0.05	1,234
Vendor	_	1,330	1,330	0.06	0.19	1,392

Hauling	_	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_
Worker	_	1,185	1,185	0.09	0.05	1,204
Vendor	_	1,331	1,331	0.06	0.19	1,390
Hauling	_	0.00	0.00	0.00	0.00	0.00
Average Daily	_	_	_	_	_	_
Worker	_	402	402	0.03	0.02	409
Vendor	_	451	451	0.02	0.07	471
Hauling	_	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_
Worker	_	66.5	66.5	< 0.005	< 0.005	67.6
Vendor	_	74.6	74.6	< 0.005	0.01	78.0
Hauling	_	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2024) - Unmitigated

Location	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_
Off-Road Equipment	_	1,512	1,512	0.06	0.01	1,517
Paving	_	_	_	_	_	_
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_
Off-Road Equipment	_	82.8	82.8	< 0.005	< 0.005	83.1
Paving	_	_	_	_	_	_
Onsite truck	_	0.00	0.00	0.00	0.00	0.00

Annual	_	_	_	_	_	_
Off-Road Equipment	_	13.7	13.7	< 0.005	< 0.005	13.8
Paving	_	_	_	_	_	_
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_
Worker	_	96.2	96.2	0.01	< 0.005	98.1
Vendor	_	0.00	0.00	0.00	0.00	0.00
Hauling	_	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_
Worker	_	5.17	5.17	< 0.005	< 0.005	5.26
Vendor	_	0.00	0.00	0.00	0.00	0.00
Hauling	_	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_
Worker	_	0.86	0.86	< 0.005	< 0.005	0.87
Vendor	_	0.00	0.00	0.00	0.00	0.00
Hauling	_	0.00	0.00	0.00	0.00	0.00

3.10. Paving (2024) - Mitigated

Location	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_
Off-Road Equipment	_	1,512	1,512	0.06	0.01	1,517
Paving	_	_	_	_	_	_
Onsite truck	_	0.00	0.00	0.00	0.00	0.00

_	_	_	_	_	_
_	_	_	_	_	_
_	82.8	82.8	< 0.005	< 0.005	83.1
_	_	_	_	_	_
_	0.00	0.00	0.00	0.00	0.00
_	_	_	_	_	_
_	13.7	13.7	< 0.005	< 0.005	13.8
_	_	_	_	_	_
_	0.00	0.00	0.00	0.00	0.00
_	_	_	_	_	_
_	_	_	_	_	_
_	96.2	96.2	0.01	< 0.005	98.1
_	0.00	0.00	0.00	0.00	0.00
_	0.00	0.00	0.00	0.00	0.00
_	_	_	_	_	_
_	_	_	_	_	_
_	5.17	5.17	< 0.005	< 0.005	5.26
_	0.00	0.00	0.00	0.00	0.00
_	0.00	0.00	0.00	0.00	0.00
_	_	_	_	_	_
_	0.86	0.86	< 0.005	< 0.005	0.87
_	0.00	0.00	0.00	0.00	0.00
_	0.00	0.00	0.00	0.00	0.00
		— 82.8 — 0.00 — — — 13.7 — — — 0.00 — — — 96.2 — 0.00 — — — 5.17 — 0.00 — 0.00 — — — 0.86 — 0.00	- 82.8 82.8 - - - - 0.00 0.00 - - - - 0.00 0.00 - - - - - - - 0.00 0.00 - 0.00 0.00 - - - - - - - 0.00 0.00 - - - - 0.00 0.00 - - - - 0.86 0.86 - 0.00 0.00	— 82.8 82.8 < 0.005	82.8 82.8 < 0.005

3.11. Architectural Coating (2024) - Unmitigated

Location	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Location	BOOE	110002	0021	0111	1120	0020

Onsite	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_
Off-Road Equipment	_	134	134	0.01	< 0.005	134
Architectural Coatings	_	_	_	_	_	_
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_
Off-Road Equipment	_	7.32	7.32	< 0.005	< 0.005	7.34
Architectural Coatings	_	_	_	_	_	_
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_
Off-Road Equipment	_	1.21	1.21	< 0.005	< 0.005	1.22
Architectural Coatings	_	_	_	_	_	_
Onsite truck	_	0.00	0.00	0.00	0.00	0.00
Offsite	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_
Worker	_	242	242	0.02	0.01	247
Vendor	_	0.00	0.00	0.00	0.00	0.00
Hauling	_	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_
Worker	_	13.0	13.0	< 0.005	< 0.005	13.2
Vendor	_	0.00	0.00	0.00	0.00	0.00
Hauling	_	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_
Worker	_	2.15	2.15	< 0.005	< 0.005	2.19
Vendor	_	0.00	0.00	0.00	0.00	0.00

Hauling	-	0.00	0.00	0.00	0.00	0.00
9		0.00	0.00	0.00	0.00	0.00

3.12. Architectural Coating (2024) - Mitigated

			Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)								
Location	BCO2	NBCO2	CO2T	CH4	N2O	CO2e					
Onsite	_	_	_	_	_	_					
Daily, Summer (Max)	_	_	_	_	_	_					
Off-Road Equipment	_	134	134	0.01	< 0.005	134					
Architectural Coatings	_	_	_	_	_	_					
Onsite truck	_	0.00	0.00	0.00	0.00	0.00					
Daily, Winter (Max)	<u> </u>	_	_	_	_	_					
Average Daily	_	_	_	_	_	_					
Off-Road Equipment	_	7.32	7.32	< 0.005	< 0.005	7.34					
Architectural Coatings	_	<u> </u>	_	_	_	_					
Onsite truck	_	0.00	0.00	0.00	0.00	0.00					
Annual	_	_	_	_	_	_					
Off-Road Equipment	_	1.21	1.21	< 0.005	< 0.005	1.22					
Architectural Coatings	_	_	_	_	_	_					
Onsite truck	_	0.00	0.00	0.00	0.00	0.00					
Offsite	_	_	_	_	_	_					
Daily, Summer (Max)	_	_	_	_	_	_					
Worker	_	242	242	0.02	0.01	247					
Vendor	_	0.00	0.00	0.00	0.00	0.00					
Hauling	_	0.00	0.00	0.00	0.00	0.00					
Daily, Winter (Max)	_	_	_	_	_	_					
Average Daily	_	_	_	_	_	_					
Worker	_	13.0	13.0	< 0.005	< 0.005	13.2					

Vendor	_	0.00	0.00	0.00	0.00	0.00
Hauling	_	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_
Worker	_	2.15	2.15	< 0.005	< 0.005	2.19
Vendor	_	0.00	0.00	0.00	0.00	0.00
Hauling	_	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.1.2. Mitigated

Mobile source emissions results are presented in Sections 2.5. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	_	19,859	19,859	3.21	0.39	20,055
Parking Lot	_	201	201	0.03	< 0.005	203
undefined	_	239	239	0.04	< 0.005	242
Total	_	20,299	20,299	3.28	0.40	20,500
Daily, Winter (Max)	_	_	_	_	_	_

Refrigerated Warehouse-No Rail	_	19,859	19,859	3.21	0.39	20,055
Parking Lot	_	201	201	0.03	< 0.005	203
undefined	_	239	239	0.04	< 0.005	242
Total	_	20,299	20,299	3.28	0.40	20,500
Annual	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	_	3,288	3,288	0.53	0.06	3,320
Parking Lot	_	33.2	33.2	0.01	< 0.005	33.6
undefined	_	39.6	39.6	0.01	< 0.005	40.0
Total	_	3,361	3,361	0.54	0.07	3,394

4.2.2. Electricity Emissions By Land Use - Mitigated

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	_	0.00	0.00	0.00	0.00	0.00
Parking Lot	_	201	201	0.03	< 0.005	203
undefined	_	239	239	0.04	< 0.005	242
Total	_	440	440	0.07	0.01	445
Daily, Winter (Max)	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	_	0.00	0.00	0.00	0.00	0.00
Parking Lot	_	201	201	0.03	< 0.005	203
undefined	_	239	239	0.04	< 0.005	242
Total	_	440	440	0.07	0.01	445
Annual	_	_	_	_	_	_

Refrigerated Warehouse-No Rail	_	0.00	0.00	0.00	0.00	0.00
Parking Lot	_	33.2	33.2	0.01	< 0.005	33.6
undefined	_	39.6	39.6	0.01	< 0.005	40.0
Total	_	72.9	72.9	0.01	< 0.005	73.6

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	_	309	309	0.03	< 0.005	310
Parking Lot	_	0.00	0.00	0.00	0.00	0.00
Total	_	309	309	0.03	< 0.005	310
Daily, Winter (Max)	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	_	309	309	0.03	< 0.005	310
Parking Lot	_	0.00	0.00	0.00	0.00	0.00
Total	_	309	309	0.03	< 0.005	310
Annual	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	_	51.2	51.2	< 0.005	< 0.005	51.3
Parking Lot	_	0.00	0.00	0.00	0.00	0.00
Total	_	51.2	51.2	< 0.005	< 0.005	51.3

4.2.4. Natural Gas Emissions By Land Use - Mitigated

· · · · · · · · · · · · · · · · · · ·		<i>J</i> , <i>J</i>			J, J	/		
Lond Hoo	RCO2		NRCO2	COST		CLIA	NOO	0000
Land Use	IBCOZ		NBCU2	10021		TCH4	N2O	1CO2e
						1.7	-	

Daily, Summer (Max)	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	_	309	309	0.03	< 0.005	310
Parking Lot	_	0.00	0.00	0.00	0.00	0.00
Total	_	309	309	0.03	< 0.005	310
Daily, Winter (Max)	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	_	309	309	0.03	< 0.005	310
Parking Lot	_	0.00	0.00	0.00	0.00	0.00
Total	_	309	309	0.03	< 0.005	310
Annual	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	_	51.2	51.2	< 0.005	< 0.005	51.3
Parking Lot	_	0.00	0.00	0.00	0.00	0.00
Total	_	51.2	51.2	< 0.005	< 0.005	51.3

4.3. Area Emissions by Source

4.3.2. Unmitigated

Source	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_
Consumer Products	_	_	_	_	_	_
Architectural Coatings	_	_	_	_	_	_
Landscape Equipment	_	80.3	80.3	< 0.005	< 0.005	80.6
Total	_	80.3	80.3	< 0.005	< 0.005	80.6
Daily, Winter (Max)	_	_	_	_	_	_
Consumer Products	_	_	_	_	_	_
Architectural Coatings	_	_	_	_	_	_

Total	_	_	_	_	_	_
Annual	_	_	_	_	_	_
Consumer Products	_	_	_	_	_	_
Architectural Coatings	_	_	_	_	_	_
Landscape Equipment	_	6.56	6.56	< 0.005	< 0.005	6.58
Total	_	6.56	6.56	< 0.005	< 0.005	6.58

4.3.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	BCO2	NBCO2	СО2Т	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_
Consumer Products	_	_	_	_	_	_
Architectural Coatings	_	_	_	_	_	_
Landscape Equipment	_	80.3	80.3	< 0.005	< 0.005	80.6
Total	_	80.3	80.3	< 0.005	< 0.005	80.6
Daily, Winter (Max)	_	_	_	_	_	_
Consumer Products	_	_	_	_	_	_
Architectural Coatings	_	_	_	_	_	_
Total	_	_	_	_	_	_
Annual	_	_	_	_	_	_
Consumer Products	_	_	_	_	_	_
Architectural Coatings	_	_	_	_	_	_
Landscape Equipment	_	6.56	6.56	< 0.005	< 0.005	6.58
Total	_	6.56	6.56	< 0.005	< 0.005	6.58

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	СО2Т	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	192	272	464	0.70	0.42	608
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00
Total	192	272	464	0.70	0.42	608
Daily, Winter (Max)	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	192	272	464	0.70	0.42	608
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00
Total	192	272	464	0.70	0.42	608
Annual	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	31.8	45.0	76.8	0.12	0.07	101
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00
Total	31.8	45.0	76.8	0.12	0.07	101

4.4.1. Mitigated

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	174	246	421	0.64	0.39	551
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00
Total	174	246	421	0.64	0.39	551
Daily, Winter (Max)	_	_	_	_	_	_

Refrigerated Warehouse-No Rail	174	246	421	0.64	0.39	551
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00
Total	174	246	421	0.64	0.39	551
Annual	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	28.8	40.8	69.6	0.11	0.06	91.3
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00
Total	28.8	40.8	69.6	0.11	0.06	91.3

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	228	0.00	228	22.7	0.00	796
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00
Total	228	0.00	228	22.7	0.00	796
Daily, Winter (Max)	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	228	0.00	228	22.7	0.00	796
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00
Total	228	0.00	228	22.7	0.00	796
Annual	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	37.7	0.00	37.7	3.77	0.00	132
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00

Total	27.7	0.00	27.7	2.77	0.00	100
lotal	31.1	0.00	31.1	3.11	0.00	132

4.5.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	114	0.00	114	11.4	0.00	398
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00
Total	114	0.00	114	11.4	0.00	398
Daily, Winter (Max)	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	114	0.00	114	11.4	0.00	398
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00
Total	114	0.00	114	11.4	0.00	398
Annual	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	18.8	0.00	18.8	1.88	0.00	65.9
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00
Total	18.8	0.00	18.8	1.88	0.00	65.9

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	_	_	_	_	_	11,973

Total	_	_	_	_	_	11,973
Daily, Winter (Max)	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	_	_	_	_	_	11,973
Total	_	_	_	_	_	11,973
Annual	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	_	_	_	_	_	1,982
Total	_	_	_	_	_	1,982

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	_	_	_	_	_	11,973
Total	_	_	_	_	_	11,973
Daily, Winter (Max)	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	_	_	_	_	_	11,973
Total	_	_	_	_	_	11,973
Annual	_	_	_	_	_	_
Refrigerated Warehouse-No Rail	_	_	_	_	_	1,982
Total	_	_	_	_	_	1,982

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_
Forklifts	_	0.00	0.00	0.00	0.00	0.00
Total	_	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_
Forklifts	_	0.00	0.00	0.00	0.00	0.00
Total	_	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_
Forklifts	_	0.00	0.00	0.00	0.00	0.00
Total	_	0.00	0.00	0.00	0.00	0.00

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	СО2Т	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_
Forklifts	_	0.00	0.00	0.00	0.00	0.00
Total	_	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	_	_	_	_	_	_
Forklifts	_	0.00	0.00	0.00	0.00	0.00
Total	_	0.00	0.00	0.00	0.00	0.00
Annual	_	_	_	_	_	_
Forklifts	_	0.00	0.00	0.00	0.00	0.00
Total	_	0.00	0.00	0.00	0.00	0.00

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
	5002	NBOOZ	0021	OTT	NEO	0020
Daily, Summer (Max)	_	_	_	_	_	_
Fire Pump	0.00	1,179	1,179	0.05	0.01	1,183
Total	0.00	1,179	1,179	0.05	0.01	1,183
Daily, Winter (Max)	_	_	_	_	_	_
Fire Pump	0.00	1,179	1,179	0.05	0.01	1,183
Total	0.00	1,179	1,179	0.05	0.01	1,183
Annual	_	_	_	_	_	_
Fire Pump	0.00	13.4	13.4	< 0.005	< 0.005	13.4
Total	0.00	13.4	13.4	< 0.005	< 0.005	13.4

4.8.2. Mitigated

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_
Fire Pump	0.00	1,179	1,179	0.05	0.01	1,183
Total	0.00	1,179	1,179	0.05	0.01	1,183
Daily, Winter (Max)	_	_	_	_	_	_
Fire Pump	0.00	1,179	1,179	0.05	0.01	1,183
Total	0.00	1,179	1,179	0.05	0.01	1,183
Annual	_	_	_	_	_	_
Fire Pump	0.00	13.4	13.4	< 0.005	< 0.005	13.4
Total	0.00	13.4	13.4	< 0.005	< 0.005	13.4

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2		CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_
Total	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_
Total	_	_	_	_	_	_
Annual	_	_	_	_	_	_
Total	_	_	_	_	_	_

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_
Total	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_
Total	_	_	_	_	_	_
Annual	_	_	_	_	_	_
Total	_	_	_	_	_	_

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Vegetation	BCO2	CO2T	CH4	N2O	CO2e

Daily, Summer (Max)	_	_	_	_	_	_
Total	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_
Total	_	_	_	_	_	_
Annual	_	_	_	_	_	_
Total	_	_	_	_	_	_

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_
Total	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_
Total	_	_	_	_	_	_
Annual	_	_	_	_	_	_
Total	_	_	_	_	_	_

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Species	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_
Avoided	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_
Sequestered	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_
Removed	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_

_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_
Avoided	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_
Sequestered	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_
Removed	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_
_	_	_	_	_	_	_
Annual	_	_	_	_	_	_
Avoided	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_
Sequestered	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_
Removed	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_
_	_	_	_	_	_	_

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

CITTOTICE CONCINCTION (1157	north of the tarting (to the tarting) for a tribally and of the tarting the ta								
Vegetation	BCO2	NBCO2	СО2Т	CH4	N2O	CO2e			
Daily, Summer (Max)	_	_	_	_	_	_			
Total	_	_	_	_	_	_			
Daily, Winter (Max)	_	_	_	_	_	_			
Total	_	_	_	_	_	_			
Annual	_	_	_	_	_	_			
Total	_	_	_	_	_	_			

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	BCO2	NBCO2	СО2Т	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_
Total	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_
Total	_	_	_	_	_	_
Annual	_	_	_	_	_	_
Total	_	_	_	_	_	_

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	_	_	_	_	_	_
Avoided	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_
Sequestered	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_
Removed	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_
_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_
Avoided	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_
Sequestered	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_
Removed	_	_	_	_	_	_

Subtotal	_	_	_	_	_	_
_	_	_	_	_	_	_
Annual	_	_	_	_	_	_
Avoided	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_
Sequestered	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_
Removed	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_
_	_	_	_	_	_	_

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	6/5/2023	6/16/2023	5.00	10.0	_
Grading	Grading	6/19/2023	8/4/2023	5.00	35.0	_
Building Construction	Building Construction	8/7/2023	6/21/2024	5.00	230	_
Paving	Paving	6/3/2024	6/28/2024	5.00	20.0	_
Architectural Coating	Architectural Coating	6/3/2024	6/28/2024	5.00	20.0	_

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40

Site Preparation	Tractors/Loaders/Backh oes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backh oes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backh oes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backh oes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backh oes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48

Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backh oes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	_	_	_	_
Site Preparation	Worker	17.5	8.80	LDA,LDT1,LDT2
Site Preparation	Vendor	_	5.30	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	_	_	HHDT
Grading	_	_	_	_
Grading	Worker	20.0	8.80	LDA,LDT1,LDT2
Grading	Vendor	_	5.30	HHDT,MHDT
Grading	Hauling	52.0	20.0	HHDT
Grading	Onsite truck	_	_	HHDT
Building Construction	_	_	_	_
Building Construction	Worker	189	8.80	LDA,LDT1,LDT2

Building Construction	Vendor	73.6	5.30	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	_	_	HHDT
Paving	_	_	_	_
Paving	Worker	15.0	8.80	LDA,LDT1,LDT2
Paving	Vendor	_	5.30	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	_	_	HHDT
Architectural Coating	_	_	_	_
Architectural Coating	Worker	37.7	8.80	LDA,LDT1,LDT2
Architectural Coating	Vendor	_	5.30	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	_	_	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	_	_	_	_
Site Preparation	Worker	17.5	8.80	LDA,LDT1,LDT2
Site Preparation	Vendor	_	5.30	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	_	_	HHDT
Grading	_	_	_	_
Grading	Worker	20.0	8.80	LDA,LDT1,LDT2
Grading	Vendor	_	5.30	HHDT,MHDT
Grading	Hauling	52.0	20.0	HHDT
Grading	Onsite truck	_	_	HHDT
Building Construction	_	_	_	_

Worker	189	8.80	LDA,LDT1,LDT2
Vendor	73.6	5.30	HHDT,MHDT
Hauling	0.00	20.0	HHDT
Onsite truck	_	_	HHDT
_	_	_	_
Worker	15.0	8.80	LDA,LDT1,LDT2
Vendor	_	5.30	HHDT,MHDT
Hauling	0.00	20.0	HHDT
Onsite truck	_	_	HHDT
_	_	_	_
Worker	37.7	8.80	LDA,LDT1,LDT2
Vendor	_	5.30	HHDT,MHDT
Hauling	0.00	20.0	HHDT
Onsite truck	_	_	HHDT
\ \ \ \	/endor Hauling Donsite truck Worker /endor Hauling Donsite truck Worker /endor Hauling	/endor 73.6 Hauling 0.00 Onsite truck — — — /vorker 15.0 /endor — Hauling 0.00 Onsite truck — — — /vorker 37.7 /endor — Hauling 0.00	Vendor 73.6 5.30 Hauling 0.00 20.0 Onsite truck — — — — — Worker 15.0 8.80 Vendor — 5.30 Hauling 0.00 20.0 Onsite truck — — — — — Worker 37.7 8.80 Vendor — 5.30 Hauling 0.00 20.0

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%
Sweep paved roads once per month	9%	9%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	673,872	224,624	24,594

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	_	_	15.0	0.00	_
Grading	_	14,565	19.7	0.00	_
Paving	0.00	0.00	0.00	0.00	9.41

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Refrigerated Warehouse-No Rail	0.00	0%
Parking Lot	9.41	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2023	0.00	204	0.03	< 0.005
2024	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	949	949	949	346,286	34,696	34,696	34,696	12,664,200

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	883	883	883	322,476	32,311	32,311	32,311	11,793,443

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	673,872	224,624	24,594

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Refrigerated Warehouse-No Rail	35,535,000	204	0.0330	0.0040	964,962
Parking Lot	359,072	204	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Refrigerated Warehouse-No Rail	0.00	204	0.0330	0.0040	964,962
Parking Lot	359,072	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)	
Refrigerated Warehouse-No Rail	89,846,881	0.00	
Parking Lot	0.00	0.00	

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)	
Refrigerated Warehouse-No Rail	81,491,121	0.00	
Parking Lot	0.00	0.00	

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Refrigerated Warehouse-No Rail	422	_
Parking Lot	0.00	_

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Refrigerated Warehouse-No Rail	211	_
Parking Lot	0.00	_

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Forklifts	Electric	Average	4.00	24.0	82.0	0.20

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Forklifts	Electric	Average	4.00	24.0	82.0	0.20

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
Fire Pump	Diesel	2.00	2.00	50.0	351	0.73

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMRtu/vr)
Equipment Type	i doi typo	TAGITIDOI	Donor Rating (MMDta/11)	Daily Float Hipat (Wilvibla/day)	/ tillidai i loat ilipat (iviivibta/yi)

5.17. User Defined

Equipment Type	Fuel Type
_	_

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Hea Type	Variation Cail Type	Initial Agrae	Final Acres
Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

 Vegetation Land Use Type
 Vegetation Soil Type
 Initial Acres
 Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type Initial Acres Final Acres

5.18.1.2. Mitigated

Biomass Cover Type Initial Acres Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type Number Electricity Saved (kWh/year) Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type Number Electricity Saved (kWh/year) Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	Approximately 19.72 acres of the project area will consist of impervious surface (structures and paving).
Construction: Construction Phases	Construction is expected to last approximately 13 months.
Construction: Dust From Material Movement	The proposed would include 64,876 cubic yards of cut and 50,311 cubic yards of fill, and would result in approximately 14,565 cubic yards of net cut.

Arctic Cold Storage and Packing Project - GHG Analysis Custom Report, 5/23/2023

Operations: Vehicle Data	Based on trip generation and vehicle miles traveled prepared for the proposed project.
Operations: Energy Use	The estimated potential increased electricity demand associated with operation of the proposed project is approximately 35,535,000 kilowatt hours (kWh) per year.
Operations: Water and Waste Water	The project proposes the construction of a new freezer and processor which would result in an anticipated maximum water demand of 257.73 AFY (89,846,880.6 gallons per year)
Operations: Off-Road Equipment	The GHGRP requires the use of electric forklifts.
Operations: Fleet Mix	During peak harvest season (May through September), operation of the project is expected to generate approximately 1,642 average daily trips, with 1,246 employee trips and 396 truck trips. During the non-harvest season, the project is expected to generate approximately 454 average daily trips, with 306 employee vehicle trips and 148 truck trips.
Operations: Emergency Generators and Fire Pumps	The project would have a diesel fire pump system.

Attachment D - Link to 21EIR-00000-00001 FEIR

https://cosantabarbara.app.box.com/s/o9fp2865sykaqn98s0702plaa96xj7t5/folder/140115914970

ATTACHMENT E

RESOLUTION OF THE SANTA BARBARA COUNTY PLANNING COMMISSION COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA

IN THE MATTER OF RECOMMENDING TO THE BOARD OF SUPERVISORS THE ADOPTION OF AN AMENDMENT TO THE COMPREHENSIVE PLAN LAND ELEMENT MAP FOR THE SANTA MARIA AREA (COMP-6) TO APPLY THE AGRICULTURAL INDUSTRY OVERLAY TO ASSESSOR'S PARCEL NO. 128-097-012.

RESOLUTION NO. 24-	
•	

CASE NO: 22GPA-00000-00006

WITH REFERENCE TO THE FOLLOWING:

- A. WHEREAS on December 20, 1980, by Resolution No. 80-566, the Board of Supervisors of the County of Santa Barbara adopted the Comprehensive Plan (General Plan) for the County of Santa Barbara.
- B. WHEREAS on September 3, 1991, the Board of Supervisors adopted Resolution No. 91-536 initiating amendments to Overlay Symbols and Land Use definitions of the Land Use Element to describe the purpose of the Agricultural Industry Overlay and require Development Plans and Conditional Use Permits for any requests to designate new Agricultural Industry Overlay areas.
- C. WHEREAS on July 8, 2014, the Board of Supervisors adopted Resolution No. 14-182 initiating amendments to Section 35-1, the County Land Use Development Code, of Chapter 35, Zoning, of the County Code by amending Division 35.2.040-Agricultural Processing Facilities, and Article 35.11 to allow for processing of agricultural products from a raw form to a milled liquid form on parcels zoned AG-I and AG-II in the unincorporated area of the County located outside of the Coastal Zone.
- D. WHEREAS the above-referenced initiated amendments to the Comprehensive Plan were developed in order to comply with Government Code Section 65860 that requires that County zoning ordinances shall be consistent with the General Plan.
- E. WHEREAS the proposed amendment is consistent with the Santa Barbara County Comprehensive Plan and the requirements of California Planning, Zoning, and Development laws.
- F. WHEREAS public agencies, California Native American Indian Tribes, civic, education, and other community groups, public utility companies, and citizens have been provided the opportunity for involvement pursuant to Section 65351 and 65352 of the Government Code.
- G. WHEREAS the County initiated consultations with Native American tribes as required by Government Code Sections 65352.3 and 65352.4.
- H. WHEREAS this County Planning Commission has held a duly noticed hearing, as required by Section 65353 of the Government Code on the proposed amendment at which hearing the amendment was explained and comments invited from the persons in attendance and through this Resolution will endorse and transmit a written recommendation to the Board of Supervisors pursuant to Government Code Section 65354.

I. WHEREAS, in compliance with Government Code Section 65855, which requires the County Planning Commission's written recommendation on the proposed amendments and ordinances to include the reasons for the recommendation and the relationship of the proposed ordinances and amendments to applicable general and specific plans, the County Planning Commission has determined that the proposed amendments represent good planning consistent with the intent of the Comprehensive Plan.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

- 1. The above recitations are true and correct.
- 2. The County Planning Commission now finds that it is in the orderly development of the County and important to the preservation of the health, safety and general welfare of the residents of the County to recommend that the Board of Supervisors adopt a Resolution (Case No. 22GPA-00000-00006) amending the Santa Maria Area (COMP-6) Map of the Comprehensive Plan Land Use Element, to designate Proposed Lot 1 (Assessor's Parcel No. 128-097-012) with the Agricultural Industry Overlay as shown on attached Exhibit A of Attachment 1.

Said recommended Board Resolution is attached hereto as Attachment 1 and is incorporated by reference.

- 3. This County Planning Commission recommends that the Board of Supervisors of the County of Santa Barbara, State of California, following the required noticed public hearing, approve and adopt the above-mentioned recommendation of this Commission, based on the findings included as Attachment A of the Planning Commission Staff report for the project dated June 4, 2024.
- 4. A certified copy of this resolution shall be transmitted to the Board of Supervisors.
- 5. The Chair of this County Planning Commission is hereby authorized and directed to sign and certify all maps, documents, and other materials in accordance with this resolution to show the above-mentioned action by the County Planning Commission.

PASSED, APPROVED AND ADOPTED this June 12, 2024 by the following vote:

AYES: NOES: ABSTAIN: ABSENT:	
VINCENT MARTINEZ, Chair Santa Barbara County Planning Comm	nission
JEFF WILSON Secretary to the Commission	

RACHEL VAN MULLEM COUNTY COUNSEL

APPROVED AS TO FORM:

Ву
Deputy County Counsel
ATTACHMENTS:

1. Board of Supervisors Resolution

ATTACHMENT 1

RESOLUTION OF THE SANTA BARBARA COUNTY BOARD OF SUPERVISORS COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA

IN THE MATTER OF RECOMMENDING TO THE BOARD OF SUPERVISORS THE ADOPTION OF AN AMENDMENT TO THE COMPREHENSIVE PLAN LAND ELEMENT MAP FOR THE SANTA MARIA AREA (COMP-6) TO APPLY THE AGRICULTURAL INDUSTRY OVERLAY TO ASSESSOR'S PARCEL NOS. 128-097-001 AND 128-097-002.

RESOLU	TION	NO.	24-	

CASE NO: 22GPA-00000-00006

WITH REFERENCE TO THE FOLLOWING:

- A. WHEREAS on December 20, 1980, by Resolution No. 80-566, the Board of Supervisors of the County of Santa Barbara adopted the Comprehensive Plan (General Plan) for the County of Santa Barbara.
- B. WHEREAS on September 3, 1991, the Board of Supervisors adopted Resolution No. 91-536 initiating amendments to Overlay Symbols and Land Use definitions of the Land Use Element to describe the purpose of the Agricultural Industry Overlay and require Development Plans and Conditional Use Permits for any requests to designate new Agricultural Industry Overlay areas.
- C. WHEREAS on July 8, 2014, the Board of Supervisors adopted Resolution No. 14-182 initiating amendments to Section 35-1, the County Land Use Development Code, of Chapter 35, Zoning, of the County Code by amending Division 35.2.040-Agricultural Processing Facilities, and Article 35.11 to allow for processing of agricultural products from a raw form to a milled liquid form on parcels zoned AG-I and AG-II in the unincorporated area of the County located outside of the Coastal Zone.
- D. WHEREAS the above-referenced initiated amendments to the Comprehensive Plan were developed in order to comply with Government Code Section 65860 that requires that County zoning ordinances shall be consistent with the General Plan.
- E. WHEREAS the proposed amendment is consistent with the Santa Barbara County Comprehensive Plan and the requirements of California Planning, Zoning, and Development laws
- F. WHEREAS public agencies, California Native American Indian Tribes, civic, education, and other community groups, public utility companies, and citizens have been provided the opportunity for involvement pursuant to Section 65351 of the Government Code.

- G. WHEREAS the County conducted consultations with Native American tribes as required by Government Code Section 65352.3 and 65352.4.
- H. WHEREAS the County Planning Commission held a duly noticed hearing, as required by Section 65353 of the Government Code on the proposed amendment at which hearing the amendment was explained and comments invited from the persons in attendance and has endorsed and transmitted a written recommendation to the Board of Supervisors pursuant to Government Code Section 65354.
- H. WHEREAS this Board has held a duly noticed public hearing, as required by Section 65355 of the Government Code on the proposed amendment, at which hearing the proposed amendment was explained and comments invited from the persons in attendance.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

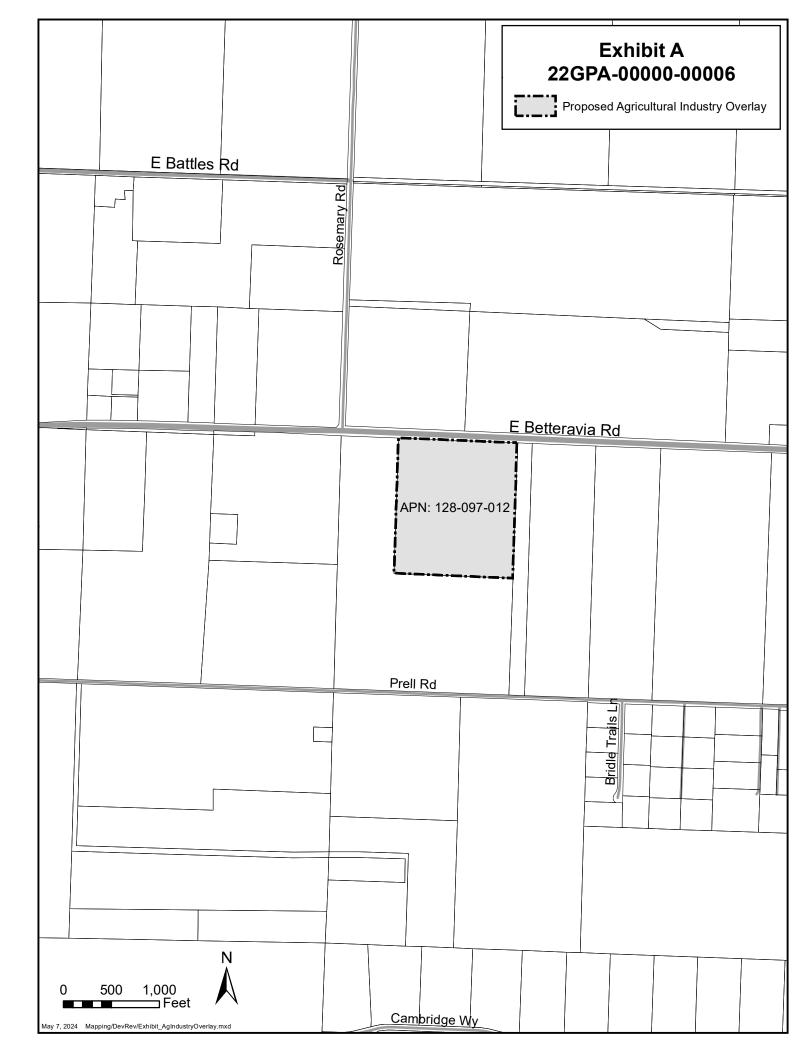
- 1. The above recitations are true and correct.
- 2. Whereas the Board of Supervisors now finds consistent with the authority of Government Code Section 65358 that it is in the interest of orderly development of the County and important to the preservation of the health, safety, and general welfare of the residents of said County to amend the Land Use Element of the Santa Barbara County Comprehensive Plan's as follows:
 - A. Amend the Santa Maria Area (COMP-6) Map to designate Assessor's Parcel No. 128-097-012 with the Agricultural Industry Overlay as shown on attached Exhibit A.
- 3. In compliance with the provisions of Section 65356 of the Government Code, the above described change is hereby adopted as an amendment to the Land Use Element of the Santa Barbara County Comprehensive Plan.
- 5. Pursuant to provisions of Government Code Section 65357(b), the Clerk of the Board is hereby directed to make the documents amending the Santa Barbara County Comprehensive Plan, including the diagrams and text, available to the public for inspection.
- 6. The Chair and the Clerk of this Board are hereby authorized and directed to sign and certify all maps, documents, and other materials in accordance with this Resolution to reflect the above described action by the Board.
- 7. Pursuant to the provisions of Government Code Section 65357, the Clerk of the Board is hereby authorized and directed to send endorsed copies of said maps to the planning agency of each city within this County.

PASSED, APPROVED, AND ADOPTED this	day of	, 2024 by the following vote:
AYES: NOES: ABSTAIN: ABSENT:		
Steve Lavagnino, Chair Board of Supervisors County of Santa Barbara		
MONA MIYASATO, COUNTY EXECUTIVE OFFICE CLERK OF THE BOARD	CER	
By Deputy Clerk		
APPROVED AS TO FORM:		
RACHEL VAN MULLEM COUNTY COUNSEL		
By Deputy County Counsel		
EXHIBITS:		
A. 22GPA-00000-00006 Santa Maria Area	(COMP-6) Map	

EXHIBIT A:

22GPA-00000-00006 Santa Maria Area (COMP-6) Map





ARCTIC COLD COLD STORAGE & PACKAGING

OUTDOOR STORAGE

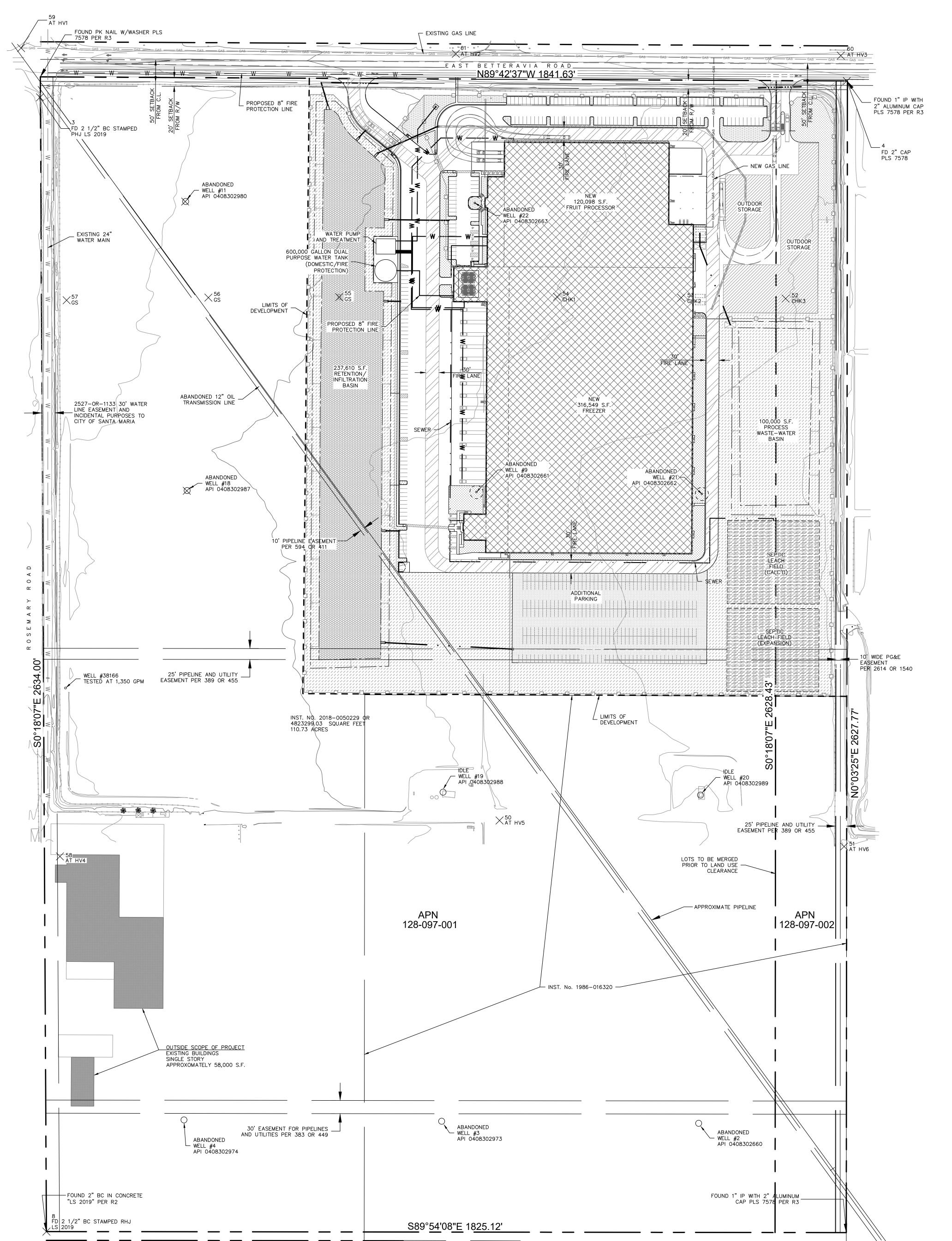
HYDROSEED MIX

L.I.D. PLANTING

PARKING COUNT

DIL WELL SETBACK LIMITS

PRELIMINARY DEVELOPMENT PLAN for A.P.N. 128-097-001 AND 128-097-002



EXISTING PARCEL INFORMATION:

PARCEL AREA: NUMBER OF LOTS:

1750 EAST BETTERAVIA ROAD SANTA MARIA, CA. 93454

PROJECT SITE USE:

GROSS PARCEL AREA: 110.72 AC PROJECT AREA: 40.00 AC IMPERVIOUS:

TOTAL: 859,086 (49% OF PROJECT AREA) 428,214 SF - 9.83 AC (25% OF PROJECT AREA) ASPHALT/CONCRETE: BUILDING: 436,647 SF - 10.02 AC (25% OF PROJECT AREA)

92,667 SF - 2.13 AC (5.3% OF PROJECT AREA) CLASS II BASE: 101,664 SF - 2.33 AC (5.7% OF PROJECT AREA) RETENTION BASIN: 215,840 SF - 4.96 AC (12.3% OF PROJECT AREA) 100,000 SF - 2.30 AC (5.7% OF PROJECT AREA)

OWNER:

PRIVATE (WELL ON PROPERTY) c/o FRANK MALDONADO PRIVATE (SEPTIC) P.O. BOX 1862 PACIFIC GAS AND ELECTRIC SANTA MARIA, CA. 93456 SO. CA. GAS CO.

CABLE TV:

FISHER CONSTRUCTION GROUP

625 FISHER LANE BURLINGTON, WA. 98233

LEGEND:

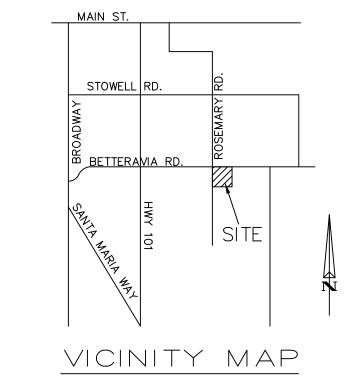
INFILTRATION BASIN STRUCTURE

FLOWERING GROUND COVER CLASS II BASE

----- CHAIN LINK FENCE —— GAS —— GAS

- · · · - STORM DRAIN

---- w ---- WATER



PRELIMINARY REPORT ITEMS:

6. ROAD AND INCIDENTAL PURPOSES, BOOK 35, PAGE 481 (NOT PLOTTABLE)

7. PACIFIC TELEPHONE AND TELEGRAPH COMPANY, BOOK 142, PAGE 64 (NOT PLOTTABLE) . UNION OIL COMPANY. PIPELINE AND UTILITY EASEMENT, BOOK 303, PAGE 9 (SHOWN HEREON)

12. SOUTHERN CALIFORNIA TELEPHONE COMPANY, BOOK 547, PAGE 231 (NOT PLOTTABLE)

13. UNION OIL COMPANY, PIPELINE EASEMENT, BOOK 594, PAGE 411 (SHOWN HEREON) 14. COUNTY OF SANTA BARBARA, ROAD EASEMENT, BOOK 1377, PAGE 124 (NOT PLOTTABLE BY DESCRIPTION)

16. CITY OF SANTA MARIA, WATERLINE EASEMENT, BOOK 2527, PAGE 1133 (SHOWN HERON)

17. PG&E EASEMENT, BOOK 2614, PAGE 1540 (SHOWN HEREON)

18. VINCENT FAMILY RANCHES, RIGHT OF ENTRY, POWER, PIPELINES, INST NO. 1986-077983 (NOT PLOTTABLE) 22. PRIVATE DRAINAGE IMPROVEMENT, INST NO. 2006-0089912 (NOT PLOTTABLE)

EMPLOYEE DATA:

LAND	USE				AREA
BUILDING AREA & USE	SHIFT	EMPLOYEES NON HARVEST SEASON (09/15 TO 05/15)	START TIME	END TIME	EMPLOYEES HARVEST SEASON (05/15 TO 09/15)
COLD	#1	18	6:00 AM	2:00 PM	18 EMPLOYEES
STORAGE/ FREEZER	#2	7	2: 30 AM	10:30 PM	7 EMPLOYEES
SUBTOTAL:		25			25 EMPLOYEES
PROCESSOR	#1	40 20 (ADMIN)	6:00 AM 8:00 AM	4: 00 PM 5: 00 PM	275 EMPLOYEES 20
	#2	40 8 (ADMIN)	5: 30 PM 6: 00 PM	3: 00 AM 3: 00 AM	275 EMPLOYEES 8
	#3	20 EMPLOYEES	2:00 AM	5:00 AM	20 EMPLOYEES
SUBTOTAL:		128 EMPLOYEES			598 EMPLOYEES
TOTAL:		153 EMPLOYEES			623 EMPLOYEES

PARKING CALCULATIONS:

LAND USE	AREA	PARKING RATIO (SPACE: S.F./EMPLOYEES)	REQUIRED PARKING	
PROCESSOR				
PROCESSING	81,928 S.F. 295 EMPLOYEES	1 SPACE PER 1.5 EMPLOYEES, (BUT IN NO CASE LESS THAN 1 SPACE PER 500 S.F.)	196.7	
COOLER	10,500 S.F.	1:1000	10.5	
DRY STOR./WAREHOUSING	19,708 S.F.	1:1000	19.7	
OFFICE/ADMINISTRATIVE	15,410 S.F.	1 SPACE PER 300 S.F.	51.4	
TOTAL PROCESSING	127,546 S.F.		278.3	
COLD STORAGE/FREEZER				
FREEZER	273,992 S.F. 18 EMPLOYEES	1 SPACE 1,000 S.F., AND 1 SPACE PER 4 EMPLOYEES	274 4.5	
LOADING DOCK	32,784	1:1000	32.8	
MECHANICAL/ELECTRICAL	7,704 S.F.	1:1000	7.7	
OFFICE/ADMINISTRATIVE	7,222 S.F.	1: 300	24.1	
TOTAL COLD STORAGE/FREEZER		321,702 S.F.	343.1	
TOTAL PARKING REQUIRED			622	
PARKING REDUCTION REQUESTED = 90 SPACES	622 x 90 = 532 SPACES REQUIRED			
TOTAL PARKING PROVIDED	222 PERMANENT 310 ADDITIONAL TOTAL 532			
HANDICAPPED PARKING	12			

TRIP GENERATION ESTIMATES: NON-HARVEST SEASON

6:00 AM-2:00 PM 34 STORAGE/ FREEZER 2:30 PM-10:30 PM | 13 40 6: 00 AM-4: 00 PM 20 ADMIN 8: 00 AM-5: 00 PM 40 5: 30 PM-3: 00 AM 8 ADMIN 6: 00 PM-3: 00 AM PROCESSING 2:00 AM-5:00 AM

TOTAL EMPLOY	ÆES:	153		245	20	64
TRUCKS						
BUILDING AREA & USE	TRU	JCK TYPE	TRUCKS PER DAY	ADT	AM PEAK (7-8 AM)	PM PEAK (5-6 PM)
COLD STORAGE/ FREEZER	SEM	I-TRUCKS	30	60	3	4
PROCESSING		VANS D TRUCKS	10 10	20 20	2 2	2 2
SUBTOTAL:			20	40	4	4
TOTAL TRUCKS		50	100	7	8	
PROJECT TOTALS NON-HARVEST			384	27	72	

TRIP GENERATION ESTIMATES: PEAK HARVEST SEASON

				EMPLOYEES			
	BUILDING AREA & USE	SHIFT	EMPLOYEES	SHIFT SCHEDULES	ADT	AM PEAK (6-7 AM)	PM PEAK (5-6 PM)
	COLD STORAGE/ FREEZER	#1 #2	18 7	6:00 AM-2:00 PM 2:30 PM-10:30 PM	34 13	2 0	0
	SUBTOTAL:		25		47	2	0
	PROCESSING	#1 #2 #3	275 20 ADMIN 275 8 ADMIN 20	6:00 AM-4:00 PM 8:00 AM-5:00 PM 5:30 PM-3:00 AM 6:00 PM-3:00 AM 2:00 AM-5:00 AM	514 40 514 16 37	28 0 0 0	0 20 257 8 0
	SUBTOTAL:		598		1,121	30	285
	TOTAL EMPLOY	YEES:	623		1,168	30	285
1	TRUCKS						
	BUILDING AREA & USE	TRU	JCK TYPE	TRUCKS PER DAY	ADT	AM PEAK (6-7 AM)	PM PEAK (5-6 PM)
	COLD STORAGE/ FREEZER	SEM	I-TRUCKS	3 0	60	3	4
	PROCESSING		VANS D TRUCKS	2 4 5 2	48 104	2 10	2 10
	SUBTOTAL:			7 6	152	12	12
	TOTAL TRUCKS	. S		1	212	15	16

STRUCTURE HEIGHTS:

- USE	MAX HEIGHT FROM EXISTING GRADE (FT.)
COLD STORAGE/FREEZER	57.50
PROCESSOR	41.08

STRUCTURE FOOTPRINT:

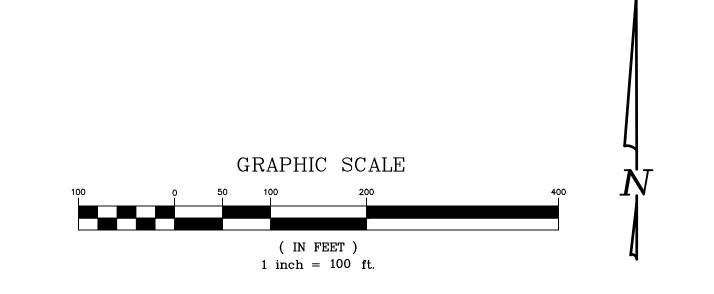
(1st. FLOOR ONLY)

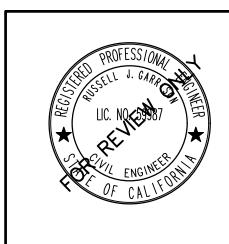
LAND USE	AREA
PROCESSOR	
PROCESSING	81,928 S.F.
COOLER	10,500 S.F.
DRY STORAGE/WAREHOUSING	19,708 S.F.
OFFICE/ADMINISTRATIVE 1st FLOOR	7,962 S.F.
OFFICE/ADMINISTRATIVE 2nd FLOOR	*7,448 S.F.
CANOPY	*10,859 S.F.
TOTAL PROCESSING	120,098 S.F.
COLD STORAGE/FREEZER	
FREEZER	273,992 S.F.
LOADING DOCK	32,784 S.F.
MECHANICAL/ELECTRICAL	7,704 S.F.
OFFICE/ADMINISTRATIVE 1st FLOOR	3,650 S.F.
OFFICE/ADMINISTRATIVE 2nd FLOOR	*3,572 S.F.
TOTAL COLD STORAGE/FREEZER	318,130 S.F.
TOTAL PROPOSED FACILITY	438,228 S.F.

*NOT INCLUDED IN TOTAL

STRUCTURAL GROSS FLOOR:

(INCLUDES 2nd. FLOOR)				
AREA				
81,928 S.F.				
10,500 S.F.				
19,708 S.F.				
7,962 S.F.				
7,448 S.F.				
*10,859 S.F.				
127,546 S.F.				
273,992 S.F.				
32,784 S.F.				
7,704 S.F.				
3,650 S.F.				
3,572 S.F.				
321,702 S.F.				
449,248 S.F.				





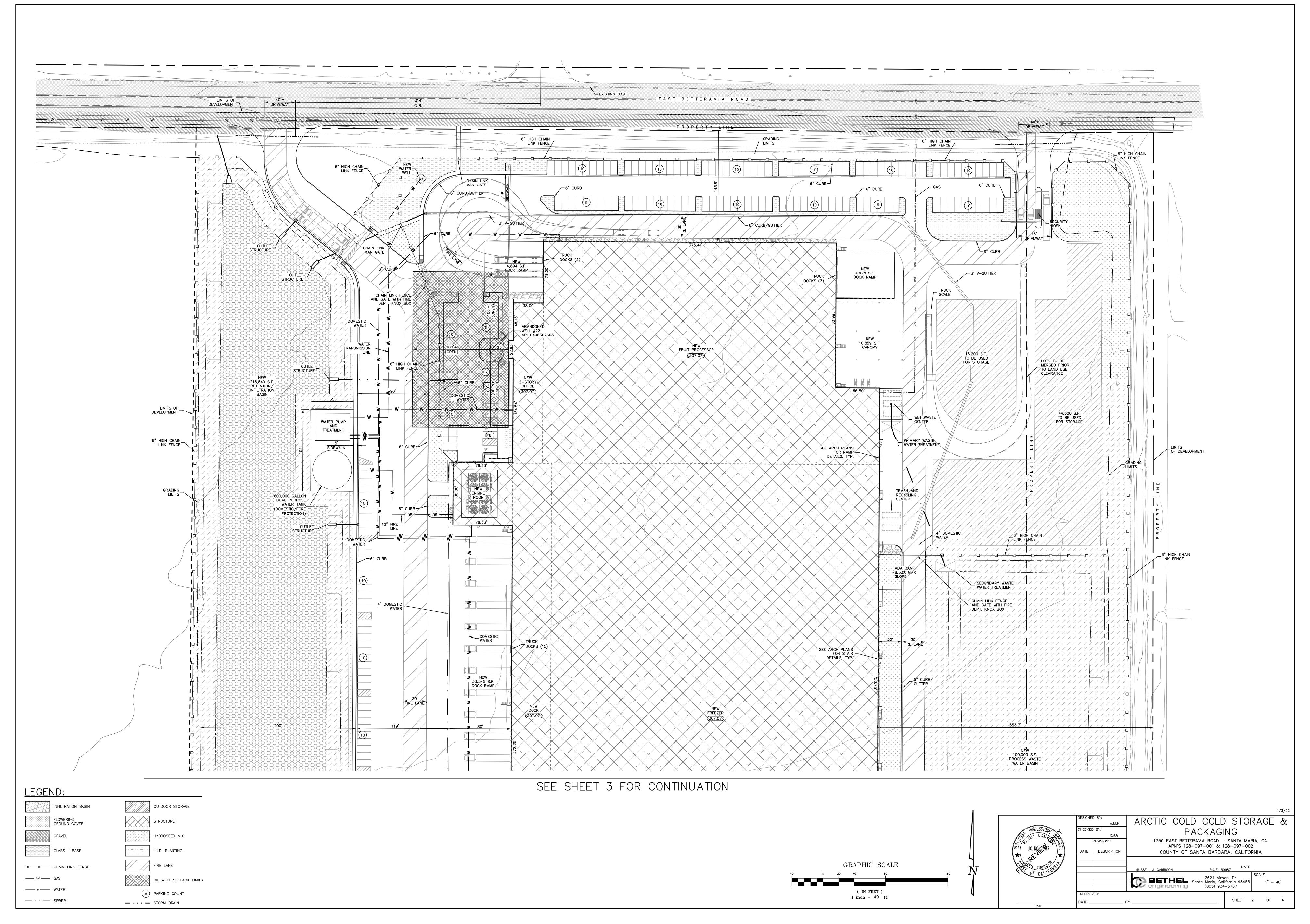
DESIGNE	D BY:		
	A.M.P.	_ /	
CHECKE	D BY:		
	R.J.G.		
REVISIONS			
DATE	DESCRIPTION		

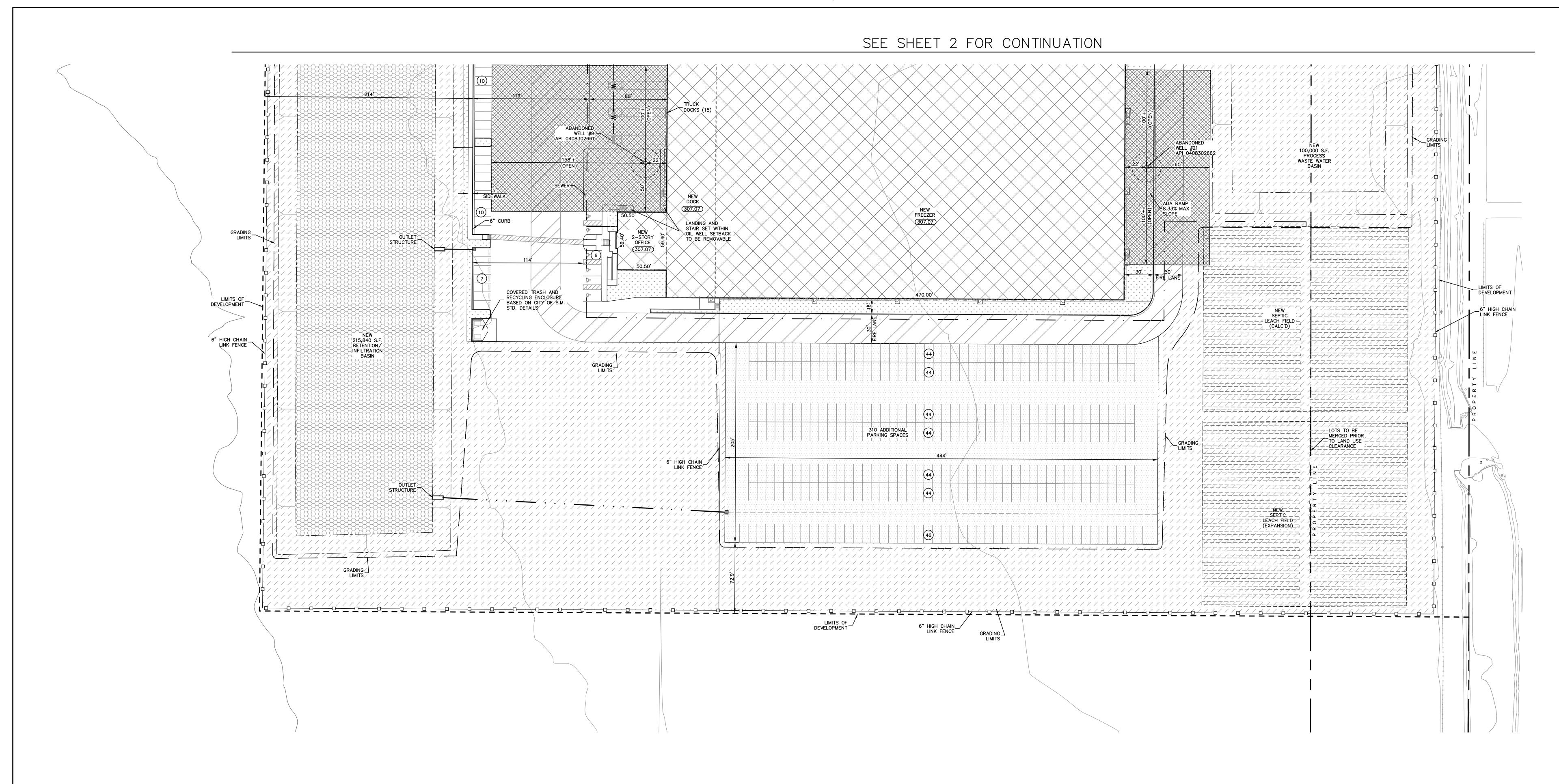
ARCTIC COLD COLD STORAGE & PACKAGING 1750 EAST BETTERAVIA ROAD - SANTA MARIA, CA. APN'S 128-097-001 & 128-097-002 COUNTY OF SANTA BARBARA, CALIFORNIA

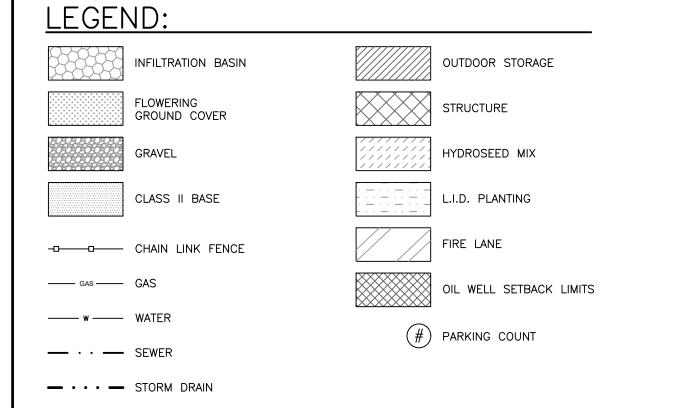
*NOT INCLUDED IN TOTAL

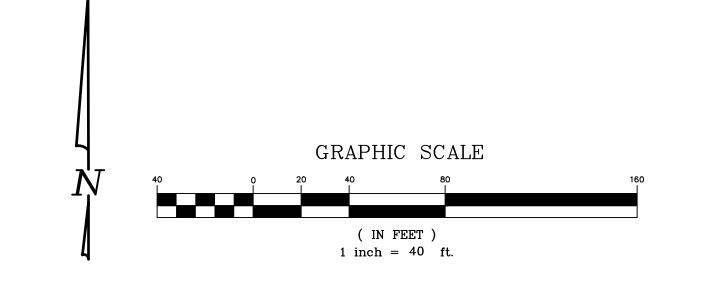
BETHEL Santa 2624 Airpark Dr.
Santa Maria, California 93455
(805) 934-5767

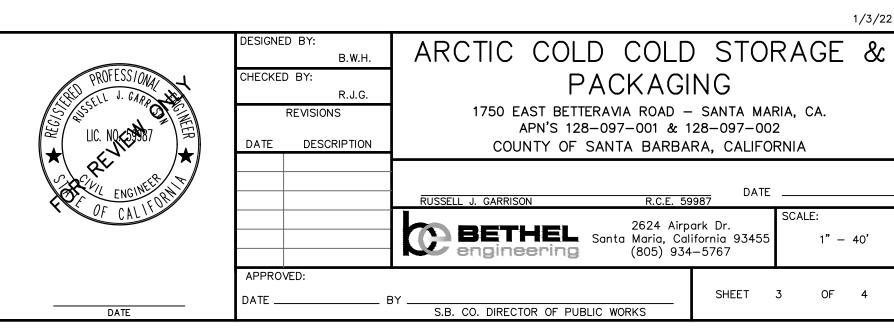
SHEET 1 OF 4



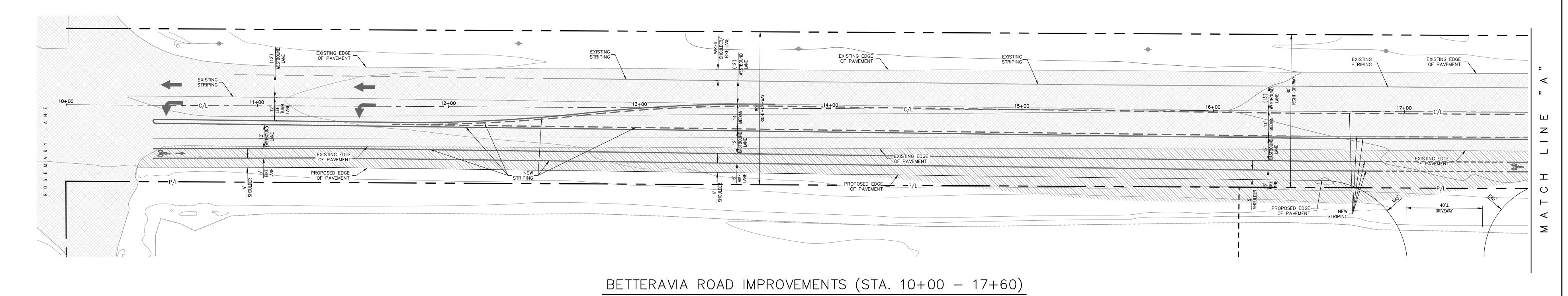




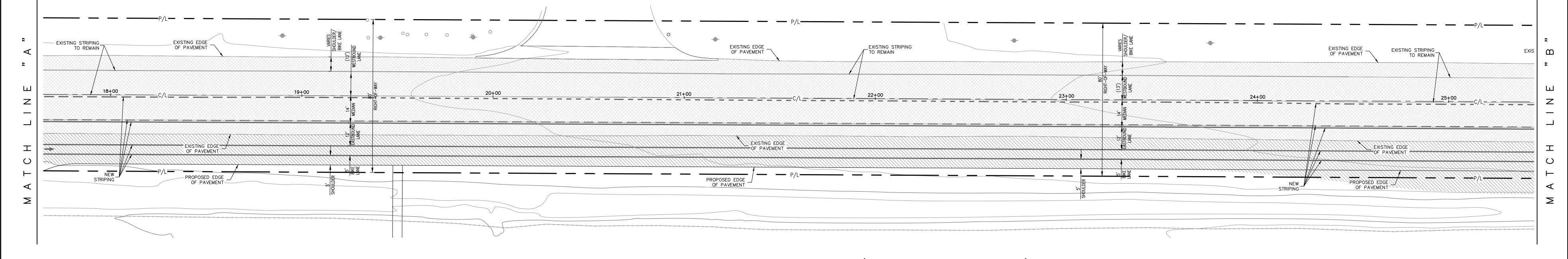




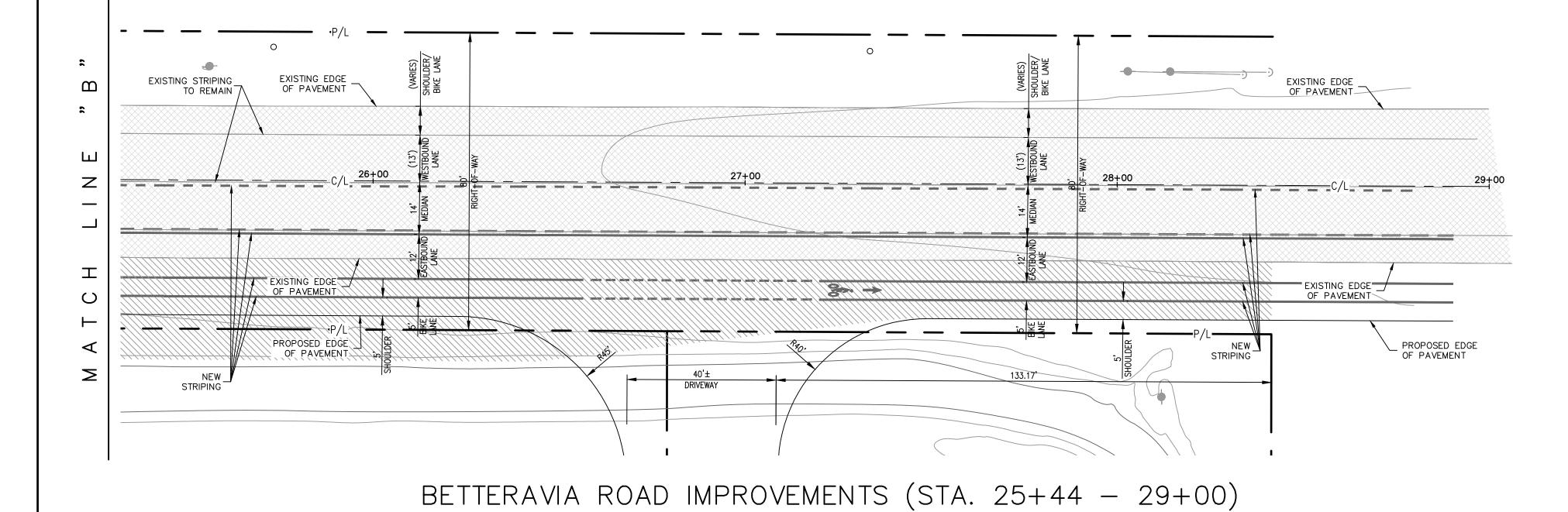
SHEET 3 OF 4



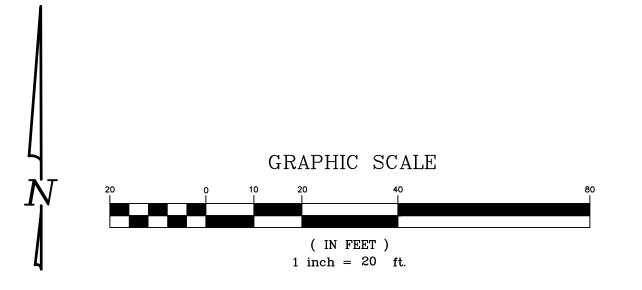
SCALE 1" = 20'

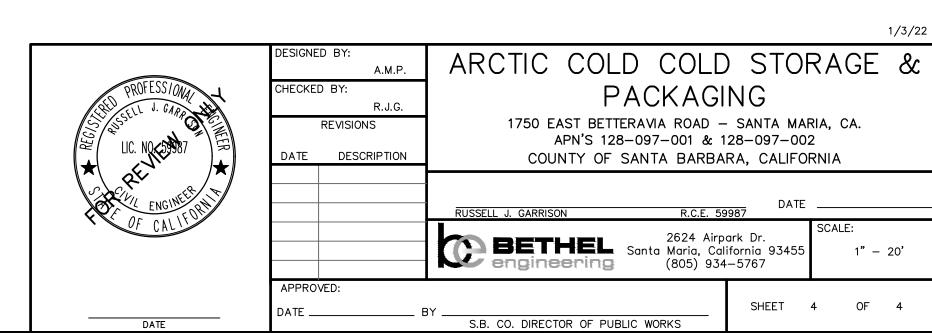


BETTERAVIA ROAD IMPROVEMENTS (STA. 17+60 - 25+44)



EXISTING AC PAVEMENT





Arctic Cold - Santa Maria/Arctic Cold San

GENERAL

- ALL MATERIALS AND WORK SHALL CONFORM TO THE REQUIREMENTS OF THE 2022 CALIFORNIA BUILDING CODE (CBC).
- CONSTRUCTION METHODS AND PROJECT SAFETY: DRAWINGS AND SPECIFICATIONS REPRESENT THE FINISHED STRUCTURE AND DO NOT INDICATE METHODS, PROCEDURES, OR SEQUENCE OF CONSTRUCTION. TAKE NECESSARY PRECAUTIONS TO MAINTAIN AND ENSURE THE INTEGRITY OF THE STRUCTURE DURING CONSTRUCTION. THE EOR WILL NOT ENFORCE SAFETY MEASURES OR REGULATIONS. THE CONTRACTOR SHALL DESIGN, CONSTRUCT, AND MAINTAIN ALL

SAFETY DEVICES AND SHALL BE SOLELY RESPONSIBLE FOR CONFORMING TO ALL LOCAL, STATE, AND FEDERAL SAFETY AND HEALTH STANDARDS, LAWS, AND REGULATIONS.

VERIFY ALL DIMENSIONS, ELEVATIONS AND SITE CONDITIONS PRIOR TO THE START OF CONSTRUCTION AND NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES OR INCONSISTENCIES THAT ARE FOUND. NOTED DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS. DO NOT SCALE DRAWINGS.

ALL OMISSIONS AND/OR CONFLICTS BETWEEN THE VARIOUS ELEMENTS OF THE WORKING DRAWINGS AND SPECIFICATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER AND FIELD INSPECTOR. THE ENGINEER SHALL PROVIDE A SOLUTION PRIOR TO PROCEEDING WITH ANY WORK AFFECTED BY THE CONFLICT OR

WHERE NO CONSTRUCTION DETAILS ARE SHOWN OR NOTED FOR ANY PART OF THE WORK, USE THOSE FOR OTHER SIMILAR WORK. WHEN A DETAIL IS IDENTIFIED AS TYPICAL, APPLY IN ESTIMATING AND CONSTRUCTION TO EVERY LIKE CONDITION WHETHER OR NOT THE REFERENCE IS REPEATED IN EVERY INSTANCE.

CHANGES TO THE DRAWINGS: OBTAIN PRIOR WRITTEN APPROVAL. WORK PERFORMED IN CONFLICT WITH THE DRAWINGS OR APPLICABLE BUILDING CODE REQUIREMENTS SHALL BE CORRECTED AT THE EXPENSE OF THE CONTRACTOR.

DESIGN CRITERIA

STRUCTURE IS DESIGNED IN ACCORDANCE WITH ASCE 7-16: MINIMUM DESIGN LOADS FOR BUILDINGS AND OTHER STRUCTURES. . WIND LOAD:

BASIC WIND SPEED, $V_{ULT} = 95$ MPH MAXIMUM RISK CATEGORY: II EXPOSURE: C SNOW LOAD: IMPORTANCE FACTOR, $I_5 = 1.0$

SURFACE ROUGHNESS: C EXPOSURE: C O PSF MAXIMUM GROUND ROOF --- PSF ROOF LIVE LOAD: PSF ---SEISMIC CRITERIA: SITE CLASS: D - DEF RISK CAT: II SDC: D $S_{S} = 0.994 \quad F_{A} = 1.200$

 $S_1 = 0.368 \quad F_V = 1.930$ IMPORTANCE FACTOR, I_F = 1.0 RESPONSE MODIFICATION FACTOR, $R_p = 3.0$ OVERSTRENGTH FACTOR, Ω_0 = 1.75DEFLECTION AMPLIFICATION FACTOR, $C_d = 3.0$

STEEL SHAPES SHALL CONFORM TO THE FOLLOWING (U.N.O.): RND. HSS ASTM A500, GR C Fy=46 KSI MIN. SQ./RECT. HSS ASTM A500, GR C Fy=50 KSI MIN. THREADED ROD ASTM A36 Fy=36 KSI MIN. STEEL PLATE ASTM A36 Fy=36 KSI MIN. ANGLE & CHANNEL ASTM A36 Fy=36 KSI MIN. STD. PIPE ASTM A53, GR B $F_V = 35 \text{ KSI MIN.}$ STRUCT. PIPE ASTM A252, GR 3 Fy=45 KSI MIN. WIDE FLANGE ASTM A992 Fy=50 KSI MIN.

MACHINE BOLTS SPECIFIED AS "A307" SHALL CONFORM TO ASTM A307 w/ NUTS PER ASTM A563A \$ WASHERS PER ASTM F844 (U.N.O.). THREADED PARTS, NUTS, AND WASHERS SHALL BE HDG OR ZP AS DEFINED HEREIN. STRUCTURAL BOLTS SHALL CONFORM TO ASTM F3 | 25 GRADES

A325 OR A490 AS SPECIFIED ("A325" OR "A490") w/ NUTS PER ASTM A563DH & WASHERS PER ASTM F436. A. WHERE DESIGNATED AS "-X", CARE MUST BE TAKEN TO ENSURE THREADS ARE EXCLUDED FROM THE SHEAR PLANE(S) B. WHERE DESIGNATED AS "-N" OR IF NO DESIGNATION IS NOTED, THREADS MAY BE INCLUDED IN THE SHEAR PLANE(S).

C. WHERE SPECIFIED, "A325" MAY BE HDG OR ZP AS DEFINED

D. GRADE "A490" SHALL NOT BE HDG OR ZP AS DEFINED HEREIN. ANCHORS CAST IN CONCRETE SHALL CONFORM TO ASTM F1554 GR. 36 (U.N.O.) w/ NUTS TO ASTM A563 AND WASHERS TO ASTM F436. PARTS SHALL BE HOT-DIP GALVANIZED (HDG) OR ZINC (MECHANICAL) PLATED (ZP). PARTS EMBEDDED ENTIRELY IN CONCRETE MAY BE PLAIN STEEL

WHERE SPECIFIED FOR STEEL THREADED PARTS, NUTS, AND WASHERS, HOT-DIP GALVANIZING (HDG) SHALL CONFORM TO ASTM F2329 AND ZINC (MECHANICAL) PLATING (ZP) TO CLASS 55 PER ASTM B695

PLAIN STEEL FASTENERS ARE NOT TO BE USED UNLESS SPECIFIED. ZINC ELECTRO-PLATED FASTENERS PER ASTM F1941 MAY BE SUBSTITUTED FOR INTERIOR APPLICATIONS, BUT ARE OTHERWISE NOT TO BE USED UNLESS SPECIFIED.

NUTS AND WASHERS SHALL HAVE THE SAME COATING AS THE

CORRESPONDING THREADED PART. WHERE SPECIFIED, IRON AND STEEL HARDWARE SHALL BE HOT-DIP GALVANIZED PER ASTM A 153.

O. STAINLESS STEEL (SS) BOLTS, STUDS, AND THREADED ROD SHALL CONFORM TO ASTM F593 AND BE ALLOY 304 OR 316 w/ NUTS TO ASTM F594. NUTS AND WASHERS SHALL MATCH THE ALLOY OF THE

THREADED PART. WELDING: A. WELD STRUCTURAL STEEL IN COMPLIANCE WITH ANSI/AWS DI.I AND AISC SPECIFICATION, CHAPTER J. WELDERS SHALL BE CERTIFIED AS REQUIRED BY THE LOCAL BUILDING AUTHORITY. WELDING SHALL BE DONE BY ELECTRIC ARC PROCESS USING LOW-HYDROGEN ELECTRODES WITH SPECIFIED TENSILE STRENGTH

NOT LESS THAN 70 KSI UNLESS NOTED OTHERWISE. B. UNLESS A LARGER WELD SIZE IS INDICATED, PROVIDE MINIMUM SIZE WELD PER AISC SPECIFICATION, SECTION J2, TABLE J2.4.

ALUMINUM

FABRICATE AND ERECT ALUMINUM IN COMPLIANCE WITH THE 2020

ALUMINUM DESIGN MANUAL (ADM I), THE SPECIFICATIONS FOR ALUMINUM SHEET METAL WORK (ASM35), AND CHAPTER 20 OF THE BUILDING CODE.

ALUMINUM SHAPES SHALL CONFORM TO THE FOLLOWING: 6061-T6 ASTM B429 Fy=35 KSI MIN. PIPE & TUBE STRUCT. PROFILES 6061-T6 ASTM B308 Fy=35 KSI MIN. SHEET & PLATE 6061-T6 ASTM B209 Fy=35 KSI MIN. 6063-T5 ASTM B221 Fy=16 KSI MIN. STAPLE TUBE

QUALITY CERTIFIED FABRICATOR. UNLESS A LARGER WELD SIZE IS INDICATED, PROVIDE MINIMUM SIZE WELD PER ADM 1.

ALL SHOP AND FIELD WELDS SHALL BE PERFORMED BY AN AISC

FILLER SHALL BE 5556 ALLOY REGARDLESS OF MEMBER THICKNESS. NO OTHER FILLER ALLOY SHALL BE USED UNLESS NOTED OTHERWISE.

CONCRETE & REINFORCEMENT

- MINIMUM 28-DAY COMPRESSIVE STRENGTH (f'c) SHALL BE 2,500
- REINFORCEMENT TO BE ASTM AG 15 GR 60, Fy=60 KSI UNO. CALCIUM CHLORIDE OR ADDED CHLORIDE IS NOT PERMITTED.
- ALL REINFORCED CONCRETE SHALL BE CONSOLIDATED WITH MECHANICAL VIBRATORS.
- MINIMUM CONCRETE COVER: CAST AGAINST & EXPOSED TO EARTH
- EXPOSED TO EARTH OR WEATHER CHAIRS AND SPACERS: AS REQUIRED TO MAINTAIN COVER. SIGN MAY BE INSTALLED ON FOUNDATION AFTER A MINIMUM CURING TIME OF (14) DAYS PROVIDED CURING PROCESS IS

PROPERLY MAINTAINED PER ACI 318 AND 308.

GROUT SHALL BE NON-SHRINK AND NON-METALLIC WITH A MINIMUM COMPRESSIVE STRENGTH OF 5,000 PSI AT (1) DAY. MIX AND PLACE IN ACCORDANCE WITH MANUFACTURER INSTRUCTIONS.

FOUNDATIONS

DESIGN BEARING PRESSURES ARE PER CBC CLASS 5 PRESUMPTIVE VALUES (NO SPECIAL INSPECTION REQUIRED): LATERAL BEARING: 100 PSF/FT VERTICAL BEARING: 1,500 PSF

EXISTING CONDITIONS

- ENGINEER WILL NOT BE PERFORMING ON-SITE INSPECTIONS OR VERIFICATIONS. IT IS THE RESPONSIBILITY OF THE INSTALLER AND OWNER(S) TO IDENTIFY EXISTING CONDITIONS AND CONTACT
- ENGINEER WITH ANY DISCREPANCIES OR CONCERNS. EXISTING INFORMATION HAS BEEN FURNISHED BY THE ENTITY WHOM THIS DOCUMENT WAS PREPARED FOR. ENGINEER IN NO WAY
- CERTIFIES THIS INFORMATION AS "AS-BUILT". FEATURES OF WORK ANNOTATED AS "VERIFY" (OR SIMILAR) MUST BE INSPECTED, VERIFIED AS SUCH, AND DOCUMENTED PRIOR TO FABRICATION AND INSTALLATION.
- IF THERE IS ANY REASON TO BELIEVE THE EXISTING CONDITIONS DETAILED HEREIN ARE NOT ACCURATE, CONTRACTOR SHALL CEASE WORK AND NOTIFY ENGINEER IMMEDIATELY.
- CONTRACTOR SHALL INSPECT AND CONFIRM THE QUALITY OF EXISTING STRUCTURE AS "IN GOOD REPAIR". STRUCTURE SHALL BE FREE OF CORROSION. DECAY. AND ANY OTHER MATERIAL. FABRICATION, ASSEMBLY, OR INSTALLATION DEFECT, IF THERE ARE ANY INDICATIONS THAT THIS IS NOT THE CASE, CONTRACTOR SHALI CEASE WORK IMMEDIATELY AND NOTIFY ENGINEER.

EVALUATION REPORT SCHEDULE

ABBREVIATIONS

ADD'L. ADDITIONAL

ALTERNATE

ALUMINUM

ARCH. ARCHITECTURAL

CIRC. CIRCLE/CIRCULAR

CONTRACTOR

E.O.R. ENGINEER OF RECORD

FIELD VERIFY

DIAMETER

EXISTING

DETAIL

EACH

EXIST. EXISTING

E.W. EACH WAY

ELEV. ELEVATION

EMBED. EMBEDMENT

FDN. FOUNDATION

FRM'G. FRAMING

FTG. FOOTING

BLK'G. BLOCKING

CONC. CONCRETE

CONN. CONNECTION

CONT. CONTINUOUS

A.O.R. ARCHITECT OF RECORD

ABOVE FINISHED FLOOR

AFF

BTM.

CTR.

DIA.

DET.

FAB.

ANCHORS, FASTENERS, AND OTHER PRODUCTS SHALL CONFORM TO AND BE INSTALLED PER THEIR RESPECTIVE EVALUATION REPORT(S) AS FOLLOWS (NOT ALL APPLICABLE THIS PROJECT):

-		
ı	ANCHOR TYPE	REPORT #
ı	HILTI KB-TZ2 (CS \$ SS) ANCHORS IN CONCRETE	ICC-ESR-426
ı	HILTI KB-TZ2 (CS \$ SS) ANCHORS IN MASONRY	ICC-ESR-456
ı	HILTI KH-EZ (CS \$ SS) ANCHORS IN CONCRETE	ICC-ESR-302
ı	HILTI KH-EZ (CS \$ SS) ANCHORS IN MASONRY	ICC-ESR-305
ı	HILTI HIT-HY 200 ADHESIVE IN CONCRETE	ICC-ESR-318
ı	HILTI HIT-HY 200 ADHESIVE IN MASONRY	ICC-ESR-396
ı	SIMPSON TITEN HD (CS) ANCHORS IN CONCRETE	ICC-ESR-27 I
ı	SIMPSON TITEN HD (CS & SS) ANCHORS IN MASONRY	ICC-ESR-105
ı	SIMPSON TITEN HD (SS) ANCHORS IN CONCRETE	UES-ER-493
ı	TAPCON ANCHORS IN MASONRY	ICC-ESR-167
ı	TAPCON ANCHORS IN CONCRETE	ICC-ESR-220
ı	TAPCON+ SCREW ANCHORS IN CONCRETE	ICC-ESR-369
ı	ITW BUILDEX TEKS SDS	ICC-ESR-197

G.C. GENERAL CONTRACTOR

HDG HOT DIP GALVANIZED

ON CENTER

LOCATION

MAXIMUM

MINIMUM

O.D. OUTSIDE DIAMETER

NEW

N.T.E. NOT TO EXCEED

OVER

PENE. PENETRATION

REINF. REINFORCEMENT

ROUND

SIMILAR

SUPP. SUPPLEMENTAL

SQUARE

TOP OF

TYPICAL

VERT. VERTICAL

w/o WITHOUT

WITH

THICK(NESS

ZINC (MECHANICAL) PLATED

STANDARD

STAINLESS STEEL

OPT. OPTIONAL

HOR. HORIZONTAL

O.C.

LOC.

MAX.

MIN.

(N)

RND

SIM.

STD

SQ.

T/O

TYP.

THK.

FABRICATOR/FABRICATION U.N.O. UNLESS NOTED OTHERWISE

SS

MANUFACTURED SIGN CABINETS

UNLESS NOTED OTHERWISE, MANUFACTURED SIGN CABINETS SHALL BE DESIGNED BY THE MANUFACTURER/FABRICATOR OR OTHER COMPETENT PARTY AND FABRICATED IN ACCORDANCE WITH ALL APPLICABLE CODES, UL LISTINGS, LOCAL ORDINANCES, AND INDUSTRY STANDARDS, THIS INCLUDES FACES AND CLADDING, INTERNAL STRUCTURE, ELECTRICAL, AND | BY REVERENCE ENGINEERING. ALL OTHER ACCESSORY COMPONENTS.

THE MANUFACTURER/FABRICATOR IS RESPONSIBLE FOR ENSURING ALL CABINETS ARE ASSEMBLED WITH ADEQUATE INTERNAL FRAMING AND STIFFNESS. CABINET FRAMING SHALL BE CAPABLE OF DELIVERING ALL IMPOSED DESIGN LOADS (WIND, SEISMIC, DEAD, SNOW, ETC.) DIRECTLY TO THE STRUCTURAL CONNECTIONS OR ELEMENTS DETAILED HEREIN. CABINET FRAMING SHALL LIMIT EXCESSIVE VIBRATION, DRIFT, OR DEFLECTION TO REASONABLE LEVELS.

FAILURE TO PROVIDE AN ADEQUATE LOAD PATH OR SUFFICIENT CABINET STIFFNESS MAY RESULT IN EXCESSIVE VIBRATION, DRIFT, OR DEFLECTION WHICH MAY YIELD SECOND-ORDER EFFECTS THAT CAN NEGATIVELY AFFECT THE PERFORMANCE OF THE STRUCTURAL CONNECTIONS OR ELEMENTS DETAILED HEREIN.

REVERENCE ENGINEERING MAKES NO CLAIMS AS TO THE SUITABILITY OF MANUFACTURED SIGN CABINETS IDENTIFIED AS "BY MFR." OR "BY FAB." WHICH HAVE NOT BEEN ENGINEERED, CERTIFIED, OR REVIEWED BY REVERENCE ENGINEERING UNLESS SPECIFICALLY CONTRACTED OTHERWIS AND DETAILED OR NOTED HEREIN.

DESIGN BY OTHERS NOTE

REVERENCE ENGINEERING IN NO WAY CERTIFIES OR MAKES CLAIMS TO TH SUITABILITY OF CONDITIONS OR ELEMENTS (EXISTING OR NEW) THAT ARE DESIGNED BY OTHERS. SUCH CONDITIONS AND ELEMENTS ARE IDENTIFIED AS "BY OTHERS" OR "DESIGN(ED) BY OTHERS" AND ARE NOT ENGINEERED

THIS AREA INTENTIONALLY LEFT BLANK

THE SCOPE OF ENGINEERING HEREIN ASSUMES THESE ELEMENTS HAVE BEEN, OR WILL BE, DESIGNED OR CHECKED FOR SUITABILITY BY A DESIGN PROFESSIONAL.

CONNECTION TO EXISTING STRUCTURE

REVERENCE ENGINEERING IN NO WAY CERTIFIES THE EXISTING STRUCTURE AS ADEQUATE AND ABLE TO SUPPORT THE LOADS FROM THE ASSEMBLY DETAILED HEREIN.

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REVERENCE ENGINEERING

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> VALLEE ELECTRICAL SERVICES, INC.

PROJECT #:

2309176

No: Issue/Revision Date: - Initial Submittal 10-5-2023 Added Site Plan 12-13-2023



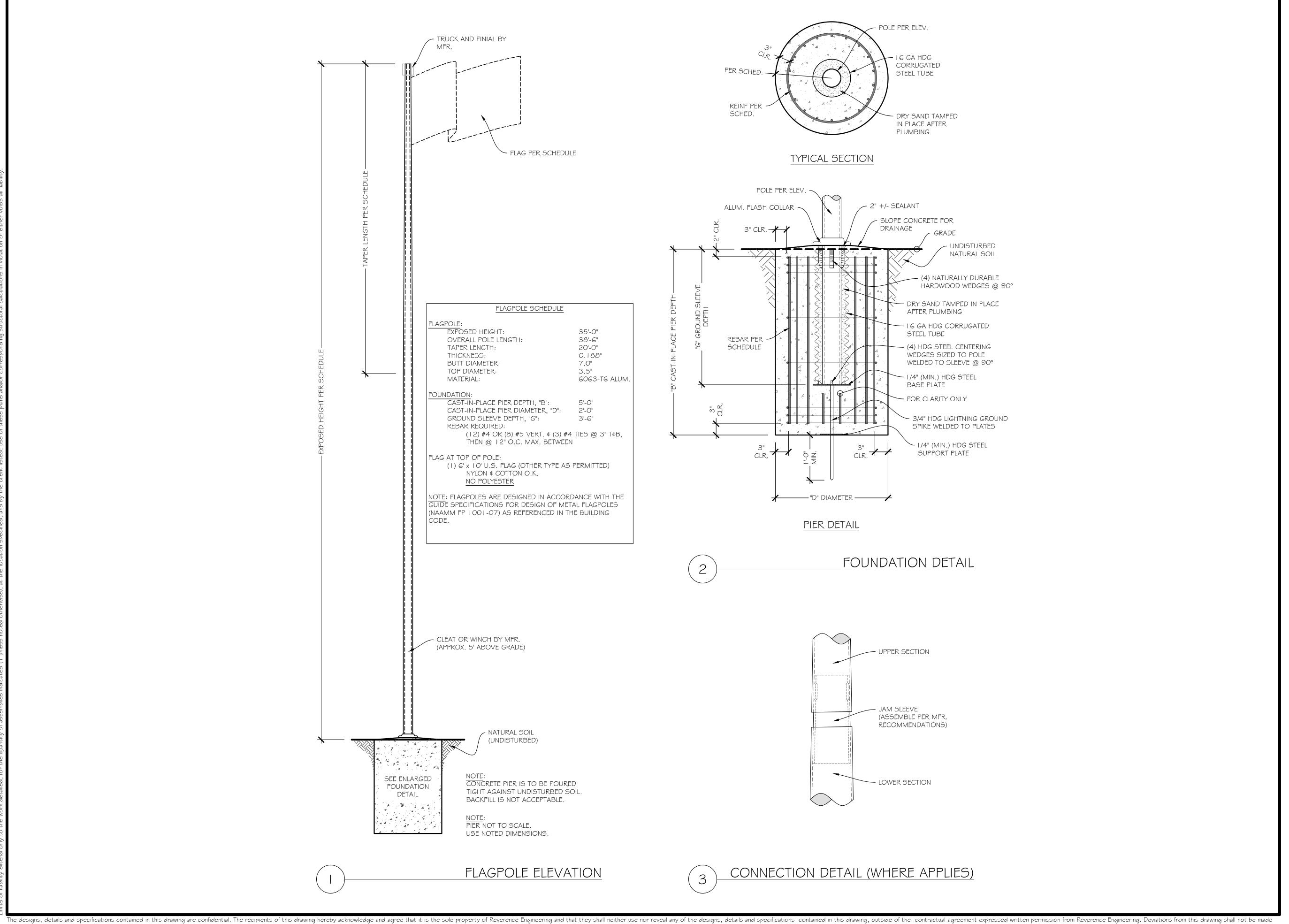
13-Dec-23

STRUCTURAL

SHEET TITLE:



ORIGINAL SHEET SIZE: 24x36



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PREPARED FOR:

VALLEE ELECTRICAL SERVICES, INC.

PROJECT #:

2309176

ARCTIC COLD FLAGPOLE

No: Issue/Revision:	Date:
Initial Submittal	10-5-2023
Added Site Plan	12-13-2023
2	
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13-Dec-23

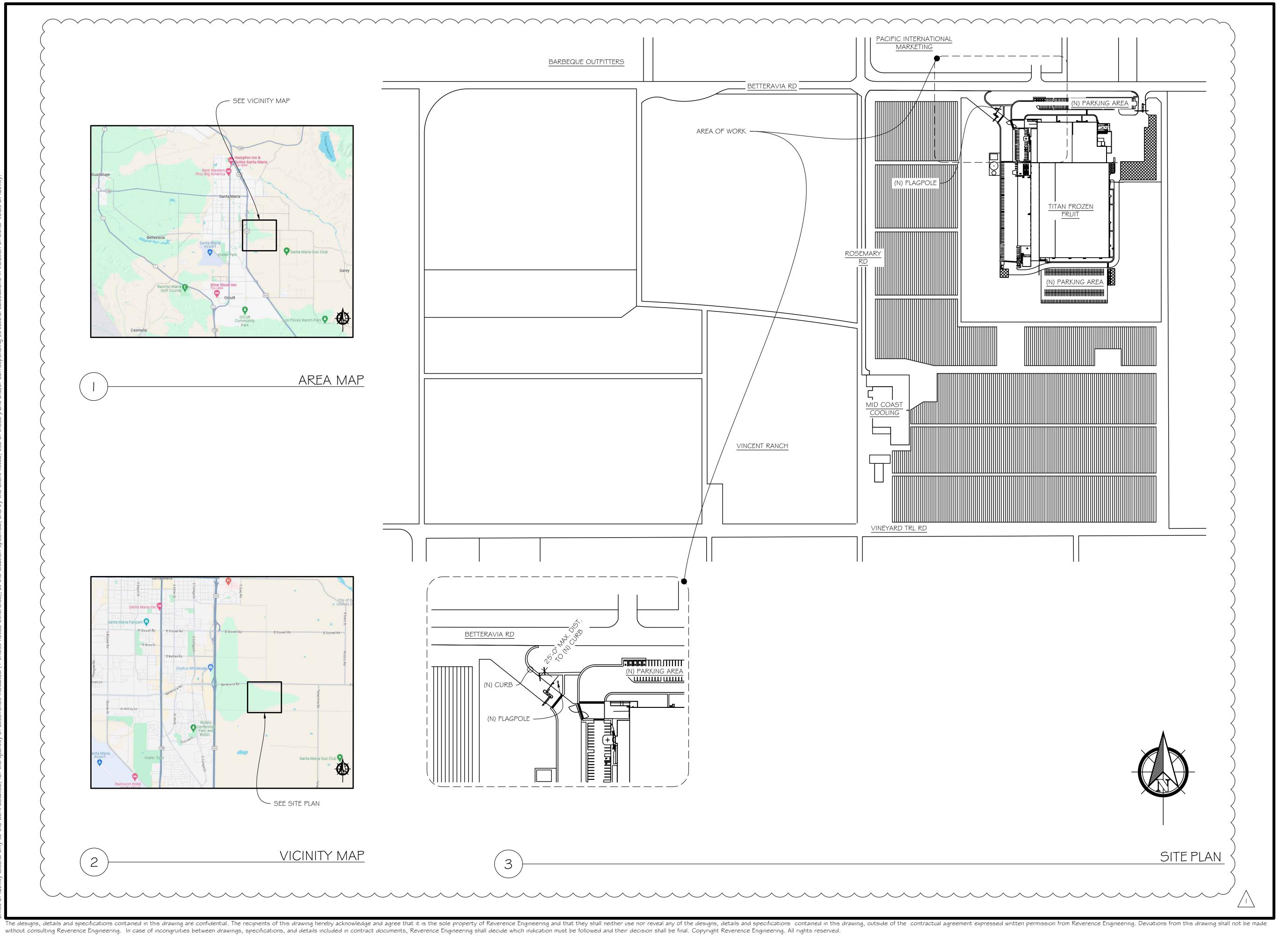
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SHEET:

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2				
3				
4				



13-Dec-23

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ORIGINAL SHEET SIZE: 24x36



STRUCTURAL CALCULATIONS

for

Arctic Cold Flagpole

at

1750 E Betteravia Rd. Santa Maria, CA 93454

Prepared for:

Vallee Electrical Services, Inc.

Package Type:

Initial Submittal

DESIGN SPECIFICATIONS

- California Building Code (CBC) 2022
- 2 ASCE 7-16: Minimum Design Loads for Buildings and Other Structures
- 3 ACI 318-19: Building Code Requirements for Structural Concrete
- ANSI/AISC 360-16: Specification for Structural Steel Buildings

Project #

2309176

DESIGN CRITERA
::Wind::

 $V_{ult} = 95$ mph

Exposure: C

::Soils::

Per Building Code Presumptive Class 5
Allowable Lateral Bearing: 100 psf/ft

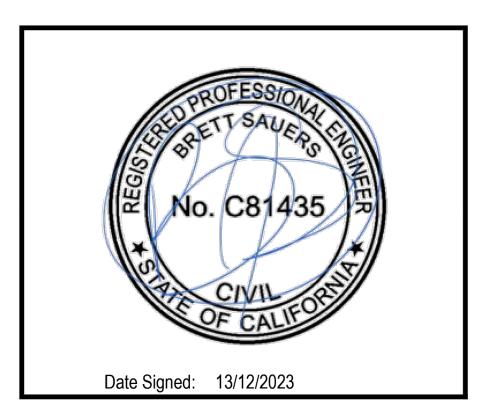
Allowable Vertical Bearing: 1500 psf

::Seismic Design Parameters::

Site Class: D - Default SDC:

 $S_s = 0.994 g$ $S_1 = 0.368 g$

 $T_L = 8$ sec



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SHEET TITLE:

STRUCTURAL

SHEET:

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ORIGINAL SHEET SIZE: 24x36

13-Dec-23

1 of 2

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No: Issue/Revision:

Date:

Initial Submittal	10-5-2023
Added Site Plan	12-13-2023
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SHEET TITLE:

STRUCTURAL

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ORIGINAL SHEET SIZE: 24x36

2 of 2

Project #:

ATTACHMENT F

Arctic Cold SOURCE REDUCTION AND SOLID WASTE MANAGEMENT PLAN

REV June 2022



I. INTRODUCTION

The Solid Waste Recycling Program is intended to reduce the amount of solid waste generated by the Arctic Cold project in Santa Maria. The project is located at 1750 E. Betteravia Road, APN 128-097-001 and -002.

The California Integrated Waste Management Act of 1989 requires all cities and counties to develop a Source Reduction and Recycling Element for diverting 50% of solid waste from landfills. City and County governments responded by adopting waste diversion programs to meet the requirements of the Act. County waste characterization studies estimate that implementation of a waste reduction and recycling program could reduce total value of generated waste by approximately 50%¹.

The program is set up to comply with the conditions of approval which state:

Mitigation U-1 Source Reduction and Solid Waste Management Plan (SRWMP) during Operation

The Applicant shall prepare a Source Reduction and Solid Waste Management Plan (SRWMP) for project operation and submit to the County for approval prior to issuance of building permits. The SRWMP shall describe commitments to reduce the amount of waste generatedduring project operation. The SRWMP shall include, at a minimum:

- 1. Provision of space and/or bins for storage of recyclable materials within common areas of the project site.
- 2. Management strategies for organic waste, including potential locations for off-site composting.
- 3. Implementation of a green waste source reduction program for composting in open areas, and the use of mulching mowers in all common open space lawns.

PLAN REQUIREMENTS AND TIMING: The Applicant shall submit a Source Reduction and Solid Waste Management Plan to P&D for project operation for review and approval prior to issuance of building permits. The Applicant shall implement all aspects of the Plan during operation of the project in accordance with the above-described conditions.

Mitigation U-2 The Applicant shall prepare a Source Reduction and Solid Waste Management Plan (SRWMP) for construction and submit to the County for approval prior to issuance of grading permits. The SRWMP shall describe commitments to reduce the amount of waste generated during construction of the project and estimate the reduction in solid waste generated during eachphase of project construction. The SRWMP shall include, at a minimum:

- 1. Construction Source Reduction
 - a. A description of how fill will be used on the construction site, instead of landfilling.
 - b. A program to purchase materials that have recycled content for project construction.
- 2. Construction Solid Waste Reduction

¹ County of Santa Barbara Environmental Thresholds and Guidelines Manual (1995)

June 2022 Page 2 of 6

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- a. Prior to construction, the contractor will arrange for construction recycling service with a waste collection provider. Roll-off bins for the collection of recoverable construction materials will be located onsite. The Applicant, or authorized agent thereof, shall arrange for pick-up of recycled materials with a waste collection provider or shall transport recycled materials to the appropriate service center. Wood, concrete, drywall, metal, cardboard, asphalt, soil, and land clearing debris mayall be recycled.
- b. The contractor will designate a person to monitor recycling efforts and collect receipts for roll-off bins and/or construction waste recycling. All subcontractors will be informed of the recycling plan, including which materials are to be source-separated and placed in proper bins.

Recycling and composting programs including separating excess construction materials on-site for reuse/recycling or proper disposal (e.g., concrete, asphalt, wood, brush). Provided separate on-site bins as needed for recycling

II. PROJECTED SOLID WASTE GENERATION

Solid waste generated from an operational cold storage facility typically includes the following materials: shrink wrap and plastic, packaging materials, scrap metal, paper, pallets etc. Many of these items can be recycled.

Solid Waste²

81,928 sf of Processing = 81,928 sq. ft. of Processing space x 0.0026 tons = **213.01** tons/year of solid waste

293,924 sf. Storage/Warehousing area = 293,924 sq. ft. warehousing space x 0.0016 tons = 470.28 tons/year of solid waste

22,632 sq. ft. Office/Administration space = 22,632 sq. ft. of office space x 0.0013 tons = **29.42 tons/year of solid waste**

TOTAL = 712.71 tons of solid waste per year

Source reduction goal would be to recycle solid waste a minimum of 50% for net solid waste generation of approximately 356.35 tons per year which is above the 196 tons per year threshold of significance.

III. GREEN WASTE DISPOSAL PROCESS

Green waste is a byproduct of the wastewater process and regulated by the RWQCB under General Waste Discharge Order No. R3-2008-0018. Green waste and other BOD elements are generated during the processing of raw materials as part of the industrial wastewater system and are disposed of separately from the wastewater component. Arctic Cold will initially separate BOD using screens to capture the separated plant material.

June 2022 Page 3 of 6

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² 0.0026 for processing, 0.0016 solid waste generation factor for warehouses, 0.0013 for offices per Thresholds Manual

Green waste is placed in a dumpster under the waste chutes at each processing machine. When the dumpster is full, we take it outside and dump it into the wet bin that is designated for this solid waste. The waste from the floors is swept up manually and put into waste bins labeled for organic waste. Once full, it is brought outside and dumped into the wet waste bin designated for solid waste. Any organic material that might make it to the drains will go to the water collection sump outside. There are sediment tanks at the bottom of the sump to collect heavy materials that we clean out manually when full. From the sump the water is pumped up to a rotary screen where the solid waste is screened off and drops into a wet waste dumpster until full. When full it is brought over to the wet bin and emptied.

Approximately 90% of green material is captured by the process. The material is then removed and hauled off by a licensed contractor, American Roll Off Inc. where the green waste is offered as a beneficial reuse of compost for area farms. The remaining 10% consists of smaller sized plant material that makes it through the collection system and enters the wastewater basins. The material is removed by American Roll Off Inc. once the basins are void of wastewater and again used as compost. The wastewater system has been reviewed by the RWQCB who holds jurisdictional permitting authority.

IV. WASTE COLLECTION SERVICES

The site will be contracted with Waste Management (WM) to provide solid waste collection for the production facility and associated offices. WM is a private refuse collection and recycling company under contract with the County of Santa Barbara Public Works Department providing full-service waste collection services in the unincorporated portion of the county.

For green waste removal, the operator is contracted with American Roll Off Inc. located in Santa Maria. Green waste associated with area landscaping is recycled through Waste Management services.

V. SHORT TERM CONSTRUCTION

The project was calculated to produce approximately 5,616 tons of construction related solid waste according to the Project EIR, 21EIR-00001. This amount exceeds the significance of threshold of 350 tons. Mitigation is therefore required to lower the amount to the maximum extent feasible. During construction the following measures will be provided:

- The applicant will subscribe to waste collection services by Waste Management or other licensed hauler of waste materials.
- Excess construction materials shall be separated onsite for reuse/recycling or proper disposal (e.g. concrete, asphalt, wood products etc). Any stockpiling of material to be covered so as not to be subject to winds.
- Separate bins for recycling of construction materials and brush shall be provided onsite. All bins will be properly labeled and color coded for disposal recognition.
- Covered receptacles for employee generated trash shall be provided onsite prior to commencement of grading or construction activities.
- The building contractor will assign personnel to be responsible for onsite recycling efforts. Waste shall be picked up weekly or more frequently as directed by Permit Compliance staff.

June 2022 Page 4 of 6

All fill generated by the project will be utilized on site for the existing agricultural operations, no export of material will be required.

The applicant will be pursuing LEED certification on this project. All aspects of the building design, materials and methods of construction will be geared towards the guidelines of the United States Green Building Council (USGBC).

Per the LEED Credits the project seeks a 75% diversion rate for construction waste. Per Credits 4.1 and 4.2, this results in 50% of building materials that contain in aggregate, a minimum weighted average of 20% post-consumer recycled content material or a minimum weighted average of 40% postindustrial recycled content material. A copy of the Project LEED Program is attached.

Some examples of using recycled products are already incorporated in the design. Steel has a high recycled content, so the building structure, anchor bolts, rebar, miscellaneous steel and metal skin on siding, will be 80% to 90% recycled content. The contractor will require the subcontractors to purchase higher recycled content steel for the building. Another example will be the contractor using crushed concrete for subgrade base and as aggregate in concrete mix designs where allowed.

The contractor has designated a representative that is responsible to ensure the recyclable program is accomplished. This representative will maintain all records including receipts for purchase materials and recycled disposal:

Anthony Aiumi; Project Engineer Asa@fishercgi.com (360)420-8338

VI. LONG-TERM PROJECT OPERATIONS WASTE

Solid Waste non-Recyclable: All waste not identified as recyclable shall be deposited into the appropriate WM container identified as waste. Items such as employee generated trash, packaging materials made of styrofoam or other non plastic/wood materials, non-clear plastic or non-plastic containers would be transported to the landfill facility.

Solid Recyclable Waste: Implementing an effective recycling program would result in 50% or greater reduction in waste generation for the landfill. Applicant shall encourage recycling of operational specific waste which would include the utilization of WM recycling containers. Recycled materials would include, but not limited, to the following:

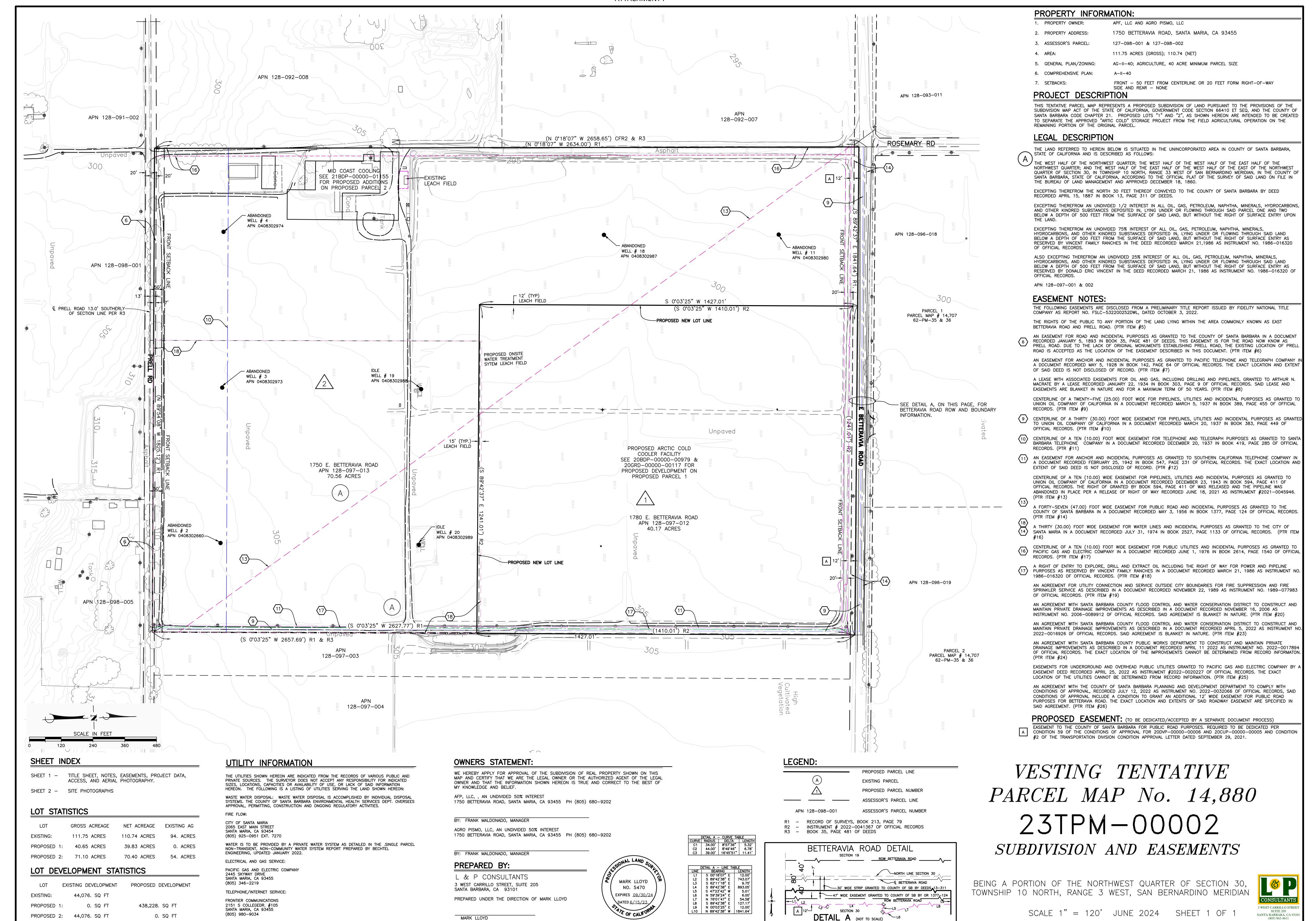
- Wood based materials such as cardboard, paper packaging materials, paper, and pallets
- Glass recyclables
- Plastic recyclables including shrink wrap and clear plastic containers
- Scrap Metals
- Landscaping materials such as grass, tree limbs, shrub pruning etc.

Arctic Cold will request from WM multiple recycling bins to further separate recyclable materials with separate bins for glass, plastic, cardboard, etc. and shall be located in convenient places for use by employees. Recycle containers will be provided in break areas and other areas

June 2022 Page 5 of 6

frequented by employees for easy disposal of items such as drink containers and personal items. Solid waste containers will also be located throughout the site for easy collection. Employees will be instructed to properly utilize waste and recycle containers. Waste would then be deposited into WM bins in locations identified on the site plan for scheduled pick ups.

June 2022 Page 6 of 6



(805) 962-4611

MARK LLOYD

PROPOSED 2: 44,076. SQ FT

0. SQ FT