

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

**WESTMINSTER EXPRESS CAR WASH
13720 BEACH BOULEVARD
WESTMINSTER, CALIFORNIA**



LEAD AGENCY:

**CITY OF WESTMINSTER
PLANNING DIVISION
8200 WESTMINSTER BOULEVARD
WESTMINSTER, CALIFORNIA 92683**

REPORT PREPARED BY:

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AUGUST 25, 2026

WSTM 001

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PROJECT SUMMARY

PROJECT NAME: Westminster Express Car Wash

PROJECT ADDRESS: The project site's addresses include 13720 Beach Boulevard and 8041 and 8051 21st Street. The project site's current Assessor's Parcel Numbers (APNs) that are assigned to the property include 097-044-15; 097-044-08; and 097-044-09.

APPLICANT: Sara De La Cruz. A & S Engineering, Inc. 28405 Sand Canyon Road, Suite B., Canyon Country, CA 91387

CITY AND COUNTY: Westminster, Orange County.

PROJECT LOCATION: The project site is located within the northern portion of the City of Westminster. The site's addresses include 13720 Beach Boulevard, 8041 21st Street, and 8051 21st Street. The Assessor's Parcel Numbers (APNs) that are applicable to the project site are 097-044-15, 097-044-9, and 097-044-8. The project site's latitude and longitude are 33°45'47.41"N; -117°59'21.1"W.

ENVIRONMENTAL SETTING: The project site consists of three parcels. Parcels 097-044-15 and 097-044-9 were formerly used as an auto sales lot. Both lots are completely paved over and the former office building located onsite has since been removed, leaving only parking lot light poles. Parcel 097-044-8 was also formerly used as a parking lot and is also completely paved over. The proposed project site is zoned *Local Business (C1)* on Parcel 097-044-15 and *Multiple Family Residential -12 Units/Acre (R2)* with a *Parking (P) Overlay* on Parcels 097-044-9 and 097-044-8. The General Plan designation of the site is *Regional Commercial*.

PROJECT DESCRIPTION: The City of Westminster is reviewing an application to construct and operate a new carwash facility. The project site consists of three parcels. The total site area would be 0.70 gross acres or 0.68 net acres. The existing light poles and fencing along the site would be removed as part of the project. The proposed carwash facility would include a drive-thru, single tunnel carwash, and an outdoor vacuum area. The carwash building would have an area of 4,716 square feet and a maximum height of 24.2 feet. The outdoor vacuum area would be covered by a canopy and would include 18 parking stalls, including one ADA stall. Each parking stall located under the canopy would be equipped with a vacuum. A 196 square foot equipment storage building and a 241 square foot vacuum equipment storage building would be located adjacent to the main carwash building. In addition to the vacuum area, three employee parking stalls would be provided. Site access would be provided primarily through a driveway located on the east side of Beach Boulevard and a 25-foot driveway providing both ingress and egress would be located on the north side of 21st Street. The project would provide 5,430 square feet of landscaping.



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1. INTRODUCTION

The City of Westminster is reviewing an application to construct and operate a new carwash facility. The proposed carwash facility would include a drive-thru, single tunnel carwash and an outdoor vacuum area. The carwash building would have a floor area of 4,716 square feet and a maximum height of 24.2 feet. The outdoor vacuum area would be covered by a canopy and would include 18 parking stalls, including one ADA stall. Each stall would be equipped with a vacuum. Site access would be provided primarily through a 35-foot ingress located along the east side of Beach Boulevard and a 25-foot driveway providing both ingress and egress along 21st Street. The project would provide 5,430 square feet of landscaping.

The proposed project is considered to be a *project* under the California Environmental Quality Act (CEQA). The City of Westminster is the designated *Lead Agency* for the proposed project and the City will be responsible for the project's environmental review. Section 21067 of CEQA defines a Lead Agency as the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect on the environment. As part of the proposed project's environmental review, this Initial Study has been prepared. The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of a specific action or project. The purpose of this Initial Study is to ascertain whether the proposed project will have the potential for significant adverse impacts on the environment once it is implemented. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City of Westminster with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), mitigated negative declaration, or negative declaration for the proposed project;
- To facilitate the project's environmental assessment early in the design and development of the proposed project;
- To eliminate unnecessary EIRs; and,
- To determine the nature and extent of any impacts associated with the proposed project's implementation.

Certain projects or actions may also require oversight approvals or permits from other public agencies. These other agencies are referred to as *Responsible Agencies* and *Trustee Agencies*, pursuant to Sections 15381 and 15386 of the State CEQA Guidelines. This Initial Study and the *Notice of Intent to Adopt a Mitigated Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. a 30-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of this Initial Study. Comments must be sent to the attention of:

Sandie Kim, Associate Planner
Planning Division
8200 Westminster Boulevard
Westminster, California 92683

Certain documents are incorporated by reference into this Initial Study and Mitigated Negative Declaration pursuant to CEQA Guidelines §15150. These documents and the locations where they can be inspected are identified in the Initial Study Checklist (Appendix A of this Initial Study and Mitigated Negative Declaration).

2. PROJECT LOCATION

The project site is located within the northern portion of the City of Westminster. Westminster is located in western Orange County, approximately 6 miles northeast of downtown Santa Ana. The City is bounded by the city of Garden Grove to the north, Seal Beach on the west, the cities of Huntington Beach and Fountain Valley to the south, and the cities of Garden Grove and Fountain Valley on the east. Regional access to the City of Westminster includes Interstate 405 (I-405), the Garden Grove Freeway (SR 22), and State Route 39 (SR 39). Interstate 405 traverses through the western portion of the city in a northwest-to-southeast orientation. The Garden Grove Freeway extends east from I-405 and traverses mainly along the City's northern limit. State Route 39 bisects the city through a north-to-south orientation. The site's addresses include 13720 Beach Boulevard, 8041 21st Street, and 8051 21st Street. The Assessor's Parcel Numbers (APNs) that are applicable to the project site are 097-044-15, 097-044-9, and 097-044-8. The project site's latitude and longitude are 33°45'47.41"N; -117°59'21.1"W. A regional location map is shown in Exhibit 1. The project site's location within the City of Westminster is shown in Exhibit 2 and a local map is provided in Exhibit 3. An aerial photograph of the project site is shown in Exhibit 4. Site photographs are shown in Exhibit 5.

3. ENVIRONMENTAL SETTING

The project site consists of three parcels. Parcels 097-044-15 and 097-044-9 were formerly used as an auto sales lot. Both lots are completely paved over and the former office building located onsite has since been removed, leaving only parking lot light poles. Parcel 097-044-8 is currently completely paved over. The proposed project site is zoned *Local Business (C1)* on Parcel 097-044-15 and *Multiple Family Residential - 12 Units/Acre (R2)* with a *Parking (P) Overlay* on Parcels 097-044-9 and 097-044-8. The General Plan designation of the site is *Regional Commercial*. Existing uses found in the vicinity of the project site are summarized below:

- *North of the Project Site.* A gas station (13682 Beach Boulevard) and single-family residences (8042 and 8052 22nd Street) are located to the north of the project site. Further north is a container storage yard. This area is zoned *Local Business (C1)* on 13682 Beach Boulevard and *Multiple Family Residential - 12 Units/Acre (R2)* with a *Parking (P) Overlay* on 8042 and 8052 22nd Street. The General Plan designation of the area is *Regional Commercial* on 13682 Beach Boulevard and *Residential Medium Density* on 8042 and 8052 22nd Street.
- *South of the Project Site.* A roadway (21st Street) extends along the south side of the project. A car dealership (13750 Beach Boulevard) and single-family residences (8052 and 8062 21st Street) are located further south of aforementioned road. This area is zoned *Mixed Use 40 units/acre (MU40)* with a *Planned Development (PD) Overlay* and has a General Plan Designation of *Mixed Use Corridor*.
- *West of the Project Site.* Beach Boulevard extends along the west side of the project site. A pharmacy (13701 Beach Boulevard) and single-family residence (7941 21st Street) are located further west of the aforementioned road. This area is zoned *General Business (C2)* with a *Planned Development (PD) Overlay* and has a General Plan designation of *Regional Commercial*.

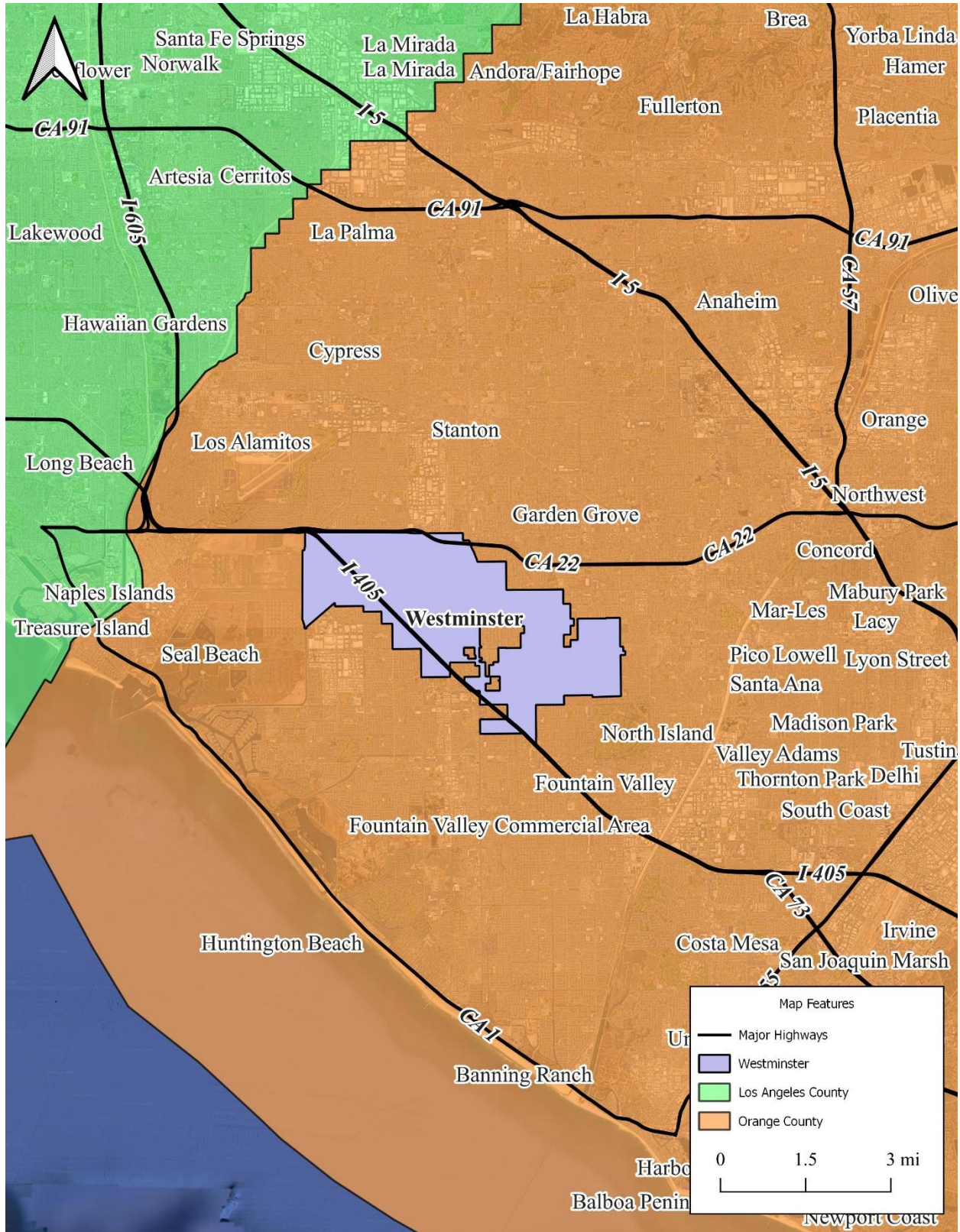


EXHIBIT 1 REGIONAL MAP
 SOURCE: QUANTUM GIS

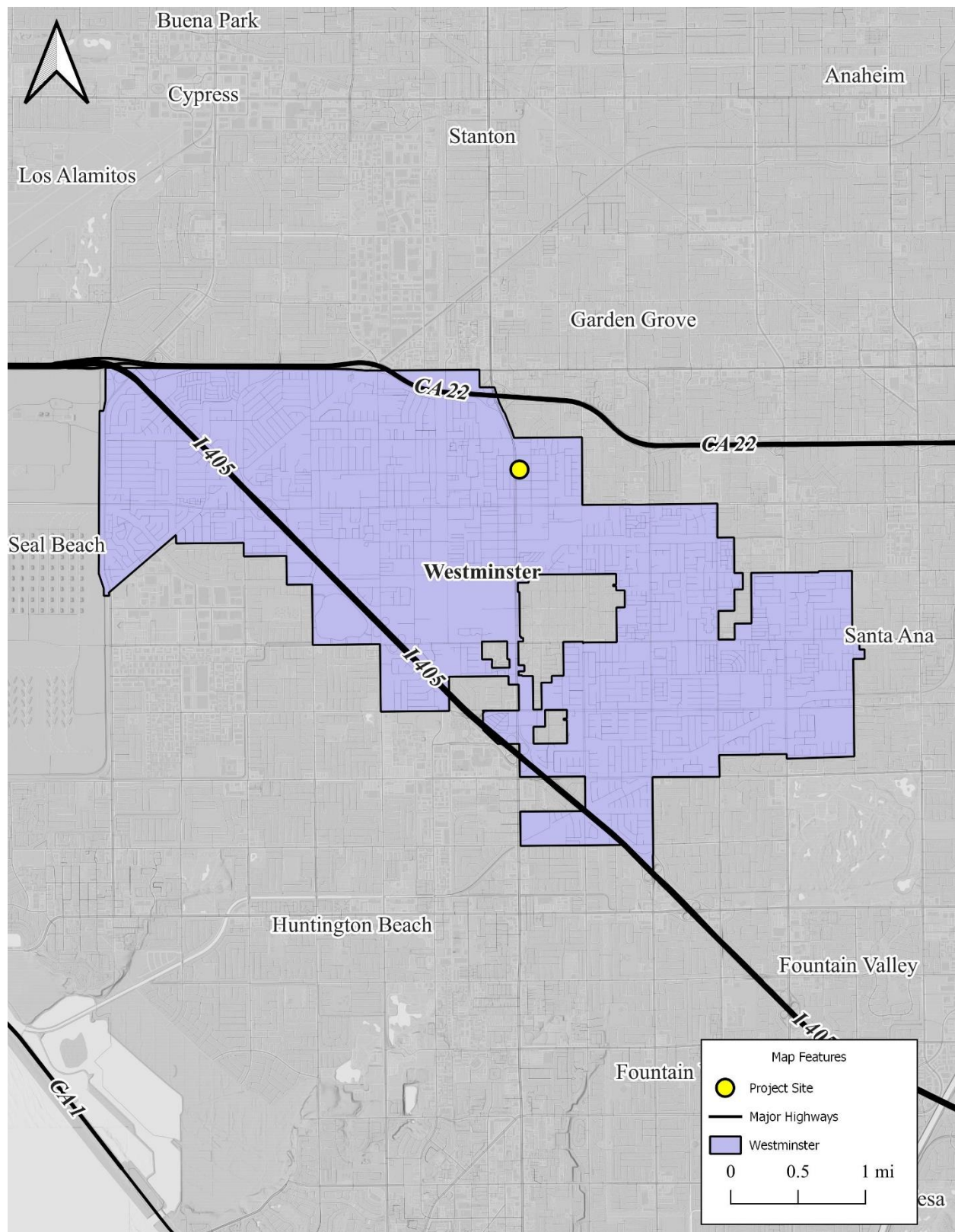


EXHIBIT 2 CITYWIDE MAP
SOURCE: QUANTUM GIS



EXHIBIT 3 LOCAL MAP
SOURCE: QUANTUM GIS



EXHIBIT 4 AERIAL PHOTOGRAPH
SOURCE: GOOGLE MAPS



EXHIBIT 5 SITE PHOTOGRAPH

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

- *East of the Project Site.* A multiple-family residence (8061 21st Street) is located to the east of the project site. This area is zoned *Multiple Family Residential -12 Units/Acre (R2)* and has a General Plan designation of *Residential Medium Density*.

4. DESCRIPTION OF THE PROJECT

PHYSICAL CHARACTERISTICS

The proposed project would involve the development of a carwash facility with a single-tunnel carwash facility and outdoor vacuuming parking stalls. The key project elements are summarized below:

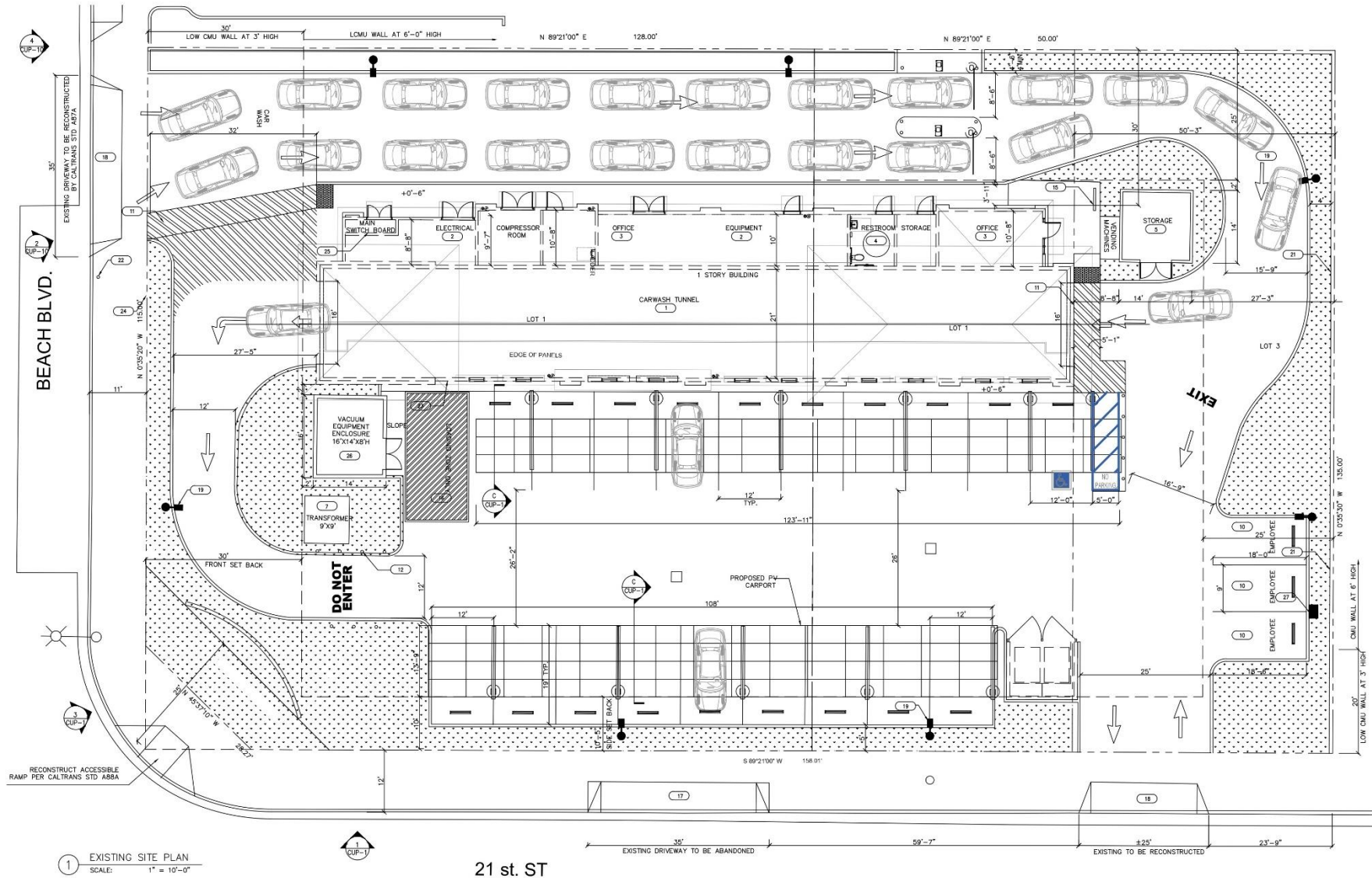
- *Site Plan.* The site consists of three parcels and has a total area of 0.68 net acres. The carwash tunnel would be located centrally within the site. The drive through would be located north of the carwash tunnel while parking would be located south of the tunnel.
- *Carwash Tunnel.* The carwash building would be a 4,716 square foot, 24.2-foot-tall building. The building would contain the carwash tunnel, offices, restrooms, storage, and maintenance rooms. The tunnel would be single-lane.
- *Vacuum Stalls.* A total of 19 vacuum stalls will be installed on the south side of the carwash building. Each stall will be 12 feet wide and 19 feet long.
- *Accessory Structures.* A 196 square foot, 13.1-foot-tall, storage shed would be located in a landscaping area east of the tunnel. A 241 square foot, 13.4-foot-tall, vacuum equipment enclosure shed would be located in a landscaping area south of the tunnel. The payment gate would be located at the end of the queueing dual lane, approximately five car lengths from the tunnel entrance. The customer parking area containing vacuums would be covered by two canopies with a maximum height of 13.8 feet. An electrical transformer would be located south of the vacuum equipment shed and a trash enclosure would be located within the parking area.
- *Access and Circulation.* Customer vehicle circulation would flow in a reverse 's' shape. Customers would enter the dual queueing lane through the 35-foot driveway along Beach Boulevard. A pay station would be located at the end of the dual queueing lane prior to the carwash entrance.
- *Parking.* The customer parking area would contain 19 stalls with 11 vacuums. One ADA stall and three employee parking spots would be provided. The customer parking area containing vacuums would be covered by two canopies with a maximum height of 13.8 feet.
- *Landscaping.* The project would provide 5,430 square feet of landscaping located along the site boundaries and building frontage. The landscaping would consist of shrubbery, groundcover, and 34 new trees would be planted.

A site plan is shown in Exhibit 6. Building elevations are shown in Exhibit 7. The Zoning map is shown in Exhibit 8.

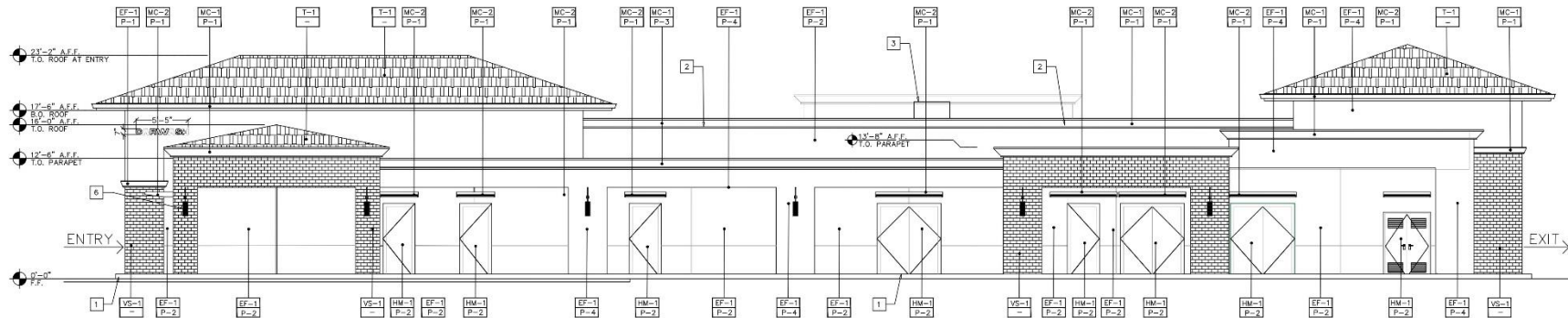
OPERATIONAL CHARACTERISTICS

The proposed project is anticipated to employ 2 to 3 individuals onsite at any given time. The onsite employees' functions are limited to business transactions, site maintenance, and equipment operations/maintenance. No employee detailing occurs onsite. The hours of operation for the proposed project would be seven days a week, 7:30 AM to 7:00 PM.

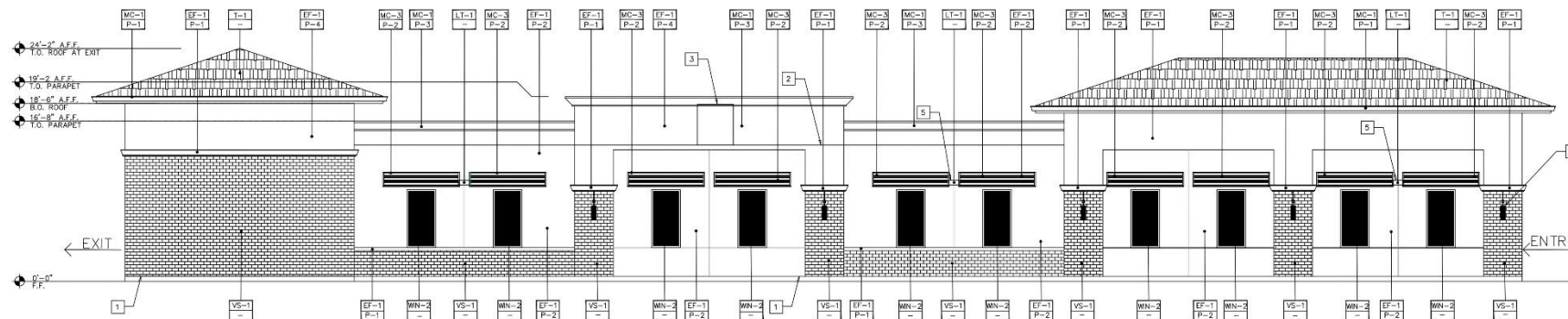
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WESTMINSTER EXPRESS CAR WASH • 13720 BEACH BOULEVARD • APNs 097-044-15, 097-44-8, & 097-044-9



1 SOUTH ELEVATION
 SCALE: 1" = 3'-16"



2 NORTH ELEVATION
 SCALE: 1" = 3'-16"

EXHIBIT 7 BUILDING ELEVATIONS SITE PLAN
 SOURCE: A & S ENGINEERING INC.

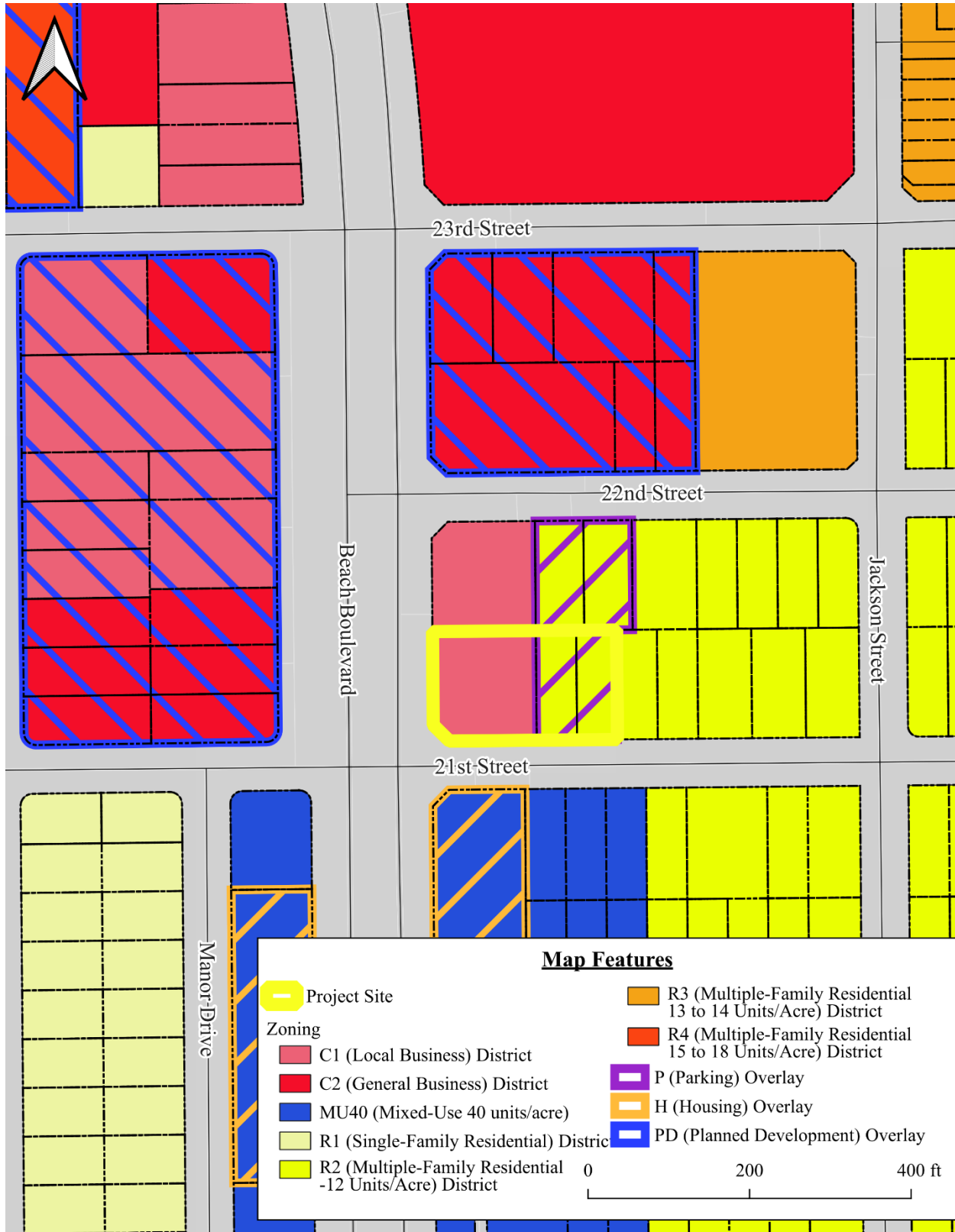


EXHIBIT 8 ZONING MAP

SOURCE: CITY OF WESTMINSTER

CONSTRUCTION CHARACTERISTICS

The construction for the current proposed project is assumed to commence in August 2026 and would take approximately five months to complete. The key construction phases are outlined in the paragraphs that follow.

- *Grading and Site Preparation Phase.* The project site would be readied for the construction. This phase would require one month to complete. During this phase, the existing pavement, 30,625 square feet, would be removed, finished grading would occur, and building footings, utility lines, and other underground infrastructure would be installed. This phase would require one month to complete.
- *Building Construction Phase.* The new building and other structural improvements would be erected during this phase. This phase will take approximately three months to complete. The new structures would be transported and assembled on the project site.
- *Paving, Landscaping, and Finishing Phase* The site would be paved during this phase and the improvements will be painted. This phase will take approximately one month to complete.

5. DISCRETIONARY ACTIONS

A Discretionary Decision is an action taken by a government agency (for this project, the government agency is the City of Westminster) that calls for an exercise of judgment in deciding whether to approve a project. The proposed project will require the following approvals:

- The approval of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (MMRP); and,
- The approval of a Conditional Use Permit.
- The proposed project site is zoned *Local Business (C1)* on Parcel 097-044-15 and *Multiple Family Residential -12 Units/Acre (R2)* with a *Parking (P) Overlay* on Parcels 097-044-9 and 097-044-8. The General Plan designation of the site is *Regional Commercial*. The project site would require a zone change on Parcels -9 and -8 from *Multiple Family Residential -12 Units/Acre (R2)* with a *Parking (P) Overlay* to *Local Business (C1)*.

Future approvals may include grading permits, building permits, etc.



APPENDIX A INITIAL STUDY CHECKLIST

EVALUATION FORMAT: The attached initial study is prepared in accordance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of the attached Initial Study was guided by Section 15063 of the State CEQA Guidelines. The project was evaluated based on its effect on 21 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. This Initial Study checklist includes a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant	No Impact
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Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

No Impact: No impacts are identified or anticipated, and no mitigation measures are required.

Less than Significant Impact: No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less than Significant Impact with Mitigation: Possible significant adverse impacts have been identified or anticipated and mitigation measures are required as a condition of the project's approval to reduce these impacts to a level below significance.

Potentially Significant Impact: Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below will be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact Requiring Mitigation" as indicated by the checklist in the attached Initial Study.

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

DETERMINATION: (To be completed by the Lead Agency) On the basis of this initial evaluation, the following finding is made:

☐	The proposed project <i>COULD NOT</i> have a significant effect on the environment, and a <i>NEGATIVE DECLARATION</i> shall be prepared.
☒	Although the proposed project could have a significant effect on the environment, there shall not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A <i>MITIGATED NEGATIVE DECLARATION</i> shall be prepared.
☐	The proposed project <i>MAY</i> have a significant effect on the environment, and an <i>ENVIRONMENTAL IMPACT REPORT</i> is required.
☐	The proposed project <i>MAY</i> have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An <i>ENVIRONMENTAL IMPACT REPORT</i> is required, but it must analyze only the effects that remain to be addressed.
☐	Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an <i>earlier EIR or NEGATIVE DECLARATION</i> pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that <i>earlier EIR or NEGATIVE DECLARATION</i> , including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date



1. AESTHETICS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project have a substantial adverse effect on a scenic vista?			✗	
B. Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				✗
C. Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				✗
D. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		✗		

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on aesthetics if it results in any of the following:

- The proposed project would have an adverse effect on a scenic vista, except as provided in PRC Sec. 21099.
- The proposed project would have an adverse effect on scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- The proposed project would substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality. or,
- The proposed project would, except as provided in Public Resources Code Section 21099, create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The evaluation of aesthetics and aesthetic impacts is generally subjective, and it typically requires the identification of key visual features in the area and their importance. The characterization of aesthetic impacts involves establishing the existing visual characteristics including visual resources and scenic vistas that are unique to the area. Visual resources are determined by identifying existing landforms (e.g., topography and grading), views (e.g., scenic resources such as natural features or urban characteristics), and existing light and glare characteristics (e.g., nighttime illumination). Changes to the existing aesthetic environment associated with the proposed project's implementation are identified and qualitatively evaluated based on the proposed modifications to the existing setting and the viewers' sensitivity. The project-related impacts are then compared to the context of the existing setting, using the threshold criteria discussed above.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project affect a scenic vista? • Less than Significant Impact.

The project area is in an urbanized area located along the Beach Boulevard commercial corridor. Westminster's physical setting in the Santa Ana River Basin region and its relatively flat topography afford scenic views of the distant San Gabriel and Santa Ana Mountains. These vistas contribute to the unique character of the community. However, Westminster and its Sphere of Influence (SOI) are primarily built out and do not contain substantial undeveloped areas. The proposed land use changes are limited to urbanized areas, and therefore infill and redevelopment would not impact any major scenic vistas in the region. Furthermore, there are no locally designated scenic corridors or vistas that would be affected by buildout of the proposed project. In accordance with City policy, compliance with the City General Plan and Municipal Code, the proposed project would minimize any adverse impacts related to the project's design. *As a result, the impacts will be less than significant.*

B. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? • No Impact.

According to the City of Westminster General Plan, the City does not include any designated scenic corridors.¹ In addition, there are no scenic trees, rock outcroppings, and historic structures located on-site. The landscaping present on-site includes grasses, shrubbery, and trees. Lastly, the project site does not contain any buildings listed in the State or National register (refer to Section 3.5). *As a result, no impacts on scenic resources would occur.*

C. A substantial degradation of the existing visual character or quality of the site and its surroundings? • No Impact.

There are no protected views in the vicinity of the project site and the City does not contain any scenic vistas in the vicinity of the project site according to the City of Westminster General Plan.² In addition, the City does not have any zoning regulations or other regulations governing scenic quality other than the development standards for which the new building will conform to. *As a result, no impacts will occur.*

D. Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? • Less than Significant Impact with Mitigation.

The surrounding properties are already developed with existing lighting coming from commercial development located along the Beach Boulevard corridor, street lighting, signage, and vehicle headlights. The nearest light sensitive land uses include the homes located north and east of the site. More homes are located to the south of the site, south of 21st Street. The project site currently has five pole-mounted lights and two wall-mounted lights. These lights would be replaced with seven pole-mounted LED lights facing inwards and spreading around the boundaries of the project site and three wall-mounted LED lights facing the vacuum stalls. According to the photometric plan, the project would result in a maximum spillover of 6.1 footcandles on the eastern sensitive receptor adjacent to the pole-mounted lights.³ The amount of light

¹ City of Westminster. *Westminster General Plan*. October 2014.

² *Ibid.*

³ A & S Engineering Inc. *Photometric Plan*. November 15, 2024.

spillage would be similar compared to the existing use. Additionally, the project would not propose highly-reflective materials that would create substantial sources of glare.

Since lighting associated with the project will be visible, a mitigation measure is proposed that requires a lighting plan for the proposed carwash to be approved by the City. All light sources must be designed to eliminate light and glare spillage onto adjacent properties or uses. *As a result, the impacts would be less than significant with mitigation.*

MITIGATION MEASURES

The following mitigation measure would be required:

MM AES-1. Prior to issuance of any building permits, the applicant shall demonstrate to the Planning Department that the lighting equipment has been designed and directed in such a manner as to minimize the light source and to minimize light spillage and glare to the adjacent properties. Applicant shall provide a lighting plan that identifies light fixture product types and technical specifications, including photometric information to determine the extent of light spillage or glare that can be anticipated. This information shall be made a part of the building set of plans for the issuance of the building permit.

2. AGRICULTURE & FORESTRY RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses?				×
B. Would the project conflict with existing zoning for agricultural uses, or a Williamson Act Contract?				×
C. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				×
D. Would the project result in the loss of forest land or conversion of forest land to a non-forest use?				×
E. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to a non-forest use?				×

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on agriculture and forestry resources if it results in any of the following:

- The proposed project would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.
- The proposed project would conflict with existing zoning for agricultural use, or a Williamson Act contract.
- The proposed project would conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).
- The proposed project would result in the loss of forest land or conversion of forest land to non-forest use.
- The proposed project would involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to track changes in agricultural land use and to help preserve areas of Important Farmland. It divides the state's land into eight categories of land use designation based on soil quality and existing agriculture uses to produce maps and statistical data. These maps and data are used to help preserve productive farmland and to analyze impacts on farmland. Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance are all collectively referred to as Important Farmland in this analysis. The highest rated farmland is Prime Farmland. The California Land Conservation Act of 1965, or the Williamson Act, allows a city or county government to preserve agricultural land or open space through contracts with landowners. The County has areas that are currently agriculture preserves under contract with Orange County through the Williamson Act of 1965. Contracts last 10 years and are automatically renewed unless a notice of nonrenewal is issued.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? • No Impact.*

The project site is located in the midst of an urban area situated along the Beach Boulevard corridor. According to the California Department of Conservation, the project site is located on *Urban and Built-Up* land.⁴ The site's current zoning designation does not permit agricultural uses (refer to Section 3.10, Land Use and Planning). *As a result, no impacts on prime farmland soils would occur.*

⁴ California Department of Conservation, Division of Land Resource Protection, Farmland Mapping, and Monitoring Program. *California Important Farmland Finder*.

B. Would the project conflict with existing zoning for agricultural use or a Williamson Act Contract? • No Impact.

According to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract.⁵ *As a result, no impacts on existing Williamson Act Contracts would occur.*

C. Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code Section 4526), or zoned timberland production (as defined by Government Code § 51104[g])? • No Impact.

The project site is located in the midst of an urban area and no forest lands are located within the City. The General Plan and zoning designations applicable to the project site do not provide for any forest land preservation. *No impacts on forest land or timber resources would result.*

D. Would the project result in the loss of forest land or the conversion of forest land to a non-forest use? • No Impact.

No forest lands are found within the City nor does the applicable land use designations provide for any forest land protection. Furthermore, no loss or conversion of existing forest lands will result from the proposed project's implementation. *As a result, no impacts would occur.*

E. Would the project involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use? • No Impact.

No agricultural activities or farmland uses are located in the City or within the project area. The proposed project will not involve the conversion of any existing farmland area to an urban use. *As a result, no impacts would occur.*

MITIGATION MEASURES

The analysis of agricultural and forestry resources indicated that no significant adverse impacts on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

⁵ California Department of Conservation, Division of Land Resource Protection, Farmland Mapping, and Monitoring Program. *California Important Farmland Finder*.

3. AIR QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with or obstruct implementation of the applicable air quality plan?				✗
B. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			✗	
C. Would the project expose sensitive receptors to substantial pollutant concentrations?			✗	
D. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				✗

The air quality worksheets are included in Appendix A.

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on air quality if it results in any of the following:

- The proposed project would conflict with or obstruct implementation of the applicable air quality plan.
- The proposed project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.
- The proposed project would expose sensitive receptors to substantial pollutant concentrations.
- The proposed project would result in other emissions (such as those leading to odors adversely affecting a substantial number of people).

The city is located within the South Coast Air Basin (SCAB) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAB is an assemblage of mountain ranges interspersed with long broad valleys and coastal plains. Projects in the SCAB generating construction and operational-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA.

- *Ozone (O₃)* is a nearly colorless gas that irritates the lungs, and damages materials and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon Monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain and is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The threshold is 550 pounds per day of carbon monoxide (CO) for both construction and operational phases.
- *Nitrogen Oxide (NO_x)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. NO_x is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. The

daily threshold is 100 pounds per day of nitrogen oxide (NO_x) for the construction phase and 55 pounds per day for the operation phase.

- *Sulfur Dioxide (SO₂)* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. The daily threshold is 150 pounds per day of sulfur oxides (SO_x) for both construction and operation phases.
- *PM₁₀ and PM_{2.5}* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles since fine particles can more easily cause irritation. The daily threshold is 150 pounds per day of PM₁₀ and 55 pounds per day of PM_{2.5} for both construction and operational phases.
- *Reactive Organic Gasses (ROG)* refers to organic chemicals that, with the interaction of sunlight photochemical reactions may lead to the creation of “smog.” The daily threshold is 75 pounds per day of ROG for the construction phase and 55 pounds per day for the operational phase.
- *Lead (Pb)* The daily threshold is 3 pounds per day of PB for the construction phase and 3 pounds per day for the operational phase.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project conflict with or obstruct implementation of the applicable air quality plan? • No Impact.*

Measures to improve regional air quality are outlined in the SCAQMD’s Air Quality Management Plan (AQMP). The most recent AQMP was adopted in 2022 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG). The primary criteria pollutants that remain non-attainment in the local area include PM_{2.5} and Ozone. Specific criteria for determining a project’s conformity with the AQMP is defined in Section 12.3 of the SCAQMD’s CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project’s conformity with the AQMP:

- *Consistency Criteria 1* refers to a proposed project’s potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.
- *Consistency Criteria 2* refers to a proposed project’s potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP’s implementation.

In terms of Criteria 1, the proposed project’s long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant adverse impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Table 2. According to the Growth Forecast Appendix prepared by SCAG, the City’s future projected employment for the year 2050 is 29,900 persons, an increase of 1,600 persons from the 2019 employment.⁶ SCAG derives its employment estimation using the General Plan and zoning designations from the cities within the South Coast Air Basin. The proposed project site is zoned Local Business (C1) on Parcel 097-044-15 and Multiple Family Residential -12 Units/Acre (R2) with a Parking (P) Overlay on Parcels 097-044-9 and 097-044-8. The General Plan designation of the site is Regional Commercial. The project site would

⁶ Southern California Association of Governments. 2025-2050 *Regional Transportation Plan/Sustainable Communities Strategy, Demographics & Growth Forecast*. April 2024.

require a zone change on Parcels -9 and -8 from Multiple Family Residential -12 Units/Acre (R2) with a Parking (P) Overlay to Local Business (C1). Although the project would involve a zone change from residential to commercial, the amount of employees generated by the project would be minimal and would not exceed the SCAG growth estimations. The proposed project would be projected to have a maximum of three employees; therefore, the proposed project will not violate Consistency Criteria 2. *As a result, no impacts related to the implementation of the AQMP would occur.*

B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? • Less than Significant Impact.

According to the SCAQMD, any project is significant if it triggers or exceeds the SCAQMD daily emissions threshold identified previously and noted at the bottom of Tables 1 and 2. In general, a project will have the potential for a significant air quality impact if any of the following are met:

- Generates total emissions (direct and indirect) that exceeds the SCAQMD thresholds (the proposed project emissions are less than the thresholds as indicated in Tables 1 and 2);
- Results in a violation of any ambient air quality standard when added to the local background (the proposed project will not result, in any violation of these standards);
- Does not conform with the applicable attainment or maintenance plan(s) (the proposed project is in conformance with the City's Zoning and General Plan); and,
- Exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million and/or a Hazard Index (HI) (non-cancerous) greater than or equal to 1 (the proposed project will not expose sensitive receptors to substantial pollutant concentrations nor is the site located near any sensitive receptors).

As shown in Table 1, relevant daily construction emissions will not exceed the SCAQMD significance thresholds.

TABLE 1 ESTIMATED DAILY CONSTRUCTION EMISSIONS IN LBS./DAY

Construction Phase	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	4.49	14.4	16.3	0.04	2.63	1.36
Daily Thresholds	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod V.2022.1.1.45

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. These impacts will continue over the operational life of the project. The two main sources of operational emissions include mobile emissions and area emissions related to off-site electrical generation. The analysis of long-term operational impacts summarized in Table 2 also used the CalEEMod V.2022.1.1.45 computer model.

TABLE 2 ESTIMATED OPERATIONAL EMISSIONS IN LBS./DAY

Emission Source	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Mobile (lbs./day)	0.15	0.15	1.62	0.01	0.45	0.12
Area-wide (lbs./day)	0.15	<0.5	0.21	<0.5	<0.5	<0.5
Energy (lbs./day)	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
Total (lbs./day)	0.29	0.15	1.82	0.01	0.45	0.12
Daily Thresholds	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod V.2022.1.1.45

The analysis summarized in Table 2 indicates that the operational (long-term) emissions will be below the SCAQMD daily emissions thresholds. The analysis presented in Tables 1 and 2 reflects projected maximum daily emissions and represent a worse-case scenario. As indicated in Tables 1 and 2, the impacts are considered to be less than significant. In addition, the SCAQMD Rule Book contains numerous regulations governing various activities undertaken within the district. Future construction truck drivers must also adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes.³ Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations as listed below as standard conditions will further reduce potential impacts.

SCAIR-1. The Applicant shall ensure the use of a water truck to maintain moist disturbed surfaces and actively spread water during visible dusting episodes to minimize visible fugitive dust emissions. For projects with exposed sand or fines deposits (and for projects that expose such soils through earthmoving), chemical stabilization or covering with a stabilizing layer of gravel will be required to eliminate visible dust/sand from sand/fines deposits.

SCAIR-2. At all times, fugitive dust emissions shall be controlled by limiting the on-site vehicle speed to 15 mph and paving road improvements as soon as feasible.

SCAIR-3. Sweep streets daily if visible soil material is carried out from the construction site.

As a result, the impacts would be less than significant.

C. Would the project expose sensitive receptors to substantial pollutant concentrations? • Less than Significant Impact.

According to the SCAQMD, residences, schools, daycare centers, playgrounds, and medical facilities are considered sensitive receptor land uses. The nearest sensitive receptor are single-family homes located adjacent to the north and east of the project site. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO₂; carbon monoxide (CO) emissions from construction; PM₁₀ emissions from construction; and PM_{2.5} emissions from construction. For the purposes of the LST analysis, the acreage figure is based on the estimated maximum area a piece of equipment can pass over in an 8 hour workday per SCAQMD Guidance. Since the maximum acres graded per day is 1.5 acres (0.5 for a rubber tired dozer and 1 for a scraper), 1-acre site thresholds would be used. The receptor distance used was 25 meters since the nearest sensitive receptor abuts the project site on the northern boundary (see Exhibit 9) and SCAQMD

methodology recommends the 25 meter distance for projects with boundaries closer than 25 meters to the nearest sensitive receptor.⁷ Additionally, per SCAQMD methodology, for the purposes of construction LST analysis, off-site mobile emissions are not included in the emissions.⁸ Table 3 indicates the project's LST impacts.

TABLE 3 LOCAL SIGNIFICANCE THRESHOLDS EXCEEDANCE SRA 17 FOR 1-ACRE SITES

Emissions	Project Emissions (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO ₂	14.4/0.15	Construction & Operations	81	83	98	123	192
CO	16.3/1.82	Construction & Operations	485	753	1,128	2,109	6,841
PM ₁₀	0.45	Operations	1	3	7	15	38
PM ₁₀	2.63	Construction	4	12	28	60	158
PM _{2.5}	0.12	Operations	1	1	2	6	21
PM _{2.5}	1.36	Construction	3	4	9	22	85

Source: CalEEMod V.2022.1.1.45

As shown in Table 3, the proposed project would not result in an exceedance in LSTs. *As a result, the project impacts would be less than significant.*

D. Would the project create objectionable odors affecting a substantial number of people? • No Impact.

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding. The proposed project is a car wash and is not anticipated to create any objectionable odors. *As a result, no impacts would occur.*

MITIGATION MEASURES

The proposed project's air quality impacts are not considered to be a significant adverse impact. As a result, no mitigation is required.

⁷ South Coast Air Quality Management District. *Final Localized Significance Threshold Methodology*. Revised July 2008.

⁸ Ibid.

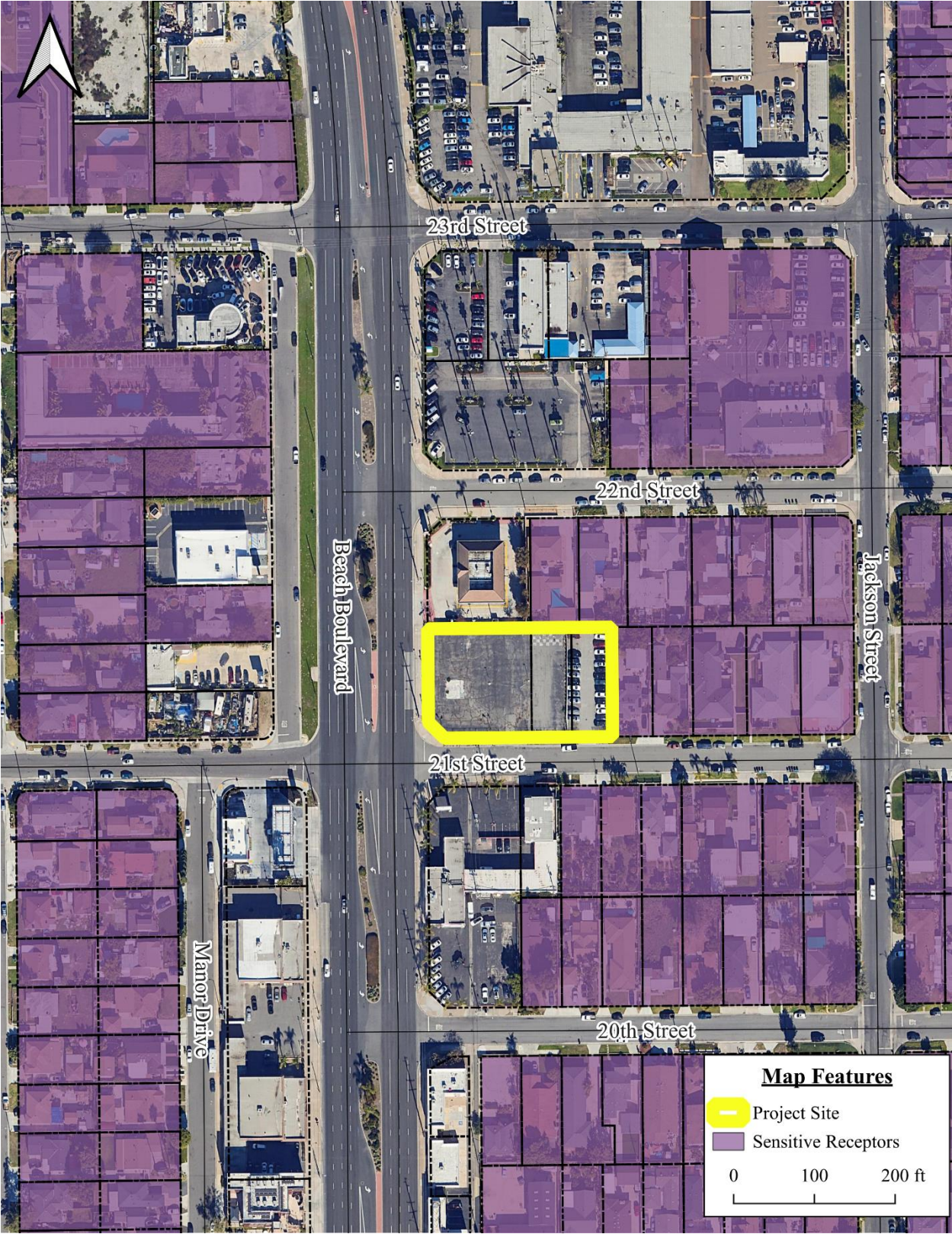


EXHIBIT 9 SENSITIVE RECEPTORS

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

4. BIOLOGICAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				×
B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				×
C. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				×
D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				×
E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				×
F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				×

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

- The proposed project would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
- The proposed project would have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.
- The proposed project would have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- The proposed project would interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.
- The proposed project would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

- The proposed project would conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Sensitive biological resources include a variety of plant and animal species that are specialized and endemic to a particular habitat type. Due to loss of habitat, some of these species have been designated by either, or both, the federal and state government resource agencies as threatened or endangered. Species listed as threatened include those whose numbers have dropped to such low levels and/or whose populations are so isolated that the continuation of the species could be jeopardized. Endangered species are those with such limited numbers or subject to such extreme circumstances that they are considered in imminent danger of extinction. Other government agencies and resource organizations also identify sensitive species, those that are naturally rare and that have been locally depleted and put at risk by human activities. While not in imminent danger of jeopardy or extinction, sensitive species are considered vulnerable and can become candidates for future listing as threatened or endangered.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? • No Impact.*

The project site is completely paved over and no vegetation exists onsite. The project area is located in the midst of urban development. The existing development in vicinity of the project site and surrounding areas are not conducive for the survival of sensitive species due to the lack of suitable habitat. *As a result, no impacts would occur.*

B. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? • No Impact.*

Due to the current state of the project site and the level of development in the surrounding area, the project site does not offer a suitable habitat for any species. There are no local or regional plans, policies, or regulations that identify any riparian habitat or other sensitive natural community at or adjacent to the installation sites nor does the California Department of Fish and Wildlife identify any such habitat. A review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper confirmed that there are no wetlands or riparian habitat present within or adjacent to the project site. *As a result, no impacts would occur.*

C. *Would the project have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? • No Impact.*

According to the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper, there are no wetlands located in the project area. The proposed project will not remove, fill, or interrupt the flow of any river or stream. *As a result, the proposed project would not impact any protected wetland area.*

D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? • No Impact.

As indicated previously, the project site is located in the midst of an urban area and there are no natural bodies of water located in the vicinity of the project site. In addition, there are no bodies of water that could provide a habitat for migratory birds. Constant disturbance (noise and vibration) from vehicles traveling on the adjacent Beach Boulevard and the surrounding development would limit site's use as a migration corridor. The aforementioned conditions restrict the site's utility as a migration corridor because the site lacks adequate suitable habitat for migratory species. *As a result, no impacts will occur.*

E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? • No Impact.

The Project site has been completely paved over and no vegetation exists onsite. Therefore, the Project will not conflict with any policies or ordinance pertaining to biological resources. *As a result, no impacts would occur.*

F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan? • No Impact.

According to the Conservation Plans and Agreements Database, no Habitat Conservation Plans or Natural Community Conservation Plans are applicable to the proposed project. Therefore, no conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan will occur. *As a result, no impacts would occur.*

MITIGATION MEASURES

The analysis indicated that the proposed project would not result in any significant adverse impacts on biological resources. As a result, no mitigation measures are required.

5. CULTURAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				×
B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		×		
C. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?			×	

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on cultural resources if it results in any of the following:

- The proposed project would cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.
- The proposed project would cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.
- The proposed project would disturb any human remains, including those interred outside of formal cemeteries.

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a General Plan or historic preservation ordinance. In addition, a site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Specific criteria include the following:

- Districts, sites, buildings, structures, and objects that are associated with the lives of significant persons in or past;
- Districts, sites, buildings, structures, and objects that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or,
- Districts, sites, buildings, structures, and objects that have yielded or may be likely to yield, information important in history or prehistory.

Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;
- Districts, sites, buildings, structures, and objects that are associated with events that have made a significant contribution to the broad patterns of our history;
- A building or structure removed from its original location that is significant for architectural value, or which is the surviving structure is associated with a historic person or event;
- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;
- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;

- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,
- A property achieving significance within the past 50 years if it is of exceptional importance.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines? • No Impact.

To be considered eligible for the National Register, a property must meet the *National Register Criteria for Evaluation*. This evaluation involves the examination of the property's age, integrity, and significance. A property may be historic if it is old enough to be considered historic (generally considered to be at least 50 years old and appearing the way it did in the past). Significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;
- A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event;
- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;
- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;
- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan and when no other building or structure with the same association has survived;
- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,
- A property achieving significance within the past 50 years if it is of exceptional importance.

A search was conducted using the California Historical Resources database available at the California Office of Historic Preservation website to identify the presence of historic structures within the project site.⁹ The search through the State's registrar yielded no results. In addition, a second search was conducted using the National Registrar of Historic Places.¹⁰ Again, the search yielded no results. In addition, the project site

⁹ Office of Historic Preservation. California Register of Historical Resources. <https://ohp.parks.ca.gov/ListedResources/>.

¹⁰ U. S. Department of the Interior, National Park Service. National Register of Historic Places. <http://nhrp.focus.nps.gov>.

does not appear on any State or Federal historic register. A records search was conducted with the South Central Coastal Information Center (SCCIC) using the California Historical Resources Information System (CHRIS) (See Appendix D). The records search included a review of all recorded cultural resources and reports within a 1/2 -mile radius of the project. The CHRIS report indicated 11 cultural reports occurred within a 1/2-mile radius of the site, however none occurred within the project site. The SCCIC reported that no cultural resources have been previously identified within the project. *As a result, no impacts would occur.*

B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines? • Less than Significant Impact with Mitigation.

As stated above, the SCCIC records search did not identify any cultural (i.e., archaeological and historic) resources within the project site, and there are therefore no known archaeological resources present on the site. The project site has been subject to significant ground disturbance associated with the development of its prior use as an automobile sales office, and it is therefore not anticipated that such resources would be encountered during construction of the project. Nonetheless, there is a potential to uncover previously unknown archaeological resources during ground-disturbing activities. Therefore, the project would incorporate the following mitigation measure to ensure that no significant impacts would occur in the unlikely event that such resources are encountered.

MM CUL-1. The Applicant must obtain the services of a qualified archaeologist to conduct full-time monitoring services during grading and excavation operations. The monitor(s) shall be equipped to salvage artifacts if they are unearthed so as to avoid construction delays. The archaeologist/monitor shall be empowered to temporarily halt or divert equipment to allow for the removal of specimens in a timely manner. Monitoring may be reduced if the potentially culturally significant units are not present in the subsurface, or if present, are determined by a qualified archaeological personnel, to have a low potential to contain or yield archeological resources.

The impacts would be less than significant with mitigation.

C. Would the project disturb any human remains, including those interred outside of formal cemeteries? • Less than Significant Impact.

There are no known cemeteries present on-site and in the immediate area. The site is currently vacant though the site was previously developed. The surrounding properties are occupied by urban development. In the event that an un-recorded burial is encountered, conformance to the Health and Safety Code § 7050.5 will be required. The Code section requires the project to halt until the County coroner has made the necessary findings as to the origin and disposition of the remains pursuant to Public Resources Code § 5097.98. Should human remains or archaeological resources be encountered, all construction activities must stop and the Orange County Sheriff must be contacted. CEQA Guidelines §15064.5 of CEQA also regulates the identification of significant archaeological resources and their salvage. This section of CEQA, among other things, incorporates provisions previously contained in Appendix K of the Guidelines. *The aforementioned requirements would reduce the impacts to levels that are less than significant.*

MITIGATION MEASURES

The following mitigation measure would be required:

MM CUL-1. The Applicant must obtain the services of a qualified archaeologist to conduct full-time monitoring services during grading and excavation operations. The monitor(s) shall be equipped to salvage artifacts if they are unearthed so as to avoid construction delays. The archaeologist/monitor shall be empowered to temporarily halt or divert equipment to allow for the removal of specimens in a timely manner. Monitoring may be reduced if the potentially culturally significant units are not present in the subsurface, or if present, are determined by a qualified archaeological personnel, to have a low potential to contain or yield archeological resources.

6. ENERGY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?			✗	
B. Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?			✗	

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on energy resources if it results in any of the following:

- The proposed project would result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during the proposed project's construction or operation.
- The proposed project would conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Energy and natural gas consumption were estimated using default energy intensities by building type in CalEEMod. In addition, it was assumed the new buildings would be constructed pursuant to the 2022 CALGreen standards, which was considered in the CalEEMod inputs.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. <i>Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? • Less than Significant Impact.</i>

The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was adopted in 2022 and went into effect January 1, 2023. The proposed project site is served by the Southern California Edison (SCE) which provides electrical service to the project area. Table 4 provided below includes an estimate of electrical consumption for the proposed project. As indicated in Table 4, the project is estimated to consume approximately 68 kilowatt hours (kWh) per day of electricity.

TABLE 4 ESTIMATED ANNUAL ENERGY CONSUMPTION

Project	Consumption Rate	Total Project Consumption
Electrical Consumption	480 kWh/sq. ft./year	67.8 kWh/day

Source: Blodgett Baylosis Environmental Planning.

It is important to note that the new car wash would include energy efficient fixtures. In addition, the energy consumption rates reflects the more stringent 2022 California Building and Green Building Code requirements. The proposed project will be constructed in accordance with the City's and County's Building Code and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. *As a result, the impacts would be less than significant.*

B. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? • Less Than Significant Impact.

The California Public Utilities Commission prepared an updated Energy Efficiency Strategic Plan in 2011 with the goal of promoting energy efficiency and a reduction in greenhouse gases (GHG). Assembly Bill 1109, which was adopted in 2007, also serves as a framework for lighting efficiency. This bill requires the State Energy Resources Conservation and Development Commission to adopt minimum energy efficiency standards structured to reduce average statewide electrical energy consumption by not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018. According to the Energy Efficiency Strategic Plan, lighting comprises approximately one-fourth of California's electricity use while non-residential sector exterior lighting (parking lot, area, walkway, and security lighting) usage comprises 1.4 percent of California's total electricity use, much of which occurs during limited occupancy periods. As indicated in the previous subsection, the project will not result in wasteful, inefficient, or unnecessary consumption of energy during installation or operation. The proposed carwash would use electrical energy and would be constructed pursuant to current electrical codes, including Title 24 of the State Building Code. Therefore, the proposed project will not conflict with or obstruct the state's goal of promoting energy and lighting efficiency. *As a result, the impacts would be less than significant.*

MITIGATION MEASURES

The analysis determined that no mitigation measures would be required.

7. GEOLOGY & SOILS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project, directly or indirectly, cause potential substantial adverse effects, including the risk of loss, injury, or death involving.			✗	
i). Would the project, directly or indirectly, cause rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; Refer to Division of Mines and Geology Special Publication 42.				✗
ii). Would the project, directly or indirectly, cause Strong seismic ground shaking?			✗	
iii). Would the project, directly or indirectly, cause seismic-related ground failure, including liquefaction;			✗	
iv). Would the project, directly or indirectly, cause landslides?				✗
B. Would the project result in substantial soil erosion or the loss of topsoil?			✗	
C. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✗	
D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			✗	
E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?				✗

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on geology and soils if it results in any of the following:

- The proposed project would, directly or indirectly, cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42); strong seismic ground shaking; seismic-related ground failure, including liquefaction; and, landslides?
- The proposed project would result in substantial soil erosion or the loss of topsoil.
- The proposed project would be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- The proposed project would be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.

- The proposed project would have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.
- The proposed project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

The proposed project's potential seismic and soils risk was evaluated in terms of the site's proximity to earthquake faults and unstable soils.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project, directly or indirectly, cause potential substantial adverse effects, including the risk of loss, injury, or death?*

i). *Would the project, directly or indirectly, cause rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; Refer to Division of Mines and Geology Special Publication 42.* • **No Impact**

The City is located in a seismically active region with many major and minor local faults traverse the entire Southern California region. Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed installation site. The nearby faults are summarized below:

- **North Branch Fault.** The North Branch Fault is located approximately 5.07 miles southwest of the project site.¹¹
- **Cherry Hill Fault.** The Cherry Hill Fault is located approximately 10.8 miles northwest of the project site.¹²

In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The City of Westminster is not on the list; therefore, no risk from potential fault rupture is anticipated. *Therefore, no impacts would occur.*

ii). *Would the project, directly or indirectly, cause strong seismic ground shaking?* • **Less than Significant Impact.**

As previously mentioned, the City of Westminster is located within a seismically active region and earthquakes from other nearby active faults could affect the project site. Nearby faults include the North Branch Fault and the Cherry Hill. The project would be required to construct all proposed structures in accordance with the California Building Code (CBC) and State Code to not expose substantial impacts associated with ground shaking. *As a result, the impacts would be less than significant.*

¹¹ California Department of Conservation. *California Earthquake Hazards Zone Application (EQ Zapp)*. <https://gis.data.cnra.ca.gov/apps/cadoc::earthquake-zones-of-required-investigation>

¹² Ibid.

iii). Would the project, directly or indirectly, cause seismic-related ground failure, including liquefaction?
• *Less than Significant.*

According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. The potential for liquefaction generally occurs during strong ground shaking within granular loose sediments where the groundwater is usually less than 50 feet below the ground surface. The project site and the majority of the City is located within a liquefaction zone.¹³ The project would be required to construct all proposed structures in accordance with the California Building Code (CBC) and County Code to not expose substantial impacts associated with liquefaction. *As a result, the impacts would be less than significant.*

iv). Would the project, directly or indirectly cause landslides? • *No Impact.*

According to the United States Geological Survey, a landslide is defined as the movement of a mass of rock, debris, or earth down a slope. The project site is not located within a landslide zone. The project site is generally level and not immediately adjacent to hillsides. Therefore, the risk for landslides is considered negligible. *As a result, no impacts would occur.*

B. Would the project expose people or structures to potential substantial adverse effects, including substantial soil erosion or the loss of topsoil? • *Less than Significant Impact.*

The United States Department of Agriculture (USDA) Web Soil Survey was consulted to determine the nature of the soils that underlie the installation sites. According to the Web Soil Survey, the installation site is underlain by Hueneme fine sandy loam soils association.¹⁴ This type of soil is poorly drained and does not have limits for engineering suitability ratings. The carwash development would implement best management practices (BMPs) to control surface runoff and erosion during construction. *The potential impacts from soil erosion are expected to be less than significant.*

C. Would the project expose people or structures to potential substantial adverse effects, including location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? • *Less than Significant Impact.*

Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction-induced or can be the result of excess moisture within the underlying soils. As previously indicated, the site is located within a liquefaction zone. Subsidence occurs via soil shrinkage and is triggered by a significant reduction in an underlying groundwater table, thus causing the earth on top to sink. Shrinking and swelling is influenced by the amount of clay present in the underlying soils. As previously mentioned, the project site would be subject to all applicable City and state building regulations, including the California Building Code to ensure that potential impacts are addressed. *As a result, the impacts would be less than significant.*

¹³ Ibid.

¹⁴ UC Davis. *SoilWeb*. Website accessed March 19, 2025.

D. Would the project result in or expose people to potential impacts, including location on expansive soil, as defined in Uniform Building Code (2010), creating substantial risks to life or property? • Less than Significant Impact.

The project site is underlain by Hueneme fine sandy loam soils association.¹⁵ This type of soil is poorly drained and does not have limits for engineering suitability ratings. As previously mentioned, the proposed carwash will be subject to all applicable City and state building regulations, including the California Building Code to ensure that potential impacts are less than significant. *As a result, the impacts would be less than significant.*

E. Would the project result in or expose people to potential impacts, including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? • No Impact.

No septic tanks will be used as part of carwash. The project would connect to existing 8-inch water and 10-inch sewer lines under the adjacent roads. *As a result, no impacts associated with the use of septic tanks or alternative wastewater disposal systems will occur as part of the proposed project.*

MITIGATION MEASURES

The analysis determined that the proposed project would not result in any significant adverse impacts related to earth and geology. As a result, no mitigation measures are required.

8. GREENHOUSE GAS EMISSIONS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✗	
B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✗	

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on greenhouse gas emissions if it results in any of the following:

- The proposed project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- The proposed project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

¹⁵ Ibid.

Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels. These man-made GHG will have the effect of warming atmospheric temperatures with the attendant impacts of changes in the global climate, increased sea levels, and changes to the worldwide biome. The major GHG that influence global warming are described below.

- *Water Vapor.* Water vapor is the most abundant GHG present in the atmosphere. While water vapor is not considered a pollutant, while it remains in the atmosphere it maintains a climate necessary for life. Changes in the atmospheric concentration of water vapor is directly related to the warming of the atmosphere rather than a direct result of industrialization. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to “hold” more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. When water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation. This will allow less energy to reach the Earth’s surface thereby affecting surface temperatures.
- *Carbon Dioxide (CO₂).* The natural production and absorption of CO₂ is achieved through the terrestrial biosphere and the ocean. Manmade sources of CO₂ include the burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700’s, these activities have increased the atmospheric concentrations of CO₂. Prior to the industrial revolution, concentrations were fairly stable at 280 parts per million (ppm). The International Panel on Climate Change (IPCC Fifth Assessment Report, 2014) Emissions of CO₂ from fossil fuel combustion and industrial processes contributed about 78% of the total GHG emissions increase from 1970 to 2010, with a similar percentage contribution for the increase during the period 2000 to 2010.
- *Methane (CH₄).* CH₄ is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO₂. Methane’s lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO₂, N₂O, and Chlorofluorocarbons (CFCs)). CH₄ has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other human-related sources of methane production include fossil-fuel combustion and biomass burning.
- *Nitrous Oxide (N₂O).* Concentrations of N₂O also began to increase at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N₂O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is also commonly used as an aerosol spray propellant.

- *Chlorofluorocarbons (CFC)*. CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source but were first synthesized in 1928. It was used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.
- *Hydrofluorocarbons (HFC)*. HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF_3), HFC-134a (CF_3CH_2F), and HFC-152a (CH_3CHF_2). Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. Concentrations of HFC-23 and HFC-134a in the atmosphere are now about 10 parts per trillion (ppt) each. Concentrations of HFC-152a are about 1 ppt. HFCs are manmade and used for applications such as automobile air conditioners and refrigerants.
- *Perfluorocarbons (PFC)*. PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6). Concentrations of CF_4 in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.
- *Sulfur Hexafluoride (SF_6)*. SF_6 is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF_6 has the highest global warming potential of any gas evaluated; 23,900 times that of CO_2 . Concentrations in the 1990s were about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

ENVIRONMENTAL ANALYSIS

A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? • Less than Significant Impact.

The State of California requires CEQA documents to do an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Carbon dioxide equivalent, or CO_2e , is a term that is used for describing different greenhouse gases in a common and collective unit. The SCAQMD has proposed, but not adopted, a threshold of 3,000 $MTCO_2e$ per year for non-industrial land use projects. As indicated in Table 5, the operational CO_2e is 92.3 $MTCO_2e$ per year, which is well below the threshold.

TABLE 5 GREENHOUSE GAS EMISSIONS (METRIC TONS/YEAR)

Source	GHG Emissions (MT/Yr)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Long-Term – Mobile Emissions	75.5	<0.5	<0.5	76.5
Long-Term – Area Emissions	0.1	<0.5	<0.5	0.1
Long-Term – Energy Emissions	5.97	<0.5	<0.5	6.0
Long-Term – Water Emissions	2.36	0.04	<0.5	3.63
Long-Term – Waste Emissions	0.75	0.08	0.00	2.62
Long-Term – Refrigerant Emissions	0.00	0.00	0.00	<0.5
Long-Term – Total Emissions	84.6	0.12	<0.5	88.8
Total Construction Emissions	104.8	<0.5	<0.5	105.7
Total Emissions with Amortized Construction Emissions				92.3
Significance Threshold				3,000 MTCO₂e

Source: CalEEMod Version 2022.1.1.45

As indicated in Table 5, the majority of the GHG emissions (76.5 MTCO₂e) would originate from mobile emissions. *As a result, the potential impacts are considered to be less than significant.*

B. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases? • Less than Significant Impact.

The City of Westminster 2016 General Plan Element 8 Public Health and Safety addresses climate change. The element includes a number of policies that would be directly applicable to the proposed project. The policies include the following:

- *PHS-7.1. Integrated Planning.* Develop a multidisciplinary approach (land use, economic development, and transportation) to mitigate against adverse effects of climate change and reduce vehicle miles traveled and associated vehicle emissions.
- *PHS-7.2. GHG Emissions.* Align the City's local GHG reduction targets with the statewide reduction targets of Assembly Bill 32, and align the City's long-term GHG reduction goal with the statewide GHG reduction goal of Executive Order S-03-05.
- *PHS-7.3. Energy Efficiency.* Comply with the mandatory energy efficiency requirements of the California Green Building Standards Code (CALGreen) and Building and Energy Efficiency Standards.

The previous section evaluated the proposed project's GHG emissions. The analysis determined that the GHG emissions would be below the regionally accepted thresholds. The calculated emissions would not exceed the GHG and criteria air pollutant thresholds and therefore would not interfere with the City's efforts to monitor and do its part to address climate change.

The CARB 2022 scoping plan lays out a pathway to reducing GHG emissions as well as meeting carbon neutrality. The Plan includes goals and implementation measures that would be directly applicable to the proposed project. The goals and measures include the following:

- *VMT Reduction.* The proposed project would have less than significant VMT impacts. *The proposed use would have a net increase of 43 daily trips which is below the 110 daily trip threshold. Therefore, the project would not result in significant impacts with respect to VMT.*
- *Building Decarbonization.* The proposed project is considered an infill project. Infill development by nature reduces the need for car travel as it allows people to travel shorter distances to reach their destination. *A reduction in trip length would reduce the amount of emissions from transportation.*

The SCAG RTP/SCS is a comprehensive long-term plan within the SCAG region for future growth by outlining land use and transportation planning strategies to meet the region's growth projections and GHG emissions targets. According to the Growth Forecast Appendix prepared by SCAG, the City's future projected employment for the year 2050 is 29,900 persons, an increase of 1,600 persons from the 2019 employment.¹⁶ SCAG derives its employment estimation using the General Plan and zoning designations from the cities within the South Coast Air Basin. The proposed project site is zoned Local Business (C1) on Parcel 097-044-15 and Multiple Family Residential -12 Units/Acre (R2) with a Parking (P) Overlay on Parcels 097-044-9 and 097-044-8.

The General Plan designation of the site is Regional Commercial. The project site would require a zone change on Parcels -9 and -8 from Multiple Family Residential -12 Units/Acre (R2) with a Parking (P) Overlay to Local Business (C1). Although the project would involve a zone change from residential to commercial, the amount of employees generated by the project would be minimal and would not exceed the SCAG growth estimations. Projects that generate under 110 new daily trips can be presumed to have a less than significant impact to VMT and would not substantially increase GHG emissions with associated with motor vehicles beyond the SCS forecasts. The proposed project would generate 43 trips, which is below the 110 trip threshold and would result in less than significant VMT impacts. Therefore, the project would not conflict with the SCAG RTP/SCS.

The proposed project would not involve or require any variance from an adopted plan, policy, or regulation governing GHG emissions. As a result, no potential conflict with an applicable greenhouse gas policy plan, policy, or regulation will occur. *As a result, the impacts would be less than significant.*

MITIGATION MEASURES

The analysis of potential impacts related to greenhouse gas emissions indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

¹⁶ Southern California Association of Governments. 2025-2050 Regional Transportation Plan/Sustainable Communities Strategy. Demographics & Growth Forecast. April 2024.

9. HAZARDS & HAZARDOUS MATERIALS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			×	
B. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				×
C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				×
D. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				×
E. Would the project for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				×
F. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				×
G. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?				×

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on hazards and hazardous materials if it results in any of the following:

- The proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- The proposed project would create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- The proposed project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- The proposed project would be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.
- The proposed project would result in a safety hazard or excessive noise for people residing or working in the project area located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport.
- The proposed project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

- The proposed project would expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in a wide variety of products (household cleaners, industrial solvents, paint, pesticides, etc.) and in the manufacturing of products (e.g., electronics, newspapers, plastic products). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses; businesses; hospitals; and households.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? • Less than Significant Impact.

The project's construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the project's construction phases include, but are not limited to, gasoline, solvents, and equipment lubricants. These products are strictly controlled and regulated and in the event of any spill, cleanup activities would be required to adhere to all pertinent protocols. Once in operation, the proposed project will not involve the transport, use, or disposal of hazardous materials. *As a result, less than significant impacts would occur.*

B. Would the project create a significant hazard to the public or the environment, or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? • No Impact.

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the California Department of Toxic Substances Control. A search of the EnviroStor database determined that there are no Cortese sites located within the project site. The installation site is not identified by any regulatory agency as having a known and recorded hazardous materials spills, releases or environmental-related violations. *As a result, no impacts would result.*

C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? • No Impact.

The project site is not located within one-quarter mile of a school. The nearest school is the Meairs Elementary School located approximately 2,100 feet (0.39 miles) to the northwest of the site.¹⁷ The proposed project will also not involve any changes to the surrounding environment which could result in the release of hazardous materials. *As a result, no impacts will occur.*

¹⁷ Google Maps. Website accessed August, 2025.

D. *Would the project be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment? • No Impact.*

A review was conducted using the California Department of Toxic Substances Control (DTSC) Envirostor database. The project site is not included in the list of Cortese sites. As a result, no impacts are anticipated to occur regarding the placement of the proposed project on a Federal or State designated hazardous waste site. *As a result, no impacts would occur.*

E. *Would the project be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area? • No Impact.*

The project site is not located within two miles of an operational public airport. The nearest airport or airport land use plan is the Joint Forces Training Base Los Alamitos located approximately 3.6 miles to the northeast of the site. As a result, the proposed project will not present a safety hazard related to aircraft or airport operations at a public use airport to people residing or working in the project area. *As a result, no impacts would occur.*

F. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? • No Impact.*

At no time would Beach Boulevard or 21st Street be completely closed to traffic during the construction phase. Temporary lane closures would not be required for the project. No staging areas or construction equipment parking on the adjacent roads will be permitted. Thus, no impacts on emergency response or evacuation plans will result from the project's construction. *As a result, no impacts would occur.*

G. *Would the project expose people or structures to a significant risk of loss, injury, or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands? • No Impact.*

According to CalFire, the City of Westminster is not located within a Fire Hazard Severity Zone.¹⁸ The project site and surrounding properties are urbanized and the majority of the parcels are developed. There are no areas of native vegetation found within the project site or in the surrounding properties that could provide a fuel source for a wildfire. As a result, there are no impacts associated with potential wildfires from off-site locations. *As a result, no impacts are anticipated.*

MITIGATION MEASURES

The environmental analysis determined that there would not be a potential for hazardous materials impacts and no mitigation is required.

¹⁸ CalFire. Fire Hazard Severity Zone and Local PIO Viewer App.

10. HYDROLOGY & WATER QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			✗	
B. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				✗
C. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			✗	
i). Would the project result in substantial erosion or siltation on- or off-site;			✗	
ii). Would the project result substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site.			✗	
iii). Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			✗	
iv). Would the project impede or redirect flood flows?			✗	
D. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✗
E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✗

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on hydrology and water quality if it results in any of the following:

- The proposed project would violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.
- The proposed project would substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- The proposed project would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows.

- The proposed project would risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones.
- The proposed project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project violate any water quality standards or waste discharge requirements? • Less than Impact.*

The project site is currently vacant and covered over in impervious surfaces. The new impervious surfaces (internal driveways, parking areas, buildings, etc.) that will be constructed as part of the site's development could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within the parking areas. The proposed project will be required to implement storm water pollution control measures pursuant to the California Building Code (CBC) requirements and Chapter 8.30 of the City's Municipal Code for projects that would result in soil disturbance of less than one acre of land. The building contractors shall demonstrate that coverage has been obtained under California's General Permit for Storm water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer. The building contractors shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The building contractors shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.

Once operational, no hazardous materials will be used on-site beyond those which are used for routine cleaning and maintenance. The cleaning chemicals that will be used by the automated carwash consist of those that are biodegradable. In addition, the project Applicant must conform to all Regional Water Quality Control Board discharge requirements. The carwash water reclamation system captures up to 99% of the water used, which then goes through a filtration system. From there, soaps, soils and oils get filtered out, making the water cleaner and reusable for another wash. By recycling water, the carwash can use as little as 15 gallons of water per car wash compared to the 100 gallons that is typically used when washing a car in the driveway. Soaps and detergents are never discharged into storm drains, and these detergents are all eco-friendly and biodegradable. The recycling of the water ensures that no contaminated water is discharged off-site. As stated previously, the cleaning chemicals that will be used during the project's operation will be biodegradable. *As a result, the impacts would be less than significant.*

B. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? • No Impact.*

Construction-related activities are not anticipated to encounter and deplete groundwater supplies from any underlying aquifer. Other than the footings and supports for the new building, grading activities will not extend into the native soils located on-site. In addition, the proposed project will be connected to the City's utility lines and is not anticipated to deplete groundwater supplies through the consumption of the water.

A search was conducted through the Regional Water Quality Control Board's on-line database Geotracker to identify the presence of any water wells. According to the Geotracker, no wells are located within the project site. *As a result, no impacts would occur.*

C. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces? • Less than Significant Impact.*

The project site is currently developed and the site's natural drainage patterns have been altered as a result of the previous construction within the adjacent properties and development. No streams or rivers run through the project site. The proposed project would implement BMPs in order to manage stormwater onsite. *As a result, the potential impacts would be less than significant.*

i). *Would the project result in a substantial erosion or siltation on- or off-site; • Less than Significant Impact.*

The site is presently developed and there are no stream channels or natural drainages that occupy the property. As mentioned in Subsection A, the proposed project would prepare a WQMP and SWMPP which include BMPs to treat and manage stormwater to minimize erosion and siltation. *As a result, the impacts would be less than significant.*

ii). *Would the project result substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; • Less than Significant Impact.*

The project's construction will be restricted to the designated project site and the project will not alter the course of any stream or river that would lead to flooding. The proposed project would implement a bioinfiltration system to manage stormwater onsite. The project site would include 5,430 square feet of landscaping in total which would increase the total amount of pervious area onsite to 17.6% from 0% on the existing site. Stormwater would be designed to percolate in the proposed landscaping and would be caught within catch basins and diverted to the bioinfiltration system. *As a result, the impacts would be less than significant.*

iii). *Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; • Less than Significant Impact.*

The proposed project would implement a bioinfiltration system to manage stormwater onsite. The project site would include 5,430 square feet of landscaping in total which would increase the total amount of pervious area onsite to 17.6% from 0% on the existing site. Stormwater would be designed to percolate in the proposed landscaping and would be caught within catch basins and diverted to the bioinfiltration system. *As a result, the impacts would be less than significant.*

iv). *Would the project impede or redirect flood flows? • Less than Significant Impact.*

Stormwater along Beach Boulevard would flow into a drain along Beach Boulevard, approximately 100 feet north of the site. The project would not extend past the project site and would not affect stormwater flows along Beach Boulevard. *As a result, the potential impacts would be less than significant.*

D. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? • No Impact? • No Impact.

According to the Federal Emergency Management Agency (FEMA) flood insurance maps, the proposed project site is not located in an identified flood zone.¹⁹ The proposed project site is also not located in an area that is subject to inundation by seiche or tsunami due to its distance from large bodies of water. In addition, the project site is located inland approximately 6 miles from the Pacific Ocean and the project site would not be exposed to the effects of a tsunami. *As a result, no impacts will occur.*

E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? • No Impact.

The project Applicant will be required to adhere to Chapter 8.30 Water Quality of the municipal code which regulates stormwater and non-stormwater discharges. This Chapter of the City of Westminster municipal code is responsible for implementing the NPDES and MS4 stormwater runoff requirements. In addition, the project's operation will not interfere with any groundwater management or recharge plan because there are no active groundwater management recharge activities on-site or in the vicinity. *As a result, no impacts would occur.*

MITIGATION MEASURES

The analysis determined that no impacts would occur and no mitigation would be required.

11. LAND USE & PLANNING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project physically divide an established community?				×
B. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			×	

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

A project may be deemed to have a significant impact on land use and development if it results in any of the following:

- The disruption or division of the physical arrangement of an established community; or

¹⁹ Federal Emergency Management Agency. *Flood Insurance Rate Mapping Program*. 2021.

- A conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project physically divide or disrupt an established community or otherwise result in an incompatible land use? • No Impact.

The project consists of the construction and operation of a new single tunnel carwash facility on a 0.68 net-acre site. The proposed project site is zoned *Local Business (C1)* on Parcel 097-044-15 and *Multiple Family Residential -12 Units/Acre (R2)* with a *Parking (P) Overlay* on Parcels 097-044-9 and 097-044-8. The General Plan designation of the site is *Regional Commercial*. Existing uses found in the vicinity of the project site are summarized below:

- *North of the Project Site.* A gas station (13682 Beach Boulevard) and single-family residences (8042 and 8052 22nd Street) are located to the north of the project site. Further north is a container storage yard. This area is zoned *Local Business (C1)* on 13682 Beach Boulevard and *Multiple Family Residential -12 Units/Acre (R2)* with a *Parking (P) Overlay* on 8042 and 8052 22nd Street. The General Plan designation of the area is *Regional Commercial* on 13682 Beach Boulevard and *Residential Medium Density* on 8042 and 8052 22nd Street.
- *South of the Project Site.* A roadway (21st Street) extends along the south side of the project. A car dealership (13750 Beach Boulevard) and single-family residences (8052 and 8062 21st Street) are located further south of aforementioned road. This area is zoned *Mixed Use 40 units/acre (MU40)* with a *Planned Development (PD) Overlay* and has a General Plan Designation of *Mixed Use Corridor*.
- *West of the Project Site.* Beach Boulevard extends along the west side of the project site. A pharmacy (13701 Beach Boulevard) and single-family residence (7941 21st Street) are located further west of the aforementioned road. This area is zoned *General Business (C2)* with a *Planned Development (PD) Overlay* and has a General Plan designation of *Regional Commercial*.
- *East of the Project Site.* A single-family residence (8061 21st Street) is located to the east of the project site. This area is zoned *Multiple Family Residential -12 Units/Acre (R2)* and has a General Plan designation of *Residential Medium Density*.

The project would maintain the existing pedestrian path of travel. Although project construction may result in closings of portions of the sidewalk, this would be temporary and the operation of the project would not impact the sidewalk access. Due to the nature of the project and its minimal land coverage, the project will not lead to any division of an existing established neighborhood. *As a result, no impacts would occur.*

B. Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? • Less than Significant Impact.

The proposed project site is zoned *Local Business (C1)* on Parcel 097-044-15 and *Multiple Family Residential -12 Units/Acre (R2)* with a *Parking (P) Overlay* on Parcels 097-044-9 and 097-044-8. The General Plan designation of the site is *Regional Commercial*. The project site would require a zone change on Parcels -9 and -8 from *Multiple Family Residential -12 Units/Acre (R2)* with a *Parking (P) Overlay* to

Local Business (C1). The proposed zone change would be consistent with the existing properties along Beach Boulevard and would make the zoning consistent with the site's General Plan land use designation. To ensure compatibility with the adjacent residential uses, implementation of the mitigation measures in Section 13 Noise would mitigate potential noise levels that may disturb the adjacent residential uses. Following the zone change, the project would adhere to all development standards within the C1 zone. The proposed project would not significantly conflict with any land use plan, policy, or regulation. *As a result, the impact would be less than significant.*

MITIGATION MEASURES

The analysis determined that no significant adverse impacts on land use and planning would result from the implementation of the proposed project. As a result, no mitigation measures are required.

12. MINERAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				×
B. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				×

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, acting as Lead Agency, a project may be deemed to have a significant adverse impact on mineral resources if it results in any of the following:

- The proposed project would physically divide an established community.
- The proposed project would 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 Surface Mining and Reclamation Act of 1975 (SMARA) has developed mineral land classification maps and reports to assist in the protection and development of mineral resources. According to the SMARA, the following four mineral land use classifications are identified:

- *Mineral Resource Zone 1 (MRZ-1):* This land use classification refers to areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- *Mineral Resource Zone 2 (MRZ-2):* This land use classification refers to areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.
- *Mineral Resource Zone 3 (MRZ-3):* This land use classification refers to areas where the significance of mineral deposits cannot be evaluated from the available data. Hilly or mountainous areas underlain by sedimentary, metamorphic, or igneous rock types and lowland areas underlain

by alluvial wash or fan material are often included in this category. Additional information about the quality of material in these areas could either upgrade the classification to MRZ-2 or downgrade it to MRZ-1.

- *Mineral Resource Zone 4 (MRZ-4)*: This land use classification refers to areas where available information is inadequate for assignment to any other mineral resource zone.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents or the State? • No Impact.

According to the California Department of Conservation Division of Oil, Gas, and Geothermal Resources (DOGGR) Well Finder, there are no existing or former oil wells and/or oil extraction activities located within the installation sites. The project area is located within a Significant Mineral Aggregate Resource Area (SMARA) Mineral Resource Zone 2 (MRZ-2) which indicates resources of significance due construction aggregate found underground. However, the site is not located in an area with active mineral extraction activities, nor does the City permit surface mining. *As a result, no impacts on available mineral and energy resources are anticipated.*

B. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? • No Impact.

As previously mentioned, no mineral, oil, or energy extraction and/or generation activities are located within the installation sites. Moreover, the proposed project will not interfere with any resource extraction activity. *Therefore, no impacts would result.*

MITIGATION MEASURES

The analysis of potential impacts related to mineral resources indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

13. NOISE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✗		
B. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?		✗		
C. For a project located within the vicinity of a private airstrip or- an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✗

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on noise if it results in any of the following:

- The proposed project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- The proposed project would result in the generation of excessive ground borne vibration or ground borne noise levels.
- For a proposed project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Noise levels may be described using a number of methods designed to evaluate the “loudness” of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. Noise level increases of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? • Less than Significant Impact with Mitigation.

The major source of noise in the City of Westminster and the project area is vehicular traffic. The level of vehicular traffic noise varies with many factors, including traffic volume, vehicle mix (truck percentage), traffic speed, and distance from the roadway. The project site is located along Beach Boulevard which is along a 70- Community Noise Equivalent Level (CNEL) to 65 CNEL noise contour. The CNEL is used to describe the average sound levels over a 24-hour period within a community. A noise report was conducted for the project by Advanced Engineering Acoustics (See Appendix B). As part of the report, an ambient noise measurement was taken on October 21, 2021 near the easterly property line over a peak three hour monitoring period from 4 p.m. to 7 p.m. using a Larson-Davis Model 820 Type 1 Integrating Sound Meter. Table 6 indicates the variation in noise levels over time during the measurement period. For example, L_{50} represents the noise level that was exceeded during the measurement period 50 percent of the time (half the time the noise level exceeded this level and half the time the noise level was less than this level). The peak hour ambient exterior noise level (L_{eq}) ranged from 61.8 to 66.5 decibels (A weighted) (dBA) at the measurement location. The “A-weighting” represents the sound level which is most similar to the way the sound would be perceived by a human. The maximum observed sound level was 83.2 dBA and the minimum was 47.6 dBA. A full summary of the ambient noise measurement results taken from Table 1 in Appendix B is shown in Table 6.

TABLE 6 NOISE MEASUREMENT RESULTS

Time	Leq (dBA)	Lmax (dBA)	L(2) (dBA)	L(8) (dBA)	L(25) (dBA)	L(50) (dBA)	Lmin (dBA)
16:00	66.2	75.5	71.0	69.7	68.1	64.8	49.2
16:15	63.9	76.0	70.4	67.8	65.2	61.6	49.9
16:30	66.0	76.1	71.0	69.4	67.7	65.2	49.2
16:45	66.5	81.9	71.5	69.9	68.3	64.7	49.3
17:00	67.2	77.9	72.6	70.7	68.8	66.1	52.8
17:15	66.0	80.5	71.0	69.2	67.3	64.7	49.5
17:30	65.2	77.4	71.3	69.0	66.9	63.5	49.6
17:45	61.8	72.7	68.1	65.5	63.1	60.0	50.2
18:00	65.4	83.2	71.3	68.3	66.1	63.5	47.8
18:15	66.0	77.6	71.8	69.4	67.3	63.9	48.3
18:30	65.8	77.4	72.6	69.0	67.1	64.0	47.6
18:45	65.8	82.8	71.4	68.5	66.7	63.4	47.9
19:00	62.2	67.5	67.0	65.8	64.1	61.6	50.6

Source: Advanced Engineering Acoustics

The City of Westminster Noise standards are broken up into two separate zones based on the type of land use. The project site, non-residential adjacent properties, and single-family residences are within Zone 1. Zone 2 applies to multi-family residential zones (R2 to R5). The maximum exterior noise limit in Zone 1 is 55 dBA at all times. Within Zone 2, the maximum permitted exterior noise level is 60 dBA from 7:00 a.m. to 10:00 p.m. and 55 dBA from 10:00 p.m. to 7:00 a.m. In addition, it should be clarified that Section 8.28.040 of the Municipal Code establishes cumulative-duration standards. The above limits are applicable standards for noise occurring more than 30 minutes in an hour. The other limits are standard plus 5 dBA for more than 15 minutes per hour, standard plus 10 dBA for more than 5 minutes in an hour, standard plus 15 dBA for more than 1 minute in an hour, and the standard plus 20 dBA at any time (L_{max}).

Additionally, Section 8.28.060 Exemptions, set construction hours on weekdays, including Saturday, between 7:00 a.m. and 8:00 p.m. Noise sources associated with construction would not be permitted on Sunday or any federal holidays. As previously mentioned, the City of Westminster does not have a noise level limit for construction during the permitted construction hours. FTA daytime construction noise levels should not exceed 80 dBA L_{eq} for an 8-hour period at residential uses during the daytime and 70 dBA L_{eq} during the nighttime. In compliance with the City's Code, construction would not occur during the noise-sensitive nighttime hours.

For the site preparation and paving phases, the nearest sensitive receptor to the project site is a single-family residence located approximately four feet east of the project site. During the building construction and architectural coating phases, the distance would be 45 feet since the nearest sensitive receptor is the single-family residence located to the north of the project site, approximately 45 feet from the proposed buildings. Additionally, a 6-foot block wall exists along the northern and eastern boundary of the project site, which the analysis will assume would reduce the noise levels by 5dBA as a conservative estimate. The

project's construction noise levels were estimated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model Version 1.1 and are shown in Table 7.

TABLE 7 CONSTRUCTION NOISE LEVELS

Construction Phase	Noise Level at Nearest Receptor
Site Preparation/Grading	98.6 dB
Building Construction	79.8 dB
Paving	92.4 dB
Architectural Coating	69.6 dB

Source: Roadway Construction Noise Model Version 1.1

As shown in Table 7, construction noise levels would exceed the 80 dBA threshold for residential receptors during the site preparation, grading, and paving period. MM NOI-1 requires the use of mufflers on equipment. Per FTA guidelines, noise mufflers may reduce noise levels by at least 10 dBA.²⁰ MM NOI-2 requires the use of temporary noise barriers with minimum sound transmission class (STC) ratings of 25 which reduce noise by 7 to 10 dBA for construction equipment.²¹ Noise barriers must be a minimum of eight feet tall and installed in a location that completely blocks line-of-sight between the construction noise source and adjacent sensitive receptors. MM NOI-3 requires the implementation of a tiered equipment buffer distance which prevents construction equipment from operating within certain distances from the nearest sensitive receptor. Implementation of the following mitigation measures MM NOI-1 through MM NOI-3 would reduce noise levels below the 80 dBA threshold. The project construction vehicle trips would not result in a significant increase in noise levels since the maximum construction trips would be 20 trips according to the CalEEMod report and the average daily traffic volume on Beach Boulevard, approximately 75,000 trips according to Caltrans (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater).²²

A noise study was conducted by Advanced Engineering Acoustics for the project. The study utilized the most recent version of SoundPLAN™ 8.2 to model the operational sound onsite. The study assumed a worst-case scenario of 14 in-tunnel dryer/blower fans (10 horsepower each), 21 vacuum nozzles, and 22 vehicles in queue, all in operation. Assuming the project would operate in the worst-case scenario, the study found the noise levels at the neighboring single-family homes would generally be between 40 to 50 dBA or below.²³ This is below the 55 dBA L₅₀ limit for Zone 1 land uses. The existing traffic noise from Beach Boulevard already dominates the ambient noise level. Therefore, the project would not violate City noise standards. Since measured ambient noise levels currently exceed the noise limit, the City allows the noise standards to be adjusted to measured ambient noise levels. Despite this, the project is expected to comply with the City's lowest applicable noise standard (55 dBA L₅₀).

The cumulative traffic associated with the proposed project will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). The proposed project is expected to generate 43 new daily trips, which is insignificant compared to the average daily traffic volume on Beach Boulevard, approximately 75,000 trips according to Caltrans.²⁴

²⁰ Federal Highway Administration. *Special Report – Measurement, Prediction, and Mitigation*. 2006

²¹ Environmental-Noise-Control. Acoustic Barrier Blankets. <https://environmental-noise-control.com/products/stc-25-acoustical-barrier-blanket/>

²² Caltrans. 2023 Annual Average Daily Traffic

²³ Advanced Engineering Acoustics. *Existing Ambient Noise and Projected Future Operations Noise Study for a Proposed Express Car Wash in the City of Westminster*. May 25, 2023.

²⁴ Caltrans. 2023 Annual Average Daily Traffic

Because the proposed project's construction noise impacts are expected to result in significant noise impacts, the following mitigation measures will be applicable to the proposed project to mitigate noise impacts:

MM NOI-1. All construction equipment shall be equipped with the manufacturers' recommended noise muffling devices, such as mufflers and engine covers. These devices shall be kept in good working condition throughout the construction process.

MM NOI-2. Installation of a temporary sound barrier at the property lines of the proposed project with a minimum sound transmission class (STC) rating of 25 to mitigate noise impacts. Noise barriers must be a minimum of eight feet tall and installed in a location that completely blocks line-of-sight between the construction noise source and adjacent sensitive receptors.

MM NOI-3. The Project Applicant shall require that all construction contractors prohibit the use of vibratory rollers *within 136 feet, large bulldozers within 80 feet, loaded trucks within 74 feet, and jackhammers within 43 feet of nearby residential structures.* If construction activity must occur within these distances, it would need to be performed with alternative equipment types that do not exceed the vibration thresholds applied herein.

The proposed project's noise impacts will be less than significant with the above mitigation.

B. Would the project result in exposure of people to or generation of excessive ground-borne vibration and noise levels? • Less than Significant Impact with Mitigation.

The construction of the proposed project will result in the generation of vibration and noise. The background vibration velocity level in residential areas is usually around 50 vibration velocity level (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximately dividing line between barely perceptible and distinctly perceptible levels for many people.²⁵ Sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors causes most perceptible indoor vibration. Construction activities may result in varying degrees of ground vibration, depending on the types of equipment, the characteristics of the soil, and the age and construction of nearby buildings.

The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the construction site. A possible exception is in older buildings where special care must be taken to avoid damage. The FTA has guidelines for vibration levels from construction related to their activities and recommends that the maximum peak-particle-velocity (PPV) levels remain below 0.2 inches per second at the nearest structures for continuous or frequent intermittent sources near older residential buildings. PPV refers to the movement within the ground of molecular particles and not surface movement. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. Caltrans states that vibration levels above 0.04 inches per second (in/sec) are sometimes perceptible to people, and the level at which vibration becomes an irritation to people is 0.4 inches per second or 100 VdB for residential land uses. Because project construction would occur at close proximity to residential dwellings where people live, perceptibility of vibration in terms of human annoyance is also considered as a basis for determination of significant impacts. The FTA's threshold for human annoyance is 72 VdB. The project's implementation

²⁵ Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*. September 2018.

will not require deep foundations. The use of shallow foundations precludes the use of pile drivers or any auger type equipment. However, other vibration generating equipment may be used on-site during construction. As stated above, the project will require the use of excavators, loaders, bulldozers, and haul trucks.

TABLE 8 VIBRATION LEVELS DURING CONSTRUCTION

Construction Equipment	PPV @ 8 ft. (inches/sec.)	PPV @ 8 ft. (VdB)	PPV with Mitigation Incorporated (inches/sec.)	PPV with Mitigation Incorporated (VdB)
Vibratory Roller	1.16	109	0.017	72
Large Bulldozer	0.492	102	0.016	72
Loaded Trucks	0.420	101	0.015	72
Small Bulldozer	0.017	73	0.014	71

Source: Blodgett Baylosis Environmental Planning

As shown in Table 8, the peak-particle-velocity levels would exceed 0.2 inches per second at the nearest offsite structures during the construction phase. The distance from which equipment would comply with the damage threshold of 0.2 in/sec PPV would be 26 feet for vibratory rollers and 15 feet for large bulldozers. The distance from which equipment would comply with the perceptibility threshold of 72 VdB would be 136 feet for vibratory rollers and 80 feet for large bulldozers, 74 feet for loaded trucks, and 43 feet for jackhammers. Within the above distances, alternative low-vibration equipment or methods may be used. The vibration levels are high enough that nearby residents may consider it an annoyance, vibration inducing construction would only occur intermittently and would be generally limited to the site preparation, grading, and paving phases. With the incorporation of mitigation measure MM-NOI 3, which would limit the distance from which threshold exceeding vibration inducing equipment could operate within, would reduce impacts from construction vibration to less than significant levels. As construction of the project progresses, the distance would be greater, reducing the impacts of vibration to barely perceptible levels. The operation of the proposed project would not involve vibration-inducing equipment. The carwash would use blowers, vacuums, pumps, compressors, and dryers, which would not be capable of causing distinct vibration increases beyond ambient levels. *As a result, the impacts would be less than significant.*

C. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? • No Impact.*

The project site is not located within two miles of an operational public airport. The nearest airport or airport land use plan is the Joint Forces Training Base Los Alamitos located approximately 3.6 miles to the northwest of the project site. *As a result, no impacts are expected with regard to excessive noise levels due to airfields.*

MITIGATION MEASURES

The following mitigation measures will be applicable to the proposed project to mitigate after-hour noise impacts:

MM NOI-1. All construction equipment shall be equipped with the manufacturers' recommended noise muffling devices, such as mufflers and engine covers. These devices shall be kept in good working condition throughout the construction process.

MM NOI-2. Installation of a temporary sound barrier at the property lines of the proposed project with a minimum sound transmission class (STC) rating of 25 to mitigate noise impacts on all surrounding properties.

MM NOI-3. The Project Applicant shall require that all construction contractors prohibit the use of vibratory rollers within 136 feet, large bulldozers within 80 feet, loaded trucks within 74 feet, and jackhammers within 43 feet of nearby residential structures. If construction activity must occur within these distances, it would need to be performed with smaller equipment types that do not exceed the vibration thresholds applied herein.

The proposed project's noise impacts will be less than significant with the above mitigation.

14. POPULATION & HOUSING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✗
B. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✗

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on population and housing if it results in any of the following:

- The proposed project would induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
- The proposed project would displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project induce substantial population growth in an area, either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? • No Impact.

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts include the following:

- *New development in an area presently undeveloped and economic factors which may influence development.* The site was formerly developed with an automobile sales lot and the surrounding area is already developed with commercial and residential uses. The proposed use would be consistent with the *Local Business* zoning designation following the zone change.
- *Extension of roadways and other transportation facilities.* The adjacent roadways, Beach Boulevard and 21st Street have been developed and no expansion is planned.
- *Extension of infrastructure and other improvements.* The only infrastructure improvements proposed by the project include driveway improvements to Beach Boulevard and 21st Street and utility extensions which would be used for the project site only.
- *Major off-site public projects (treatment plants, etc.).* The project's increase in demand for utility services can be accommodated without the construction or expansion of landfills, water treatment plants, or wastewater treatment plants.
- *The removal of housing requiring replacement housing elsewhere.* The existing site consists of two vacant lots and one parking lot. No housing units would be removed by the proposed project.
- *Additional population growth leading to increased demand for goods and services.* The project would result in an increase in employment. As previously mentioned, the estimated employment growth would not conflict with the growth projections established for the City by SCAG.
- *Short-term growth-inducing impacts related to the project's construction.* The project will result in temporary employment during the construction phase.

The proposed project will utilize existing roadways and infrastructure. The project's estimated employment would not induce substantial growth due to the nominal number of new jobs. The proposed project will not result in any unplanned growth. *As a result, no impacts would occur.*

B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? • No Impact.

The existing site consists of two vacant lots and one parking lot. The proposed use is consistent with the proposed *Local Business* zoning designations. No housing units will be permitted, and none will be displaced as a result of the proposed project's implementation. *As a result, no impacts would occur.*

MITIGATION MEASURES

The analysis of potential population and housing impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation.

15. PUBLIC SERVICES

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

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on public services if it results in any of the following:

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to *fire protection services*;
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to *police protection services*;
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to *school services*; or,
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to other *government services*.

ANALYSIS OF ENVIRONMENTAL IMPACTS

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|--|
| <p>i. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to fire protection services? • Less than Significant Impact.</i></p> |
|--|

Fire protection and emergency medical services in the city of Westminster are provided by the Orange County Fire Authority (OCFA). Services include fire suppression, emergency medical, rescue and fire prevention, and hazardous materials coordination services. The nearest station to the project site is Station No. 64 (7351 Westminster Boulevard), located approximately 0.68 miles southwest of the project site. The proposed project would be constructed in accordance with current fire and building codes. As part of the project review process, the OCFA would review the new carwash development. OCFA response times are currently estimated between five to seven minutes. Since the proposed project would not result in direct permanent population growth, the proposed project would not affect response times. The carwash would not result in the need for construction associated with an expansion of existing or development of a new fire station given the project's conformity with the City's General Plan. *Therefore, the project would result in less than significant impacts related to fire protection services.*

ii. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to police protection? • Less than Significant Impact.*

Police protection and law enforcement services are provided by the Westminster Police Department located approximately 0.44 miles southeast of the project site. As part of the project review process, the Westminster Police Department would review the new carwash development. Since the proposed project would not result in direct permanent population growth, the proposed project would not affect response times. The carwash would not result in the need for construction associated with an expansion of existing or development of new police facilities given the project's conformity with the City's General Plan. *As a result, the impacts would be less than significant.*

iii. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios or other performance objectives relative to school services? • Less than Significant Impact.*

The City of Westminster is served by the Westminster School District. The nearest school is the Meairs Elementary School located approximately 2,100 feet to the northwest of the site. Due to the nature of the proposed project (a commercial use), no direct enrollment impacts regarding school services would occur. The proposed project will not directly increase demand for school services. The proposed project would be required to pay school fees. *As a result, the impacts would be less than significant.*

iv. *Would the project result in substantial adverse physical impacts associated with parks? • Less than Significant Impact.*

The City of Westminster Community Services Department manages 24 parks throughout the City. The nearest park to the project site is Liberty Park located approximately 1,150 feet to the southeast of the project site. Due to the commercial nature of the proposed project, it would not result in any local increase in residential development (directly or indirectly) which could potentially impact the local recreational facilities. *As a result, the impacts would be less than significant.*

v. *Would the project result in substantial adverse physical impacts associated with other public facilities? • Less than Significant Impact.*

The proposed project would not create direct local population growth which could potentially create demand for other governmental services. *As a result, less than significant impacts will result from the proposed project's implementation.*

MITIGATION MEASURES

The analysis of public service impacts indicated that no mitigation would be required.

16. RECREATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				×
B. Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				×

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on recreation if it results in any of the following:

- The proposed project would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- The proposed project would include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? • No Impact.*

The City of Westminster Community Services Department manages 24 parks throughout the City. The nearest park to the project site is Liberty Park located approximately 1,150 feet to the southeast of the project site. Due to the commercial nature of the proposed project, it would not result in any local increase in residential development (directly or indirectly) which could potentially impact the local recreational facilities. *As a result, no impacts would occur.*

B. Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? • No Impact.

As previously indicated, the proposed project would not involve the construction of new development that would increase the demand for new recreational facilities nor will the project result in the construction or expansion of recreational facilities. Additionally, no such facilities are located or planned adjacent to the project site. *As a result, no impacts will occur.*

MITIGATION MEASURES

The analysis of potential impacts related to parks and recreation indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

17. TRANSPORTATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			×	
B. Conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)?			×	
C. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			×	
D. Would the project result in inadequate emergency access?				×

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on transportation and circulation if it results in any of the following:

- The proposed project would conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- The proposed project would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).
- The proposed project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- The proposed project would result in inadequate emergency access.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? • Less than Significant Impact.*

Site access would be provided primarily through a 35-foot ingress located along the east side of Beach Boulevard and a 25-foot driveway providing both ingress and egress along 21st Street. Customer vehicle circulation would flow in a reverse ‘s’ shape. Customers would enter the dual queuing lane through the 35-foot driveway along Beach Boulevard. A pay station would be located at the end of the dual queuing lane prior to the carwash entrance. The payment gate would be located at the end of the queueing dual lane, approximately five car lengths from the tunnel entrance. The customer parking area would contain 19 stalls with 11 vacuums. One ADA stall and three employee parking spots would be provided.

The Institute of Transportation Engineers’ (ITE) Trip Generation, 12th Edition is frequently used to calculate a project’s potential trip generation. For this project, the ITE land use code for automated carwashes was used (the ITE code is 947). The independent variable used in calculating trip generation was the number of “stalls.” For this project, one upgraded carwash tunnel will be provided (since only one car may enter the carwash tunnel conveyor at a time). As shown in Table 9, the carwash will generate 108 average daily trips (ADT) per stall, translating into a total trip rate of 108 ADT. In addition, the PM peak hour rate is six percent of the total ADT, which translates into six PM peak hour trips. In addition, carwashes typically have a very high pass-by rate of approximately 60 percent. Pass-by trips are trips generated to the project site by vehicles that are traveling to a different end destination. An example of a pass-by trip to a carwash would be a resident leaving their house and stopping at the carwash on their way to a supermarket without originally intending to visit the carwash. Since pass-by trips are trips made en-route to an end destination, they are not considered a full trip. Uses that generate a large number of pass-by trips are typically not end destinations (carwashes, convenience stores, gas stations, ATMs, certain drive-thru establishments, etc.). When considering the pass-by adjustment, the total pass-by ADT will be 65 trips per day and the pass-by PM peak hour trips will be four PM peak hour trips. When considering the aforementioned pass-by adjustments, the total “adjusted” ADT trip generation will be 44 ADT (108 ADT – 64 pass-by ADT = 44 ADT) and the total PM peak hour trips will be two PM peak hour trips (six PM peak hour trips – four pass-by PM peak hour trips = two PM peak hour trips.).

TABLE 9 PROJECT TRIP GENERATION

ITE Land Use/Project	ITE Code & Unit	Unit	Daily	AM Peak Hour Total	PM Peak Hour Total
Automated Car Wash (Trip Rates)	947	Stall	108	--	0.06
Proposed Generation		1 stall	108	--	6
Assumed 60% Pass by for Weekday Peak hour Trips			65	--	4
			43	--	2

Source: Institute of Transportation Engineers (ITE) 12th Edition

No adjacent roadways include bicycle lanes or facilities. The Orange County Transportation Authority Line 29 runs along Beach Boulevard. The Beach-21st Street Station is located along the west boundary of the site, just south of the existing primary site ingress point on Beach Boulevard. The project would reconstruct the existing driveway in place and would not affect the existing bus stop. The project would not obstruct any pedestrian facilities along the site. Two existing driveways, one along Beach Boulevard and one along 21st Street in the southeast portion of the site, would be reconstructed per Caltrans and City standards. The second existing driveway located on 21st Street, located along the south-central portion of the site would be abandoned. The project would not introduce obstructions along the sidewalks of 21st Street and Beach Boulevard. *As a result, the impacts would be less than significant.*

B. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?
• *Less than Significant Impact.*

The City has adopted thresholds of significance for determining impacts related to vehicle miles traveled (VMT) consistent with the California Office of Planning and Research's Technical Advisory. The City's Transportation Impact Analysis (TIA) Guidelines are used to determine whether a project would adequately reduce total VMT, and as such, determined the following screening criteria for certain land development projects that may be presumed to result in a less than significant VMT impact:

- *Transit Priority Area.* Projects located within Transit Priority Areas (TPAs) may be exempt from VMT analysis. TPAs are defined in the OPR Technical Advisory as a ½ mile radius around an existing or planned major transit stop, or an existing stop along a high-quality transit corridor (HQTC). HQTCs are defined in the technical advisory as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Beach Boulevard is a HQTC. This presumption may not be appropriate if a project has a floor area ratio (FAR) of less than 0.75, includes more parking than required by the jurisdiction, is inconsistent with the applicable Sustainable Communities Strategy, or replaces affordable residential units with a smaller number of moderate-or high-income units. The project site is located within a TPA, though the project exceeds the 0.7 FAR threshold and does not meet this criterion.
- *Low VMT Area Screening.* Projects located in low VMT areas (15% below the County of Orange's baseline VMT per service population) are presumed to have a less than significant impact. The project is not located within a low VMT area. The County's VMT is 20.4 while the site's VMT is 22. Therefore, this screening criteria does not apply to this project.
- *Project Type Screening.* If a retail project is less than 50,000 square feet and is local serving, a less than significant impact can be presumed. Local serving retail involves improving the convenience of obtaining goods or services close to home which can reduce vehicle travel. Therefore, the project meets this criterion. Based on the City's Guidelines, if the project meets one of the three screening criteria, a less than significant impact can be made and no further analysis is required. Since the proposed project provides local serving commercial services, the VMT impacts resulting from the proposed project would be consistent with this finding.

A recent court case disallowed the use of the Small Trip Generator threshold (110 daily trips is the threshold while the project's net trip generation would be 43 net trips) in cases where a Lead Agency has not first supported the threshold is appropriate under local conditions. The City has yet to support the OPR threshold is appropriate under local conditions. Therefore, the analysis was required to develop an alternative approach in identifying the proposed project's VMT threshold. The analysis examined a survey area that included a 3.3 mile radius of the project site which generally corresponded

to the land area contained within Westminster’s corporate boundaries. Within this radius, there were a total of 17 dedicated carwashes located within this area that *are not* part of a larger service station/convenience store location. In other words, these carwashes were stand-alone businesses without any ancillary uses.

The project team focused on the car washes located within or near the Beach Boulevard corridor. A total of three car washes are located along the Beach Boulevard corridor. Of these three car washes, the distances of these existing carwashes from the project site are 0.68 miles, 2.26 miles, and 3.3 miles respectively, or for an average of 2.1 miles. The proposed project would represent a fourth car wash in the service area along the Beach Boulevard corridor. The proposed new carwash would translate into a potential reduction in the travel distance to obtain the services afforded by these carwashes. The new proposed carwash would result in a reduction of the average travel distance of 2.1 miles for the three existing carwashes compared to the proposed project. Basically, the proposed project would result in a reduction of 227 miles when considering trip ends) or 454 miles, when consider round trips. These figures assume a trip generation rare of 108 trips per day. *As a result, the potential impacts will be less than significant.*

C. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? • Less than Significant Impact.

Customer vehicle circulation would flow in a reverse ‘s’ shape. Customers would enter the dual queuing lane through the 35-foot driveway along Beach Boulevard. A pay station would be located at the end of the dual queuing lane prior to the carwash entrance. The project can be conditioned such that in the event traffic backs up onto Beach Boulevard, carwash staff would place a sign outside indicating the driveways are closed at this time. The proposed project will not expose future drivers to dangerous intersections or sharp curves and the proposed project will not introduce incompatible equipment or vehicles to the adjacent roads. *As a result, the potential impacts will be less than significant.*

D. Would the project result in inadequate emergency access? • No Impact.

The proposed project would not affect emergency access to any adjacent parcels. At no time will any local streets or parcels be completely closed to traffic. All construction staging would occur onsite. *As a result, the proposed project’s implementation will not result in any impacts.*

MITIGATION MEASURES

The analysis of potential impacts related to traffic and circulation indicated that no mitigation was required.

18. TRIBAL CULTURAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact

A. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Would the project have listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				×
ii). Would the project have resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American.		×		

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on tribal cultural resources if it results in any of the following:

- The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).
- The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: No Impact.*

A Tribal Resource is defined in Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms to the criteria of subdivision (a).

i). Would the listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). • No Impact

Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1. The project site was previously developed as an auto sales center and is not listed in the Register. *As a result, no impacts would occur.*

ii). Would the project have a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe? • Less than Significant Impact with Mitigation.

A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe. A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms to the criteria of subdivision (a).

This Project also requires consultation related to tribal cultural resources (“TCR”). Approved in 2014, Assembly Bill (“AB”) 52 establishes a formal consultation process for California Native American tribes to identify potential significant impacts to TCRs, as defined in Public Resources Code (PRC) section 21074, as part of CEQA. As specified in the “PRC”, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation.

A Native American Heritage Commission Sacred Lands File search was completed on March 18, 2026 (See Appendix D). The results of the search were negative. In compliance with California Law, a notice was provided to applicable tribes that a CEQA document was being prepared and the City solicited requests for consultation. On February 26, 2026, notices were sent to the following tribes with certified mail. The tribes

notified include Santa Rosa Band of Cahuilla Indians, Cahuilla Band of Indians, Soboba Band of Luiseno Indians, Gabrieleno Band of Mission Indians – Kizh Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino-Tongva Tribe, Juaneno Band of Mission Indians Acjachemen Nation-Belardes, Juaneno Band of Mission Indians Acjachemen Nation-84A, Pala Band of Mission Indians, Juaneno Band of Mission Indians, and Gabrielino/Tongva Nation. The Gabrielino Band of Mission Indians – Kizh Nation responded on February 26, 2026 requesting a consultation which was conducted on April 23, 2026. The tribe requested mitigation measures which have been listed below:

MM TCR-1. Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.

- The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleno Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
- The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.
- On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

MM TCR-2. Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial).

- Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems

appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

MM TCR-3. Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects.

- Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
- If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.
- Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
- Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

The impacts would be less than significant with mitigation.

MITIGATION MEASURES

The project would be required to adhere to the following mitigations requested by the Gabrielino Band of Mission Indians – Kizh Nation:

MM TCR-1. Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.

- The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
- The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the

Tribe.

- On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

MM TCR-2. Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial).

- Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

MM TCR-3. Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects.

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- If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.
- Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
- Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

19. UTILITIES AND SERVICE SYSTEMS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				✗

B. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			×	
C. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			×	
D. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			×	
E. Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?				×

THRESHOLDS OF SIGNIFICANCE

A project may be deemed to have a significant adverse impact on utilities if it results in any of the following:

- An exceedance of the wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- The construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts;
- The construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- An overcapacity of the storm drain system causing area flooding;
- A determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand;
- The project will be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs;
- Non-compliance with Federal, State, and local statutes and regulations relative to solid waste;
- A need for new systems, or substantial alterations in power or natural gas facilities; or,
- A need for new systems, or substantial alterations in communications systems.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? • No Impact.*

There are no existing water or wastewater treatment plants, electric power plants, telecommunications facilities, natural gas facilities, or stormwater drainage infrastructure located on-site. Therefore, the project's implementation will not require the relocation of any of the aforementioned facilities. The project

site was formerly developed and the site has existing electrical, sewer and water connections. The proposed project's connection can be adequately handled by the existing infrastructure. *As a result, no impacts would result.*

B. *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts? • Less than Significant Impact.*

The City of Westminster currently maintains 10 wells and a 16 million-gallon (MG) storage reservoir that provides water to over 20,000 connections within the City's 10 square mile service area. According to the City of Westminster 2020 Urban Water Management Plan (UWMP), the City provided 10,653 acre-feet of water in 2020 and the peak projection from 2020 to 2045 would be 11,080 acre-feet of water in 2025. According to the 2020 UWMP, the City's main water source is groundwater obtained through the OC Basin. The City projects 85% of the water supply would come from groundwater in comparison to 77% in 2020. Per the UWMP, during multiple dry year scenarios, the City would be able to meet the projected demand.²⁶

TABLE 10 PROJECTED WATER CONSUMPTION

Project Element	Consumption Rate	Project Consumption
Carwash	0.300 gals/day/sq. ft.	650 gals/day
	15 gals/day/trip	1,620 gals/day
Total		2,270 gals. /day

Source: Blodgett Baylosis Environmental Planning

There are existing water and sewer lines located on the project site. The carwash water reclamation system captures up to 99% of the water used, which then goes through a filtration system. From there, soaps, soils and oils get filtered out, making the water cleaner and reusable for another wash. By recycling water, the carwash can use as little as 15 gallons of water per car wash compared to the 100 gallons that is typically used when washing a car in the driveway. As shown in Table 10, the project would generate 2,270 gallons of water daily. This figure is an insignificant amount compared to the existing demand. *As a result, the impacts will be less than significant.*

C. *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? • Less than Significant Impact.*

Wastewater services are provided by the Midway City Sanitary District which manages 174 miles of sewer mains and four lift stations. The District manages local sewer lines which flow into the Orange County Sanitation District (OCSd), which operates two reclamation plants and 396 miles of regional trunk sewers. Reclamation Plant No. 1 has a maximum capacity of 318 million gallons daily (mgd) and Reclamation Plant

²⁶ Arcadis. 2020 Urban Water Management Plan. June 2021.

No. 2 has a maximum capacity of 386 mgd.²⁷ As shown in Table 11, the proposed project is estimated to generate 1,021 gallons of wastewater on a daily basis.

TABLE 11 PROJECTED WASTEWATER GENERATION

Project Element	Consumption Rate	Project Consumption
Carwash	0.200 gals/day/sq. ft.	1,030.6 gals/day
Total		1,030.6 gals/day

Source: Blodgett Baylosis Environmental Planning

The project's implementation will not create a substantial increase of existing infrastructure. The projected wastewater generation would be an insignificant amount compared to the current capacity. *As a result, the impacts are expected to be less than significant.*

D. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? • Less than Significant Impact.

The project site would be served by CR&R Disposal, which processes solid waste and transfers waste to the Frank R. Bowerman Landfill. The Frank R. Bowerman Landfill is expected to operate until 2053 and has a daily capacity of 11,500 tons per day and over 160,00,00 tons of remaining capacity.²⁸ As shown in Table 12, the proposed project is estimated to generate 46 pounds of solid waste water on a daily basis.

TABLE 12 PROJECTED SOLID WASTE GENERATION

Project Element	Consumption Rate	Project Consumption
Carwash	8.93 gals/day/sq. ft.	46 lbs./day
Total		46 lbs. /day

Source: Blodgett Baylosis Environmental Planning

The projected solid waste generation would be an insignificant amount compared to the current daily permitted throughput. *As a result, the potential impacts will be less than significant.*

E. Would the project comply with Federal, State, and local statutes and regulations related to solid waste? • No Impact.

The proposed project, like all other development in Westminster and Orange County, will be required to adhere to City and County ordinances with respect to waste reduction and recycling. *As a result, no impacts would occur.*

²⁷ Carollo. 2017 Orange County Sanitation District Wastewater Collection and Treatment Facilities Master Plan. 2017

²⁸ CalRecycle. Solid Waste Information Systems (SWIS) Frank R. Bowerman Landfill. Website accessed August, 2025.

MITIGATION MEASURES

The analysis of utilities impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

20. WILDFIRE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?				✗
B. Would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✗
C. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✗
D. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✗

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on wildfire risk and hazards if it results in any of the following:

- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, substantially impair an adopted emergency response plan or emergency evacuation plan.
- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, substantially impair an adopted emergency response plan or emergency evacuation plan.
- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan? • No Impact.*

The project site is not located within a Fire Hazard Severity Zone.²⁹ Therefore, this checklist question is not applicable to the project. *As a result, no impacts would occur.*

B. *Would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? • No Impact.*

As previously stated, the project site is not located within a Fire Hazard Severity Zone. Therefore, this checklist question is not applicable to the project. *As a result, no impacts would occur.*

C. *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? • No Impact.*

As previously stated, the project site is not located within a Fire Hazard Severity Zone. Therefore, this checklist question is not applicable to the project. *As a result, impacts will occur.*

D. *Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? • No Impact.*

As previously stated, the project site is not located within a Fire Hazard Severity Zone. Therefore, this

²⁹ CalFire. Fire Hazard Severity Zone and Local PIO Viewer App

checklist question is not applicable to the project. *As a result, no impacts would occur.*

MITIGATION MEASURES

The analysis of wildfires impacts indicated that less than significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

21. MANDATORY FINDINGS OF SIGNIFICANCE

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

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable. The proposed project is relatively small and the attendant environmental impacts will not lead to a cumulatively significant impact on any of the issues analyzed herein.
- The proposed project *will not* have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.

22. CONCLUSIONS

The Initial Study determined that the proposed project is not expected to have significant adverse environmental impacts, with the implementation of the mitigation measures. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

- The proposed project *will not* have the potential to degrade the quality of the environment, with the implementation of the mitigation measures included herein.
- The proposed project *will not* have the potential to achieve short term goals to the disadvantage of long-term environmental goals, with the implementation of the mitigation measures referenced herein.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the mitigation measures contained herein.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the mitigation measures contained herein.

In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Westminster can make the following additional finding:

- A Mitigation Reporting and Monitoring Program *will* be required.

23. REFERENCES

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MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Monitoring and Reporting Program

CASE-2025-0142– Westminster Express Car Wash

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Dept.	Verification Date
<i>Aesthetics</i>						
1	Prior to issuance of any building permits, the applicant shall demonstrate to the Planning Department that the lighting equipment has been designed and directed in such a manner as to minimize the light source and to minimize light spillage and glare to the adjacent properties. Applicant shall provide a lighting plan that identifies light fixture product types and technical specifications, including photometric information to determine the extent of light spillage or glare that can be anticipated. This information shall be made a part of the building set of plans for the issuance of the building permit.	Condition of Approval	Review Lighting Plan	Prior to Issuance of Building Permit	Planning Dept.	
<i>Cultural Resources</i>						
2	The Applicant must obtain the services of a qualified archaeologist to conduct full-time monitoring services during grading and excavation operations. The monitor(s) shall be equipped to salvage artifacts if they are unearthed so as to avoid construction delays. The archaeologist/monitor shall be empowered to temporarily halt or divert equipment to allow for the removal of specimens in a timely manner. Monitoring may be reduced if the potentially culturally significant units are not present in the subsurface, or if present, are determined by a qualified archaeological personnel, to have a low potential to contain or yield archeological resources.	Condition of Approval	Field Inspections as Necessary	Prior to Project Construction Activities	Planning Dept.	
<i>Noise</i>						
3	All construction equipment shall be equipped with the manufacturers' recommended noise muffling devices, such as mufflers and engine covers. These devices shall be kept in good working condition throughout the construction process.	Condition of Approval	Field Inspections as Necessary	During Construction Activities	Planning Dept.	

Mitigation Monitoring and Reporting Program

CASE-2025-0142– Westminster Express Car Wash

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Dept.	Verification Date
4	Installation of a temporary sound barrier at the property lines of the proposed project with a minimum sound transmission class (STC) rating of 25 to mitigate noise impacts on all surrounding properties.	Condition of Approval	Field Inspections as Necessary	Prior to Project Construction Activities	Planning Dept.	
5	The Project Applicant shall require that all construction contractors prohibit the use of vibratory rollers within 136 feet, large bulldozers within 80 feet, loaded trucks within 74 feet, and jackhammers within 43 feet of nearby residential structures. If construction activity must occur within these distances, it would need to be performed with smaller equipment types that do not exceed the vibration thresholds applied herein.	Condition of Approval	Field Inspections as Necessary	During Construction Activities	Planning Dept.	
<i>Tribal Cultural Resources</i>						
6	Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities. - The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. - A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. - The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of	Condition of Approval	Field Inspections as Necessary	Prior to Project Construction Activities	Planning Dept.	

Mitigation Monitoring and Reporting Program

CASE-2025-0142– Westminster Express Car Wash

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Dept.	Verification Date
	ground disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.					
7.	Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial). Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe’s sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes	Condition of Approval	Field Inspections as Necessary	During Construction Activities	Planning Dept.	

Mitigation Monitoring and Reporting Program

CASE-2025-0142– Westminster Express Car Wash

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Dept.	Verification Date
8	Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects. - Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. - If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. - Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). - Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. - Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.	Condition of Approval	Field Inspections as Necessary	During Construction Activities	Planning Dept.	

APPENDIX A – AIR QUALITY WORKSHEETS

WSTM 001 Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	WSTM 001
Construction Start Date	7/1/2026
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	1.80000
Precipitation (days)	6.20000
Location	33.76321239008607, -117.98906800812405
County	Orange
City	Westminster
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5804
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas

Data Field	Value
App Version	2022.1.1.45

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Automobile Care Center	4.71600	1000sqft	0.68000	4,716.00	5,430.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-9	Use Dust Suppressants
Construction	C-10-B	Water Active Demolition Sites
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Construction	C-12	Sweep Paved Roads

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Unmit.	2.13474	1.76864	14.3691	16.2980	0.03537	0.62726	2.25159	2.65192	0.57755	0.77994	1.35749	—	4,450.10	4,450.10	0.24012	0.31466	4.20737	4,554.08
Mit.	2.13474	1.76864	14.3691	16.2980	0.03537	0.62726	2.25159	2.65192	0.57755	0.77994	1.35749	—	4,450.10	4,450.10	0.24012	0.31466	4.20737	4,554.08
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.51960	4.49432	4.83696	6.98688	0.01222	0.18891	0.22874	0.40781	0.17381	0.05362	0.21836	—	1,347.42	1,347.42	0.05439	0.01497	0.02052	1,353.17
Mit.	4.51960	4.49432	4.83696	6.98688	0.01222	0.18891	0.22874	0.40781	0.17381	0.05362	0.21836	—	1,347.42	1,347.42	0.05439	0.01497	0.02052	1,353.17
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.29968	0.25146	2.10513	2.85707	0.00553	0.08306	0.13052	0.21358	0.07648	0.03585	0.11233	—	632.783	632.783	0.02738	0.01606	0.09324	638.346
Mit.	0.29968	0.25146	2.10513	2.85707	0.00553	0.08306	0.13052	0.21358	0.07648	0.03585	0.11233	—	632.783	632.783	0.02738	0.01606	0.09324	638.346
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.05469	0.04589	0.38419	0.52142	0.00101	0.01516	0.02382	0.03898	0.01396	0.00654	0.02050	—	104.764	104.764	0.00453	0.00266	0.01544	105.686
Mit.	0.05469	0.04589	0.38419	0.52142	0.00101	0.01516	0.02382	0.03898	0.01396	0.00654	0.02050	—	104.764	104.764	0.00453	0.00266	0.01544	105.686
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	2.13474	1.76864	14.3691	16.2980	0.03537	0.62726	2.25159	2.65192	0.57755	0.77994	1.35749	—	4,450.10	4,450.10	0.24012	0.31466	4.20737	4,554.08
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	4.51960	4.49432	4.83696	6.98688	0.01222	0.18891	0.22874	0.40781	0.17381	0.05362	0.21836	—	1,347.42	1,347.42	0.05439	0.01497	0.02052	1,353.17
2027	4.51115	4.48719	0.83209	1.13823	0.00173	0.01905	0.00395	0.02299	0.01752	0.00092	0.01845	—	137.190	137.190	0.00546	0.00123	0.00032	137.693
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.29968	0.25146	2.10513	2.85707	0.00553	0.08306	0.13052	0.21358	0.07648	0.03585	0.11233	—	632.783	632.783	0.02738	0.01606	0.09324	638.346
2027	0.10594	0.10537	0.01954	0.02674	0.00004	0.00045	0.00009	0.00054	0.00041	0.00002	0.00043	—	3.22287	3.22287	0.00013	0.00003	0.00012	3.23478
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.05469	0.04589	0.38419	0.52142	0.00101	0.01516	0.02382	0.03898	0.01396	0.00654	0.02050	—	104.764	104.764	0.00453	0.00266	0.01544	105.686
2027	0.01933	0.01923	0.00357	0.00488	0.00001	0.00008	0.00002	0.00010	0.00008	< 0.00005	0.00008	—	0.53358	0.53358	0.00002	< 0.00005	0.00002	0.53555

2.2.2. Onsite 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)

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Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	2.04555	1.71883	13.7678	15.3864	0.03207	0.62143	1.73375	2.35518	0.57172	0.70595	1.27767	—	3,473.80	3,473.80	0.14091	0.02818	0.00000	3,485.73
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	4.51856	4.49330	4.80600	6.90565	0.01205	0.18874	0.00000	0.18874	0.17364	0.00000	0.17364	—	1,304.47	1,304.47	0.05291	0.01058	0.00000	1,308.94
2027	4.51014	4.48634	0.83116	1.12539	0.00173	0.01905	0.00000	0.01905	0.01752	0.00000	0.01752	—	133.513	133.513	0.00542	0.00108	0.00000	133.971
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.28784	0.24532	2.01399	2.74864	0.00505	0.08221	0.09229	0.17451	0.07564	0.02604	0.10168	—	543.638	543.638	0.02205	0.00441	0.00000	545.504
2027	0.10591	0.10535	0.01952	0.02643	0.00004	0.00045	0.00000	0.00045	0.00041	0.00000	0.00041	—	3.13533	3.13533	0.00013	0.00003	0.00000	3.14609
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.05253	0.04477	0.36755	0.50163	0.00092	0.01500	0.01684	0.03185	0.01380	0.00475	0.01856	—	90.0055	90.0055	0.00365	0.00073	0.00000	90.3144
2027	0.01933	0.01923	0.00356	0.00482	0.00001	0.00008	0.00000	0.00008	0.00008	0.00000	0.00008	—	0.51909	0.51909	0.00002	< 0.00005	0.00000	0.52087

2.2.3. Offsite 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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.21368	0.06190	2.21497	1.49656	0.01244	0.02329	0.61659	0.63988	0.02329	0.16683	0.19012	—	1,967.80	1,967.80	0.13943	0.29452	4.20737	2,063.26

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Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.06019	0.05903	0.06115	0.79554	0.00017	0.00017	0.22874	0.22874	0.00017	0.05362	0.05362	—	216.872	216.872	0.00309	0.00829	0.02052	219.441
2027	0.00100	0.00086	0.00092	0.01284	0.00000	0.00000	0.00395	0.00395	0.00000	0.00092	0.00092	—	3.67751	3.67751	0.00005	0.00014	0.00032	3.72163
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.01183	0.00614	0.09114	0.10843	0.00048	0.00085	0.03822	0.03907	0.00085	0.00980	0.01065	—	89.1445	89.1445	0.00533	0.01165	0.09324	92.8422
2027	0.00002	0.00002	0.00002	0.00031	0.00000	0.00000	0.00009	0.00009	0.00000	0.00002	0.00002	—	0.08754	0.08754	< 0.000005	< 0.000005	0.00012	0.08869
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.00216	0.00112	0.01663	0.01979	0.00009	0.00015	0.00698	0.00713	0.00015	0.00179	0.00194	—	14.7589	14.7589	0.00088	0.00193	0.01544	15.3711
2027	< 0.000005	< 0.000005	< 0.000005	0.00006	0.00000	0.00000	0.00002	0.00002	0.00000	< 0.000005	< 0.000005	—	0.01449	0.01449	< 0.000005	< 0.000005	0.00002	0.01468

2.2.4. Total Construction Emissions by Year, Mitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	2.13474	1.76864	14.3691	16.2980	0.03537	0.62726	2.25159	2.65192	0.57755	0.77994	1.35749	—	4,450.10	4,450.10	0.24012	0.31466	4.20737	4,554.08
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
2026	4.51960	4.49432	4.83696	6.98688	0.01222	0.18891	0.22874	0.40781	0.17381	0.05362	0.21836	—	1,347.42	1,347.42	0.05439	0.01497	0.02052	1,353.17
2027	4.51115	4.48719	0.83209	1.13823	0.00173	0.01905	0.00395	0.02299	0.01752	0.00092	0.01845	—	137.190	137.190	0.00546	0.00123	0.00032	137.693
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.29968	0.25146	2.10513	2.85707	0.00553	0.08306	0.13052	0.21358	0.07648	0.03585	0.11233	—	632.783	632.783	0.02738	0.01606	0.09324	638.346
2027	0.10594	0.10537	0.01954	0.02674	0.00004	0.00045	0.00009	0.00054	0.00041	0.00002	0.00043	—	3.22287	3.22287	0.00013	0.00003	0.00012	3.23478
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.05469	0.04589	0.38419	0.52142	0.00101	0.01516	0.02382	0.03898	0.01396	0.00654	0.02050	—	104.764	104.764	0.00453	0.00266	0.01544	105.686
2027	0.01933	0.01923	0.00357	0.00488	0.00001	0.00008	0.00002	0.00010	0.00008	< 0.000005	0.00008	—	0.53358	0.53358	0.00002	< 0.000005	0.00002	0.53555

2.2.5. Onsite Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	2.04555	1.71883	13.7678	15.3864	0.03207	0.62143	1.73375	2.35518	0.57172	0.70595	1.27767	—	3,473.80	3,473.80	0.14091	0.02818	0.00000	3,485.73
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	4.51856	4.49330	4.80600	6.90565	0.01205	0.18874	0.00000	0.18874	0.17364	0.00000	0.17364	—	1,304.47	1,304.47	0.05291	0.01058	0.00000	1,308.94
2027	4.51014	4.48634	0.83116	1.12539	0.00173	0.01905	0.00000	0.01905	0.01752	0.00000	0.01752	—	133.513	133.513	0.00542	0.00108	0.00000	133.971
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
2026	0.28784	0.24532	2.01399	2.74864	0.00505	0.08221	0.09229	0.17451	0.07564	0.02604	0.10168	—	543.638	543.638	0.02205	0.00441	0.00000	545.504
2027	0.10591	0.10535	0.01952	0.02643	0.00004	0.00045	0.00000	0.00045	0.00041	0.00000	0.00041	—	3.13533	3.13533	0.00013	0.00003	0.00000	3.14609
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.05253	0.04477	0.36755	0.50163	0.00092	0.01500	0.01684	0.03185	0.01380	0.00475	0.01856	—	90.0055	90.0055	0.00365	0.00073	0.00000	90.3144
2027	0.01933	0.01923	0.00356	0.00482	0.00001	0.00008	0.00000	0.00008	0.00008	0.00000	0.00008	—	0.51909	0.51909	0.00002	< 0.00005	0.00000	0.52087

2.2.6. Offsite Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.21368	0.06190	2.21497	1.49656	0.01244	0.02329	0.61659	0.63988	0.02329	0.16683	0.19012	—	1,967.80	1,967.80	0.13943	0.29452	4.20737	2,063.26
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.06019	0.05903	0.06115	0.79554	0.00017	0.00017	0.22874	0.22874	0.00017	0.05362	0.05362	—	216.872	216.872	0.00309	0.00829	0.02052	219.441
2027	0.00100	0.00086	0.00092	0.01284	0.00000	0.00000	0.00395	0.00395	0.00000	0.00092	0.00092	—	3.67751	3.67751	0.00005	0.00014	0.00032	3.72163
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.01183	0.00614	0.09114	0.10843	0.00048	0.00085	0.03822	0.03907	0.00085	0.00980	0.01065	—	89.1445	89.1445	0.00533	0.01165	0.09324	92.8422
2027	0.00002	0.00002	0.00002	0.00031	0.00000	0.00000	0.00009	0.00009	0.00000	0.00002	0.00002	—	0.08754	0.08754	< 0.00005	< 0.00005	0.00012	0.08869
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
2026	0.00216	0.00112	0.01663	0.01979	0.00009	0.00015	0.00698	0.00713	0.00015	0.00179	0.00194	—	14.7589	14.7589	0.00088	0.00193	0.01544	15.3711
2027	< 0.0000 05	< 0.0000 05	< 0.0000 05	0.00006	0.00000	0.00000	0.00002	0.00002	0.00000	< 0.0000 05	< 0.0000 05	—	0.01449	0.01449	< 0.0000 05	< 0.0000 05	0.00002	0.01468

2.3. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.31461	0.29326	0.13472	1.82288	0.00461	0.00298	0.44728	0.45026	0.00272	0.11353	0.11625	6.64059	517.632	524.273	0.68936	0.02172	1.48933	549.469
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.27701	0.25839	0.14464	1.47161	0.00441	0.00262	0.44728	0.44990	0.00244	0.11353	0.11597	6.64059	498.596	505.236	0.68980	0.02245	0.04579	529.216
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.30112	0.28057	0.14774	1.65529	0.00447	0.00287	0.44551	0.44837	0.00263	0.11309	0.11572	6.64059	504.079	510.720	0.68974	0.02254	0.64727	535.327
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.05495	0.05120	0.02696	0.30209	0.00082	0.00052	0.08130	0.08183	0.00048	0.02064	0.02112	1.09943	83.4561	84.5555	0.11419	0.00373	0.10716	88.6294

2.4. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

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Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.16521	0.14668	0.13299	1.61778	0.00459	0.00262	0.44728	0.44990	0.00244	0.11353	0.11597	—	468.988	468.988	0.01717	0.01620	1.48197	475.727
Area	0.14940	0.14658	0.00173	0.20510	0.00001	0.00036	—	0.00036	0.00028	—	0.00028	—	0.84344	0.84344	0.00004	0.00001	—	0.84648
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	36.0684	36.0684	0.00224	0.00027	—	36.2052
Water	—	—	—	—	—	—	—	—	—	—	—	2.11648	11.7319	13.8483	0.21775	0.00524	—	20.8549
Waste	—	—	—	—	—	—	—	—	—	—	—	4.52411	0.00000	4.52411	0.45217	0.00000	—	15.8283
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00737	0.00737
Total	0.31461	0.29326	0.13472	1.82288	0.00461	0.00298	0.44728	0.45026	0.00272	0.11353	0.11625	6.64059	517.632	524.273	0.68936	0.02172	1.48933	549.469
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.16411	0.14548	0.14464	1.47161	0.00441	0.00262	0.44728	0.44990	0.00244	0.11353	0.11597	—	450.796	450.796	0.01764	0.01693	0.03843	456.320
Area	0.11290	0.11290	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	36.0684	36.0684	0.00224	0.00027	—	36.2052
Water	—	—	—	—	—	—	—	—	—	—	—	2.11648	11.7319	13.8483	0.21775	0.00524	—	20.8549
Waste	—	—	—	—	—	—	—	—	—	—	—	4.52411	0.00000	4.52411	0.45217	0.00000	—	15.8283
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00737	0.00737
Total	0.27701	0.25839	0.14464	1.47161	0.00441	0.00262	0.44728	0.44990	0.00244	0.11353	0.11597	6.64059	498.596	505.236	0.68980	0.02245	0.04579	529.216
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.16322	0.14460	0.14655	1.51481	0.00446	0.00262	0.44551	0.44812	0.00244	0.11309	0.11553	—	455.701	455.701	0.01756	0.01702	0.63990	461.851

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Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Area	0.13790	0.13597	0.00118	0.14048	0.00001	0.00025	—	0.00025	0.00019	—	0.00019	—	0.57770	0.57770	0.00002	< 0.000005	—	0.57978
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	36.0684	36.0684	0.00224	0.00027	—	36.2052
Water	—	—	—	—	—	—	—	—	—	—	—	2.11648	11.7319	13.8483	0.21775	0.00524	—	20.8549
Waste	—	—	—	—	—	—	—	—	—	—	—	4.52411	0.00000	4.52411	0.45217	0.00000	—	15.8283
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00737	0.00737
Total	0.30112	0.28057	0.14774	1.65529	0.00447	0.00287	0.44551	0.44837	0.00263	0.11309	0.11572	6.64059	504.079	510.720	0.68974	0.02254	0.64727	535.327
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.02979	0.02639	0.02675	0.27645	0.00081	0.00048	0.08130	0.08178	0.00045	0.02064	0.02108	—	75.4465	75.4465	0.00291	0.00282	0.10594	76.4647
Area	0.02517	0.02482	0.00022	0.02564	< 0.000005	0.00005	—	0.00005	0.00003	—	0.00003	—	0.09564	0.09564	< 0.000005	< 0.000005	—	0.09599
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	5.97154	5.97154	0.00037	0.00004	—	5.99418
Water	—	—	—	—	—	—	—	—	—	—	—	0.35041	1.94234	2.29275	0.03605	0.00087	—	3.45277
Waste	—	—	—	—	—	—	—	—	—	—	—	0.74902	0.00000	0.74902	0.07486	0.00000	—	2.62056
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00122	0.00122
Total	0.05495	0.05120	0.02696	0.30209	0.00082	0.00052	0.08130	0.08183	0.00048	0.02064	0.02112	1.09943	83.4561	84.5555	0.11419	0.00373	0.10716	88.6294

2.5. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.16521	0.14668	0.13299	1.61778	0.00459	0.00262	0.44728	0.44990	0.00244	0.11353	0.11597	—	468.988	468.988	0.01717	0.01620	1.48197	475.727

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Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Area	0.14940	0.14658	0.00173	0.20510	0.00001	0.00036	—	0.00036	0.00028	—	0.00028	—	0.84344	0.84344	0.00004	0.00001	—	0.84648
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	36.0684	36.0684	0.00224	0.00027	—	36.2052
Water	—	—	—	—	—	—	—	—	—	—	—	2.11648	11.7319	13.8483	0.21775	0.00524	—	20.8549
Waste	—	—	—	—	—	—	—	—	—	—	—	4.52411	0.00000	4.52411	0.45217	0.00000	—	15.8283
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00737	0.00737
Total	0.31461	0.29326	0.13472	1.82288	0.00461	0.00298	0.44728	0.45026	0.00272	0.11353	0.11625	6.64059	517.632	524.273	0.68936	0.02172	1.48933	549.469
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.16411	0.14548	0.14464	1.47161	0.00441	0.00262	0.44728	0.44990	0.00244	0.11353	0.11597	—	450.796	450.796	0.01764	0.01693	0.03843	456.320
Area	0.11290	0.11290	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	36.0684	36.0684	0.00224	0.00027	—	36.2052
Water	—	—	—	—	—	—	—	—	—	—	—	2.11648	11.7319	13.8483	0.21775	0.00524	—	20.8549
Waste	—	—	—	—	—	—	—	—	—	—	—	4.52411	0.00000	4.52411	0.45217	0.00000	—	15.8283
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00737	0.00737
Total	0.27701	0.25839	0.14464	1.47161	0.00441	0.00262	0.44728	0.44990	0.00244	0.11353	0.11597	6.64059	498.596	505.236	0.68980	0.02245	0.04579	529.216
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.16322	0.14460	0.14655	1.51481	0.00446	0.00262	0.44551	0.44812	0.00244	0.11309	0.11553	—	455.701	455.701	0.01756	0.01702	0.63990	461.851
Area	0.13790	0.13597	0.00118	0.14048	0.00001	0.00025	—	0.00025	0.00019	—	0.00019	—	0.57770	0.57770	0.00002	< 0.00005	—	0.57978
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	36.0684	36.0684	0.00224	0.00027	—	36.2052
Water	—	—	—	—	—	—	—	—	—	—	—	2.11648	11.7319	13.8483	0.21775	0.00524	—	20.8549

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Waste	—	—	—	—	—	—	—	—	—	—	—	4.52411	0.00000	4.52411	0.45217	0.00000	—	15.8283
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00737	0.00737
Total	0.30112	0.28057	0.14774	1.65529	0.00447	0.00287	0.44551	0.44837	0.00263	0.11309	0.11572	6.64059	504.079	510.720	0.68974	0.02254	0.64727	535.327
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.02979	0.02639	0.02675	0.27645	0.00081	0.00048	0.08130	0.08178	0.00045	0.02064	0.02108	—	75.4465	75.4465	0.00291	0.00282	0.10594	76.4647
Area	0.02517	0.02482	0.00022	0.02564	< 0.000005	0.00005	—	0.00005	0.00003	—	0.00003	—	0.09564	0.09564	< 0.000005	< 0.000005	—	0.09599
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	5.97154	5.97154	0.00037	0.00004	—	5.99418
Water	—	—	—	—	—	—	—	—	—	—	—	0.35041	1.94234	2.29275	0.03605	0.00087	—	3.45277
Waste	—	—	—	—	—	—	—	—	—	—	—	0.74902	0.00000	0.74902	0.07486	0.00000	—	2.62056
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00122	0.00122
Total	0.05495	0.05120	0.02696	0.30209	0.00082	0.00052	0.08130	0.08183	0.00048	0.02064	0.02112	1.09943	83.4561	84.5555	0.11419	0.00373	0.10716	88.6294

3. Construction Emissions Details

3.1. Site Preparation (2026)

3.1.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Off-Road Equipment	1.16606	0.97981	7.31980	10.4212	0.02293	0.30960	—	0.30960	0.28483	—	0.28483	—	2,482.30	2,482.30	0.10069	0.02014	—	2,490.82
Dust From Material Movement	—	—	—	—	—	—	0.07026	0.07026	—	0.00764	0.00764	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	1.56475	1.56475	—	0.23695	0.23695	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03195	0.02684	0.20054	0.28551	0.00063	0.00848	—	0.00848	0.00780	—	0.00780	—	68.0082	68.0082	0.00276	0.00055	—	68.2416
Dust From Material Movement	—	—	—	—	—	—	0.00192	0.00192	—	0.00021	0.00021	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.04287	0.04287	—	0.00649	0.00649	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Off-Road Equipment	0.00583	0.00490	0.03660	0.05211	0.00011	0.00155	—	0.00155	0.00142	—	0.00142	—	11.2595	11.2595	0.00046	0.00009	—	11.2982
Dust From Material Movement	—	—	—	—	—	—	0.00035	0.00035	—	0.00004	0.00004	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.00782	0.00782	—	0.00118	0.00118	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03461	0.03373	0.03042	0.52702	0.00000	0.00000	0.13071	0.13071	0.00000	0.03064	0.03064	—	130.216	130.216	0.00154	0.00474	0.45259	132.120
Vendor	0.00491	0.00133	0.06386	0.03197	0.00045	0.00045	0.01711	0.01756	0.00045	0.00473	0.00518	—	62.7286	62.7286	0.00313	0.00885	0.16207	65.6074
Hauling	0.17415	0.02684	2.12068	0.93758	0.01199	0.02284	0.46877	0.49161	0.02284	0.13147	0.15431	—	1,774.85	1,774.85	0.13476	0.28093	3.59271	1,865.53
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00094	0.00092	0.00096	0.01295	0.00000	0.00000	0.00357	0.00357	0.00000	0.00084	0.00084	—	3.44172	3.44172	0.00005	0.00013	0.00535	3.48698

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Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Vendor	0.00013	0.00004	0.00183	0.00089	0.00001	0.00001	0.00047	0.00048	0.00001	0.00013	0.00014	—	1.71895	1.71895	0.00009	0.00024	0.00192	1.79530
Hauling	0.00474	0.00070	0.06079	0.02578	0.00033	0.00063	0.01280	0.01343	0.00063	0.00359	0.00422	—	48.6334	48.6334	0.00369	0.00770	0.04246	51.0618
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00017	0.00017	0.00017	0.00236	0.00000	0.00000	0.00065	0.00065	0.00000	0.00015	0.00015	—	0.56982	0.56982	0.00001	0.00002	0.00089	0.57731
Vendor	0.00002	0.00001	0.00033	0.00016	< 0.00005	< 0.00005	0.00009	0.00009	< 0.00005	0.00002	0.00003	—	0.28459	0.28459	0.00001	0.00004	0.00032	0.29723
Hauling	0.00087	0.00013	0.01109	0.00471	0.00006	0.00011	0.00234	0.00245	0.00011	0.00066	0.00077	—	8.05181	8.05181	0.00061	0.00127	0.00703	8.45386

3.1.3. Onsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.16606	0.97981	7.31980	10.4212	0.02293	0.30960	—	0.30960	0.28483	—	0.28483	—	2,482.30	2,482.30	0.10069	0.02014	—	2,490.82
Dust From Material Movement	—	—	—	—	—	—	0.07026	0.07026	—	0.00764	0.00764	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	1.56475	1.56475	—	0.23695	0.23695	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

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Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03195	0.02684	0.20054	0.28551	0.00063	0.00848	—	0.00848	0.00780	—	0.00780	—	68.0082	68.0082	0.00276	0.00055	—	68.2416
Dust From Material Movement	—	—	—	—	—	—	0.00192	0.00192	—	0.00021	0.00021	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.04287	0.04287	—	0.00649	0.00649	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00583	0.00490	0.03660	0.05211	0.00011	0.00155	—	0.00155	0.00142	—	0.00142	—	11.2595	11.2595	0.00046	0.00009	—	11.2982
Dust From Material Movement	—	—	—	—	—	—	0.00035	0.00035	—	0.00004	0.00004	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.00782	0.00782	—	0.00118	0.00118	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.4. Offsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03461	0.03373	0.03042	0.52702	0.00000	0.00000	0.13071	0.13071	0.00000	0.03064	0.03064	—	130.216	130.216	0.00154	0.00474	0.45259	132.120
Vendor	0.00491	0.00133	0.06386	0.03197	0.00045	0.00045	0.01711	0.01756	0.00045	0.00473	0.00518	—	62.7286	62.7286	0.00313	0.00885	0.16207	65.6074
Hauling	0.17415	0.02684	2.12068	0.93758	0.01199	0.02284	0.46877	0.49161	0.02284	0.13147	0.15431	—	1,774.85	1,774.85	0.13476	0.28093	3.59271	1,865.53
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00094	0.00092	0.00096	0.01295	0.00000	0.00000	0.00357	0.00357	0.00000	0.00084	0.00084	—	3.44172	3.44172	0.00005	0.00013	0.00535	3.48698
Vendor	0.00013	0.00004	0.00183	0.00089	0.00001	0.00001	0.00047	0.00048	0.00001	0.00013	0.00014	—	1.71895	1.71895	0.00009	0.00024	0.00192	1.79530
Hauling	0.00474	0.00070	0.06079	0.02578	0.00033	0.00063	0.01280	0.01343	0.00063	0.00359	0.00422	—	48.6334	48.6334	0.00369	0.00770	0.04246	51.0618
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00017	0.00017	0.00017	0.00236	0.00000	0.00000	0.00065	0.00065	0.00000	0.00015	0.00015	—	0.56982	0.56982	0.00001	0.00002	0.00089	0.57731
Vendor	0.00002	0.00001	0.00033	0.00016	< 0.00005	< 0.00005	0.00009	0.00009	< 0.00005	0.00002	0.00003	—	0.28459	0.28459	0.00001	0.00004	0.00032	0.29723
Hauling	0.00087	0.00013	0.01109	0.00471	0.00006	0.00011	0.00234	0.00245	0.00011	0.00066	0.00077	—	8.05181	8.05181	0.00061	0.00127	0.00703	8.45386

3.2. Grading (2026)

3.2.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.04555	1.71883	13.7678	15.3864	0.03207	0.62143	—	0.62143	0.57172	—	0.57172	—	3,473.80	3,473.80	0.14091	0.02818	—	3,485.73
Dust From Material Movement	—	—	—	—	—	—	1.73375	1.73375	—	0.70595	0.70595	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05604	0.04709	0.37720	0.42155	0.00088	0.01703	—	0.01703	0.01566	—	0.01566	—	95.1727	95.1727	0.00386	0.00077	—	95.4993
Dust From Material Movement	—	—	—	—	—	—	0.04750	0.04750	—	0.01934	0.01934	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Off-Road Equipment	0.01023	0.00859	0.06884	0.07693	0.00016	0.00311	—	0.00311	0.00286	—	0.00286	—	15.7569	15.7569	0.00064	0.00013	—	15.8110
Dust From Material Movement	—	—	—	—	—	—	0.00867	0.00867	—	0.00353	0.00353	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04327	0.04216	0.03803	0.65877	0.00000	0.00000	0.16339	0.16339	0.00000	0.03830	0.03830	—	162.770	162.770	0.00193	0.00592	0.56574	165.149
Vendor	0.00491	0.00133	0.06386	0.03197	0.00045	0.00045	0.01711	0.01756	0.00045	0.00473	0.00518	—	62.7286	62.7286	0.00313	0.00885	0.16207	65.6074
Hauling	0.04102	0.00632	0.49947	0.22082	0.00282	0.00538	0.11040	0.11578	0.00538	0.03096	0.03634	—	418.016	418.016	0.03174	0.06617	0.84616	439.373
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00118	0.00115	0.00120	0.01618	0.00000	0.00000	0.00446	0.00446	0.00000	0.00104	0.00104	—	4.30215	4.30215	0.00006	0.00016	0.00669	4.35873
Vendor	0.00013	0.00004	0.00183	0.00089	0.00001	0.00001	0.00047	0.00048	0.00001	0.00013	0.00014	—	1.71895	1.71895	0.00009	0.00024	0.00192	1.79530
Hauling	0.00112	0.00017	0.01432	0.00607	0.00008	0.00015	0.00302	0.00316	0.00015	0.00085	0.00099	—	11.4542	11.4542	0.00087	0.00181	0.01000	12.0261

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00021	0.00021	0.00022	0.00295	0.00000	0.00000	0.00081	0.00081	0.00000	0.00019	0.00019	—	0.71227	0.71227	0.00001	0.00003	0.00111	0.72164
Vendor	0.00002	0.00001	0.00033	0.00016	< 0.00005	< 0.00005	0.00009	0.00009	< 0.00005	0.00002	0.00003	—	0.28459	0.28459	0.00001	0.00004	0.00032	0.29723
Hauling	0.00020	0.00003	0.00261	0.00111	0.00001	0.00003	0.00055	0.00058	0.00003	0.00015	0.00018	—	1.89637	1.89637	0.00014	0.00030	0.00166	1.99106

3.2.3. Onsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.04555	1.71883	13.7678	15.3864	0.03207	0.62143	—	0.62143	0.57172	—	0.57172	—	3,473.80	3,473.80	0.14091	0.02818	—	3,485.73
Dust From Material Movement	—	—	—	—	—	—	1.73375	1.73375	—	0.70595	0.70595	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Off-Road Equipment	0.05604	0.04709	0.37720	0.42155	0.00088	0.01703	—	0.01703	0.01566	—	0.01566	—	95.1727	95.1727	0.00386	0.00077	—	95.4993
Dust From Material Movement	—	—	—	—	—	—	0.04750	0.04750	—	0.01934	0.01934	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01023	0.00859	0.06884	0.07693	0.00016	0.00311	—	0.00311	0.00286	—	0.00286	—	15.7569	15.7569	0.00064	0.00013	—	15.8110
Dust From Material Movement	—	—	—	—	—	—	0.00867	0.00867	—	0.00353	0.00353	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2.4. Offsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04327	0.04216	0.03803	0.65877	0.00000	0.00000	0.16339	0.16339	0.00000	0.03830	0.03830	—	162.770	162.770	0.00193	0.00592	0.56574	165.149
Vendor	0.00491	0.00133	0.06386	0.03197	0.00045	0.00045	0.01711	0.01756	0.00045	0.00473	0.00518	—	62.7286	62.7286	0.00313	0.00885	0.16207	65.6074

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Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Hauling	0.04102	0.00632	0.49947	0.22082	0.00282	0.00538	0.11040	0.11578	0.00538	0.03096	0.03634	—	418.016	418.016	0.03174	0.06617	0.84616	439.373
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00118	0.00115	0.00120	0.01618	0.00000	0.00000	0.00446	0.00446	0.00000	0.00104	0.00104	—	4.30215	4.30215	0.00006	0.00016	0.00669	4.35873
Vendor	0.00013	0.00004	0.00183	0.00089	0.00001	0.00001	0.00047	0.00048	0.00001	0.00013	0.00014	—	1.71895	1.71895	0.00009	0.00024	0.00192	1.79530
Hauling	0.00112	0.00017	0.01432	0.00607	0.00008	0.00015	0.00302	0.00316	0.00015	0.00085	0.00099	—	11.4542	11.4542	0.00087	0.00181	0.01000	12.0261
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00021	0.00021	0.00022	0.00295	0.00000	0.00000	0.00081	0.00081	0.00000	0.00019	0.00019	—	0.71227	0.71227	0.00001	0.00003	0.00111	0.72164
Vendor	0.00002	0.00001	0.00033	0.00016	< 0.00005	< 0.00005	0.00009	0.00009	< 0.00005	0.00002	0.00003	—	0.28459	0.28459	0.00001	0.00004	0.00032	0.29723
Hauling	0.00020	0.00003	0.00261	0.00111	0.00001	0.00003	0.00055	0.00058	0.00003	0.00015	0.00018	—	1.89637	1.89637	0.00014	0.00030	0.00166	1.99106

3.3. Building Construction (2026)

3.3.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58782	0.49393	4.80600	6.90565	0.01205	0.18874	—	0.18874	0.17364	—	0.17364	—	1,304.47	1,304.47	0.05291	0.01058	—	1,308.94

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Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58782	0.49393	4.80600	6.90565	0.01205	0.18874	—	0.18874	0.17364	—	0.17364	—	1,304.47	1,304.47	0.05291	0.01058	—	1,308.94
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16105	0.13532	1.31671	1.89196	0.00330	0.05171	—	0.05171	0.04757	—	0.04757	—	357.388	357.388	0.01450	0.00290	—	358.614
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02939	0.02470	0.24030	0.34528	0.00060	0.00944	—	0.00944	0.00868	—	0.00868	—	59.1697	59.1697	0.00240	0.00048	—	59.3727
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

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Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00522	0.00509	0.00459	0.07953	0.00000	0.00000	0.01973	0.01973	0.00000	0.00462	0.00462	—	19.6511	19.6511	0.00023	0.00072	0.06830	19.9384
Vendor	0.00190	0.00051	0.02468	0.01235	0.00017	0.00017	0.00661	0.00679	0.00017	0.00183	0.00200	—	24.2431	24.2431	0.00121	0.00342	0.06264	25.3557
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00519	0.00509	0.00527	0.06860	0.00000	0.00000	0.01973	0.01973	0.00000	0.00462	0.00462	—	18.7020	18.7020	0.00027	0.00072	0.00177	18.9236
Vendor	0.00186	0.00048	0.02568	0.01263	0.00017	0.00017	0.00661	0.00679	0.00017	0.00183	0.00200	—	24.2551	24.2551	0.00121	0.00342	0.00163	25.3066
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00142	0.00139	0.00144	0.01954	0.00000	0.00000	0.00538	0.00538	0.00000	0.00126	0.00126	—	5.19397	5.19397	0.00007	0.00020	0.00808	5.26228
Vendor	0.00052	0.00014	0.00709	0.00342	0.00005	0.00005	0.00181	0.00185	0.00005	0.00050	0.00055	—	6.64334	6.64334	0.00033	0.00094	0.00742	6.93842
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00026	0.00025	0.00026	0.00357	0.00000	0.00000	0.00098	0.00098	0.00000	0.00023	0.00023	—	0.85992	0.85992	0.00001	0.00003	0.00134	0.87123
Vendor	0.00009	0.00002	0.00129	0.00062	0.00001	0.00001	0.00033	0.00034	0.00001	0.00009	0.00010	—	1.09988	1.09988	0.00005	0.00016	0.00123	1.14873
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3.3. Onsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

WSTM 001 Detailed Report, 7/30/2026

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58782	0.49393	4.80600	6.90565	0.01205	0.18874	—	0.18874	0.17364	—	0.17364	—	1,304.47	1,304.47	0.05291	0.01058	—	1,308.94
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58782	0.49393	4.80600	6.90565	0.01205	0.18874	—	0.18874	0.17364	—	0.17364	—	1,304.47	1,304.47	0.05291	0.01058	—	1,308.94
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16105	0.13532	1.31671	1.89196	0.00330	0.05171	—	0.05171	0.04757	—	0.04757	—	357.388	357.388	0.01450	0.00290	—	358.614
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02939	0.02470	0.24030	0.34528	0.00060	0.00944	—	0.00944	0.00868	—	0.00868	—	59.1697	59.1697	0.00240	0.00048	—	59.3727
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3.4. Offsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00522	0.00509	0.00459	0.07953	0.00000	0.00000	0.01973	0.01973	0.00000	0.00462	0.00462	—	19.6511	19.6511	0.00023	0.00072	0.06830	19.9384
Vendor	0.00190	0.00051	0.02468	0.01235	0.00017	0.00017	0.00661	0.00679	0.00017	0.00183	0.00200	—	24.2431	24.2431	0.00121	0.00342	0.06264	25.3557
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00519	0.00509	0.00527	0.06860	0.00000	0.00000	0.01973	0.01973	0.00000	0.00462	0.00462	—	18.7020	18.7020	0.00027	0.00072	0.00177	18.9236
Vendor	0.00186	0.00048	0.02568	0.01263	0.00017	0.00017	0.00661	0.00679	0.00017	0.00183	0.00200	—	24.2551	24.2551	0.00121	0.00342	0.00163	25.3066
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00142	0.00139	0.00144	0.01954	0.00000	0.00000	0.00538	0.00538	0.00000	0.00126	0.00126	—	5.19397	5.19397	0.00007	0.00020	0.00808	5.26228
Vendor	0.00052	0.00014	0.00709	0.00342	0.00005	0.00005	0.00181	0.00185	0.00005	0.00050	0.00055	—	6.64334	6.64334	0.00033	0.00094	0.00742	6.93842
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00026	0.00025	0.00026	0.00357	0.00000	0.00000	0.00098	0.00098	0.00000	0.00023	0.00023	—	0.85992	0.85992	0.00001	0.00003	0.00134	0.87123
Vendor	0.00009	0.00002	0.00129	0.00062	0.00001	0.00001	0.00033	0.00034	0.00001	0.00009	0.00010	—	1.09988	1.09988	0.00005	0.00016	0.00123	1.14873
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4. Paving (2026)

3.4.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58762	0.49102	4.24080	5.29941	0.00857	0.17907	—	0.17907	0.16474	—	0.16474	—	822.965	822.965	0.03338	0.00668	—	825.790
Paving	0.18340	0.18340	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01610	0.01345	0.11619	0.14519	0.00023	0.00491	—	0.00491	0.00451	—	0.00451	—	22.5470	22.5470	0.00091	0.00018	—	22.6244
Paving	0.00502	0.00502	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00294	0.00246	0.02120	0.02650	0.00004	0.00090	—	0.00090	0.00082	—	0.00082	—	3.73291	3.73291	0.00015	0.00003	—	3.74572

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Paving	0.00092	0.00092	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06019	0.05903	0.06115	0.79554	0.00000	0.00000	0.22874	0.22874	0.00000	0.05362	0.05362	—	216.872	216.872	0.00309	0.00829	0.02052	219.441
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00165	0.00161	0.00168	0.02266	0.00000	0.00000	0.00624	0.00624	0.00000	0.00146	0.00146	—	6.02302	6.02302	0.00008	0.00023	0.00937	6.10222
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00030	0.00029	0.00031	0.00413	0.00000	0.00000	0.00114	0.00114	0.00000	0.00027	0.00027	—	0.99718	0.99718	0.00001	0.00004	0.00155	1.01029
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4.3. Onsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.58762	0.49102	4.24080	5.29941	0.00857	0.17907	—	0.17907	0.16474	—	0.16474	—	822.965	822.965	0.03338	0.00668	—	825.790
Paving	0.18340	0.18340	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01610	0.01345	0.11619	0.14519	0.00023	0.00491	—	0.00491	0.00451	—	0.00451	—	22.5470	22.5470	0.00091	0.00018	—	22.6244
Paving	0.00502	0.00502	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00294	0.00246	0.02120	0.02650	0.00004	0.00090	—	0.00090	0.00082	—	0.00082	—	3.73291	3.73291	0.00015	0.00003	—	3.74572
Paving	0.00092	0.00092	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4.4. Offsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06019	0.05903	0.06115	0.79554	0.00000	0.00000	0.22874	0.22874	0.00000	0.05362	0.05362	—	216.872	216.872	0.00309	0.00829	0.02052	219.441
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00165	0.00161	0.00168	0.02266	0.00000	0.00000	0.00624	0.00624	0.00000	0.00146	0.00146	—	6.02302	6.02302	0.00008	0.00023	0.00937	6.10222
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00030	0.00029	0.00031	0.00413	0.00000	0.00000	0.00114	0.00114	0.00000	0.00027	0.00027	—	0.99718	0.99718	0.00001	0.00004	0.00155	1.01029
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5. Architectural Coating (2026)

3.5.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

WSTM 001 Detailed Report, 7/30/2026

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14557	0.12031	0.85645	1.13283	0.00173	0.02315	—	0.02315	0.02130	—	0.02130	—	133.504	133.504	0.00542	0.00108	—	133.963
Architectural Coatings	4.37299	4.37299	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00057	0.00047	0.00335	0.00443	0.00001	0.00009	—	0.00009	0.00008	—	0.00008	—	0.52252	0.52252	0.00002	< 0.00005	—	0.52432
Architectural Coatings	0.01712	0.01712	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00010	0.00009	0.00061	0.00081	< 0.00005	0.00002	—	0.00002	0.00002	—	0.00002	—	0.08651	0.08651	< 0.00005	< 0.00005	—	0.08681
Architectural Coatings	0.00312	0.00312	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00104	0.00102	0.00105	0.01372	0.00000	0.00000	0.00395	0.00395	0.00000	0.00092	0.00092	—	3.74040	3.74040	0.00005	0.00014	0.00035	3.78472
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.000005	< 0.000005	< 0.000005	0.000006	0.00000	0.00000	0.000002	0.000002	0.00000	< 0.000005	< 0.000005	—	0.01484	0.01484	< 0.000005	< 0.000005	0.000002	0.01504
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.000005	< 0.000005	< 0.000005	0.000001	0.00000	0.00000	< 0.000005	< 0.000005	0.00000	< 0.000005	< 0.000005	—	0.00246	0.00246	< 0.000005	< 0.000005	< 0.000005	0.00249
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5.3. Onsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14557	0.12031	0.85645	1.13283	0.00173	0.02315	—	0.02315	0.02130	—	0.02130	—	133.504	133.504	0.00542	0.00108	—	133.963
Architectural Coatings	4.37299	4.37299	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00057	0.00047	0.00335	0.00443	0.00001	0.00009	—	0.00009	0.00008	—	0.00008	—	0.52252	0.52252	0.00002	< 0.00005	—	0.52432
Architectural Coatings	0.01712	0.01712	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00010	0.00009	0.00061	0.00081	< 0.00005	0.00002	—	0.00002	0.00002	—	0.00002	—	0.08651	0.08651	< 0.00005	< 0.00005	—	0.08681

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Architectural Coatings	0.00312	0.00312	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5.4. Offsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00104	0.00102	0.00105	0.01372	0.00000	0.00000	0.00395	0.00395	0.00000	0.00092	0.00092	—	3.74040	3.74040	0.00005	0.00014	0.00035	3.78472
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.000005	< 0.000005	< 0.000005	0.000006	0.00000	0.00000	0.000002	0.000002	0.00000	< 0.000005	< 0.000005	—	0.01484	0.01484	< 0.000005	< 0.000005	0.000002	0.01504
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.000005	< 0.000005	< 0.000005	0.000001	0.00000	0.00000	< 0.000005	< 0.000005	0.00000	< 0.000005	< 0.000005	—	0.00246	0.00246	< 0.000005	< 0.000005	< 0.000005	0.00249

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6. Architectural Coating (2027)

3.6.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13715	0.11335	0.83116	1.12539	0.00173	0.01905	—	0.01905	0.01752	—	0.01752	—	133.513	133.513	0.00542	0.00108	—	133.971
Architectural Coatings	4.37299	4.37299	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00322	0.00266	0.01952	0.02643	0.00004	0.00045	—	0.00045	0.00041	—	0.00041	—	3.13533	3.13533	0.00013	0.00003	—	3.14609

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Architectural Coatings	0.10269	0.10269	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00059	0.00049	0.00356	0.00482	0.00001	0.00008	—	0.00008	0.00008	—	0.00008	—	0.51909	0.51909	0.00002	< 0.00005	—	0.52087
Architectural Coatings	0.01874	0.01874	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00100	0.00086	0.00092	0.01284	0.00000	0.00000	0.00395	0.00395	0.00000	0.00092	0.00092	—	3.67751	3.67751	0.00005	0.00014	0.00032	3.72163
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00002	0.00002	0.00002	0.00031	0.00000	0.00000	0.00009	0.00009	0.00000	0.00002	0.00002	—	0.08754	0.08754	< 0.000005	< 0.000005	0.00012	0.08869
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.000005	< 0.000005	< 0.000005	0.00006	0.00000	0.00000	0.00002	0.00002	0.00000	< 0.000005	< 0.000005	—	0.01449	0.01449	< 0.000005	< 0.000005	0.00002	0.01468
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6.3. Onsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13715	0.11335	0.83116	1.12539	0.00173	0.01905	—	0.01905	0.01752	—	0.01752	—	133.513	133.513	0.00542	0.00108	—	133.971
Architectural Coatings	4.37299	4.37299	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00322	0.00266	0.01952	0.02643	0.00004	0.00045	—	0.00045	0.00041	—	0.00041	—	3.13533	3.13533	0.00013	0.00003	—	3.14609
Architectural Coatings	0.10269	0.10269	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00059	0.00049	0.00356	0.00482	0.00001	0.00008	—	0.00008	0.00008	—	0.00008	—	0.51909	0.51909	0.00002	< 0.00005	—	0.52087
Architectural Coatings	0.01874	0.01874	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6.4. Offsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00100	0.00086	0.00092	0.01284	0.00000	0.00000	0.00395	0.00395	0.00000	0.00092	0.00092	—	3.67751	3.67751	0.00005	0.00014	0.00032	3.72163
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00002	0.00002	0.00002	0.00031	0.00000	0.00000	0.00009	0.00009	0.00000	0.00002	0.00002	—	0.08754	0.08754	< 0.000005	< 0.000005	0.00012	0.08869
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.000005	< 0.000005	< 0.000005	0.00006	0.00000	0.00000	0.00002	0.00002	0.00000	< 0.000005	< 0.000005	—	0.01449	0.01449	< 0.000005	< 0.000005	0.00002	0.01468
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

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

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	36.0684	36.0684	0.00224	0.00027	—	36.2052
Total	—	—	—	—	—	—	—	—	—	—	—	—	36.0684	36.0684	0.00224	0.00027	—	36.2052
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	36.0684	36.0684	0.00224	0.00027	—	36.2052
Total	—	—	—	—	—	—	—	—	—	—	—	—	36.0684	36.0684	0.00224	0.00027	—	36.2052
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	5.97154	5.97154	0.00037	0.00004	—	5.99418

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Total	—	—	—	—	—	—	—	—	—	—	—	—	5.97154	5.97154	0.00037	0.00004	—	5.99418

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	36.0684	36.0684	0.00224	0.00027	—	36.2052
Total	—	—	—	—	—	—	—	—	—	—	—	—	36.0684	36.0684	0.00224	0.00027	—	36.2052
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	36.0684	36.0684	0.00224	0.00027	—	36.2052
Total	—	—	—	—	—	—	—	—	—	—	—	—	36.0684	36.0684	0.00224	0.00027	—	36.2052
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	5.97154	5.97154	0.00037	0.00004	—	5.99418
Total	—	—	—	—	—	—	—	—	—	—	—	—	5.97154	5.97154	0.00037	0.00004	—	5.99418

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

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Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.10092	0.10092	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01198	0.01198	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.03650	0.03368	0.00173	0.20510	0.00001	0.00036	—	0.00036	0.00028	—	0.00028	—	0.84344	0.84344	0.00004	0.00001	—	0.84648
Total	0.14940	0.14658	0.00173	0.20510	0.00001	0.00036	—	0.00036	0.00028	—	0.00028	—	0.84344	0.84344	0.00004	0.00001	—	0.84648
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.10092	0.10092	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01198	0.01198	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.11290	0.11290	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.01842	0.01842	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.00219	0.00219	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Landscape Equipment	0.00456	0.00421	0.00022	0.02564	< 0.000005	0.00005	—	0.00005	0.00003	—	0.00003	—	0.09564	0.09564	< 0.000005	< 0.000005	—	0.09599
Total	0.02517	0.02482	0.00022	0.02564	< 0.000005	0.00005	—	0.00005	0.00003	—	0.00003	—	0.09564	0.09564	< 0.000005	< 0.000005	—	0.09599

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.10092	0.10092	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01198	0.01198	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.03650	0.03368	0.00173	0.20510	0.00001	0.00036	—	0.00036	0.00028	—	0.00028	—	0.84344	0.84344	0.00004	0.00001	—	0.84648
Total	0.14940	0.14658	0.00173	0.20510	0.00001	0.00036	—	0.00036	0.00028	—	0.00028	—	0.84344	0.84344	0.00004	0.00001	—	0.84648
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.10092	0.10092	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Architectural Coatings	0.01198	0.01198	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.11290	0.11290	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.01842	0.01842	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.00219	0.00219	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00456	0.00421	0.00022	0.02564	< 0.000005	0.00005	—	0.00005	0.00003	—	0.00003	—	0.09564	0.09564	< 0.000005	< 0.000005	—	0.09599
Total	0.02517	0.02482	0.00022	0.02564	< 0.000005	0.00005	—	0.00005	0.00003	—	0.00003	—	0.09564	0.09564	< 0.000005	< 0.000005	—	0.09599

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	2.11648	11.7319	13.8483	0.21775	0.00524	—	20.8549
Total	—	—	—	—	—	—	—	—	—	—	—	2.11648	11.7319	13.8483	0.21775	0.00524	—	20.8549
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	2.11648	11.7319	13.8483	0.21775	0.00524	—	20.8549
Total	—	—	—	—	—	—	—	—	—	—	—	2.11648	11.7319	13.8483	0.21775	0.00524	—	20.8549
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.35041	1.94234	2.29275	0.03605	0.00087	—	3.45277
Total	—	—	—	—	—	—	—	—	—	—	—	0.35041	1.94234	2.29275	0.03605	0.00087	—	3.45277

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	2.11648	11.7319	13.8483	0.21775	0.00524	—	20.8549
Total	—	—	—	—	—	—	—	—	—	—	—	2.11648	11.7319	13.8483	0.21775	0.00524	—	20.8549
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	2.11648	11.7319	13.8483	0.21775	0.00524	—	20.8549
Total	—	—	—	—	—	—	—	—	—	—	—	2.11648	11.7319	13.8483	0.21775	0.00524	—	20.8549
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.35041	1.94234	2.29275	0.03605	0.00087	—	3.45277
Total	—	—	—	—	—	—	—	—	—	—	—	0.35041	1.94234	2.29275	0.03605	0.00087	—	3.45277

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	4.52411	0.00000	4.52411	0.45217	0.00000	—	15.8283
Total	—	—	—	—	—	—	—	—	—	—	—	4.52411	0.00000	4.52411	0.45217	0.00000	—	15.8283
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	4.52411	0.00000	4.52411	0.45217	0.00000	—	15.8283
Total	—	—	—	—	—	—	—	—	—	—	—	4.52411	0.00000	4.52411	0.45217	0.00000	—	15.8283
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.74902	0.00000	0.74902	0.07486	0.00000	—	2.62056
Total	—	—	—	—	—	—	—	—	—	—	—	0.74902	0.00000	0.74902	0.07486	0.00000	—	2.62056

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	4.52411	0.00000	4.52411	0.45217	0.00000	—	15.8283
Total	—	—	—	—	—	—	—	—	—	—	—	4.52411	0.00000	4.52411	0.45217	0.00000	—	15.8283
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	4.52411	0.00000	4.52411	0.45217	0.00000	—	15.8283
Total	—	—	—	—	—	—	—	—	—	—	—	4.52411	0.00000	4.52411	0.45217	0.00000	—	15.8283
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.74902	0.00000	0.74902	0.07486	0.00000	—	2.62056
Total	—	—	—	—	—	—	—	—	—	—	—	0.74902	0.00000	0.74902	0.07486	0.00000	—	2.62056

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00737	0.00737
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00737	0.00737
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00737	0.00737
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00737	0.00737
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00122	0.00122
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00122	0.00122

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00737	0.00737
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00737	0.00737
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00737	0.00737
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00737	0.00737
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00122	0.00122
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00122	0.00122

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	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

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	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	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	7/1/2026	7/14/2026	5.00000	10.00000	—
Grading	Grading	7/15/2026	7/28/2026	5.00000	10.00000	—
Building Construction	Building Construction	7/29/2026	12/15/2026	5.00000	100.0000	—
Paving	Paving	12/16/2026	12/29/2026	5.00000	10.00000	—
Architectural Coating	Architectural Coating	12/30/2026	1/12/2027	5.00000	10.00000	—

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	Graders	Diesel	Average	1.000000	8.00000	148.000	0.41000
Site Preparation	Tractors/Loaders/ Backhoes	Diesel	Average	2.00000	8.00000	84.0000	0.37000
Site Preparation	Off-Highway Trucks	Diesel	Average	1.000000	8.00000	376.000	0.38000
Grading	Graders	Diesel	Average	2.00000	6.00000	148.000	0.41000
Grading	Rubber Tired Dozers	Diesel	Average	1.000000	6.00000	367.000	0.40000
Grading	Tractors/Loaders/ Backhoes	Diesel	Average	1.000000	7.00000	84.0000	0.37000
Grading	Off-Highway Trucks	Diesel	Average	1.000000	8.00000	376.000	0.38000
Building Construction	Cranes	Diesel	Average	1.000000	4.00000	367.000	0.29000

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Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Building Construction	Forklifts	Diesel	Average	2.00000	6.00000	82.0000	0.20000
Building Construction	Tractors/Loaders/ Backhoes	Diesel	Average	2.00000	8.00000	84.0000	0.37000
Paving	Cement and Mortar Mixers	Diesel	Average	4.00000	6.00000	10.00000	0.56000
Paving	Pavers	Diesel	Average	1.000000	7.00000	81.0000	0.42000
Paving	Rollers	Diesel	Average	1.000000	7.00000	36.0000	0.38000
Paving	Tractors/Loaders/ Backhoes	Diesel	Average	1.000000	7.00000	84.0000	0.37000
Architectural Coating	Air Compressors	Diesel	Average	1.000000	6.00000	37.0000	0.48000

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Graders	Diesel	Average	1.000000	8.00000	148.000	0.41000
Site Preparation	Tractors/Loaders/ Backhoes	Diesel	Average	2.00000	8.00000	84.0000	0.37000
Site Preparation	Off-Highway Trucks	Diesel	Average	1.000000	8.00000	376.000	0.38000
Grading	Graders	Diesel	Average	2.00000	6.00000	148.000	0.41000
Grading	Rubber Tired Dozers	Diesel	Average	1.000000	6.00000	367.000	0.40000
Grading	Tractors/Loaders/ Backhoes	Diesel	Average	1.000000	7.00000	84.0000	0.37000
Grading	Off-Highway Trucks	Diesel	Average	1.000000	8.00000	376.000	0.38000
Building Construction	Cranes	Diesel	Average	1.000000	4.00000	367.000	0.29000
Building Construction	Forklifts	Diesel	Average	2.00000	6.00000	82.0000	0.20000

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Building Construction	Tractors/Loaders/ Backhoes	Diesel	Average	2.00000	8.00000	84.0000	0.37000
Paving	Cement and Mortar Mixers	Diesel	Average	4.00000	6.00000	10.00000	0.56000
Paving	Pavers	Diesel	Average	1.000000	7.00000	81.0000	0.42000
Paving	Rollers	Diesel	Average	1.000000	7.00000	36.0000	0.38000
Paving	Tractors/Loaders/ Backhoes	Diesel	Average	1.000000	7.00000	84.0000	0.37000
Architectural Coating	Air Compressors	Diesel	Average	1.000000	6.00000	37.0000	0.48000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	Worker	10.00000	18.5000	LDA,LDT1,LDT2
Site Preparation	Vendor	2.00000	10.2000	HHDT,MHDT
Site Preparation	Hauling	25.9000	20.0000	HHDT
Site Preparation	Onsite truck	0.00000	0.00000	HHDT,MHDT
Grading	Worker	12.5000	18.5000	LDA,LDT1,LDT2
Grading	Vendor	2.00000	10.2000	HHDT,MHDT
Grading	Hauling	6.10000	20.0000	HHDT
Grading	Onsite truck	0.00000	0.00000	HHDT
Building Construction	Worker	1.50912	18.5000	LDA,LDT1,LDT2

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Building Construction	Vendor	0.77295	10.2000	HHDT,MHDT
Building Construction	Hauling	0.00000	20.0000	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	17.5000	18.5000	LDA,LDT1,LDT2
Paving	Vendor	—	10.2000	HHDT,MHDT
Paving	Hauling	0.00000	20.0000	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	0.30182	18.5000	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2000	HHDT,MHDT
Architectural Coating	Hauling	0.00000	20.0000	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	Worker	10.00000	18.5000	LDA,LDT1,LDT2
Site Preparation	Vendor	2.00000	10.2000	HHDT,MHDT
Site Preparation	Hauling	25.9000	20.0000	HHDT
Site Preparation	Onsite truck	0.00000	0.00000	HHDT,MHDT
Grading	Worker	12.5000	18.5000	LDA,LDT1,LDT2
Grading	Vendor	2.00000	10.2000	HHDT,MHDT
Grading	Hauling	6.10000	20.0000	HHDT

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	Onsite truck	0.00000	0.00000	HHDT
Building Construction	Worker	1.50912	18.5000	LDA,LDT1,LDT2
Building Construction	Vendor	0.77295	10.2000	HHDT,MHDT
Building Construction	Hauling	0.00000	20.0000	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	17.5000	18.5000	LDA,LDT1,LDT2
Paving	Vendor	—	10.2000	HHDT,MHDT
Paving	Hauling	0.00000	20.0000	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	0.30182	18.5000	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2000	HHDT,MHDT
Architectural Coating	Hauling	0.00000	20.0000	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

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	0.00000	0.00000	7,074.00	2,358.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Ton of Debris)	Material Exported (Ton of Debris)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Site Preparation	—	740.000	2.50000	740.000	0.00000
Grading	609.000	—	10.1250	0.00000	0.00000
Paving	0.00000	0.00000	0.00000	0.00000	0.70000

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	Automobile Care Center	0.70000	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00000	531.983	0.03300	0.00400
2027	0.00000	531.983	0.03300	0.00400

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	43.0000	43.0000	43.0000	15,695.0	632.100	632.100	632.100	230,717

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	43.0000	43.0000	43.0000	15,695.0	632.100	632.100	632.100	230,717

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Automobile Care Center	Wood Fireplaces	0	0
Automobile Care Center	Gas Fireplaces	0	0
Automobile Care Center	Propane Fireplaces	0	0
Automobile Care Center	Electric Fireplaces	0	0

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Automobile Care Center	No Fireplaces	0	0
Automobile Care Center	Conventional Wood Stoves	0	0
Automobile Care Center	Catalytic Wood Stoves	0	0
Automobile Care Center	Non-Catalytic Wood Stoves	0	0
Automobile Care Center	Pellet Wood Stoves	0	0

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)
0.00000	0.00000	7,074.00	2,358.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00000
Summer Days	day/yr	250.000

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00000
Summer Days	day/yr	250.000

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)
Automobile Care Center	24,747.0	531.983	0.0330	0.0040	0.00000

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)
Automobile Care Center	24,747.0	531.983	0.0330	0.0040	0.00000

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Automobile Care Center	1,104,500	100,000.0

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Automobile Care Center	1,104,500	100,000.0

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Automobile Care Center	8.39448	0.00000

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Automobile Care Center	8.39448	0.00000

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Automobile Care Center	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000

5.14.2. Mitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Automobile Care Center	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	8.94000	annual days of extreme heat
Extreme Precipitation	3.65000	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00000	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—

Indicator	Result for Project Census Tract
AQ-Ozone	37.5731
AQ-PM	62.5513
AQ-DPM	79.1786
Drinking Water	53.1410
Lead Risk Housing	78.6641
Pesticides	46.7586
Toxic Releases	92.2356
Traffic	89.7875
Effect Indicators	—
CleanUp Sites	9.59313
Groundwater	78.3995
Haz Waste Facilities/Generators	72.7068
Impaired Water Bodies	0.00000
Solid Waste	35.7159
Sensitive Population	—
Asthma	32.2657
Cardio-vascular	45.2019
Low Birth Weights	48.5373
Socioeconomic Factor Indicators	—
Education	78.9294
Housing	71.8885

Indicator	Result for Project Census Tract
Linguistic	82.4739
Poverty	64.8995
Unemployment	37.7147

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	24.76581548
Employed	19.02989863
Median HI	42.47401514
Education	—
Bachelor's or higher	36.23764917
High school enrollment	24.08571795
Preschool enrollment	32.73450533
Transportation	—
Auto Access	56.16578981
Active commuting	70.47350186
Social	—
2-parent households	58.92467599
Voting	12.89618889

Indicator	Result for Project Census Tract
Neighborhood	—
Alcohol availability	15.18029
Park access	28.21763121
Retail density	85.62812781
Supermarket access	88.22019761
Tree canopy	16.60464519
Housing	—
Homeownership	43.48774541
Housing habitability	31.61811882
Low-inc homeowner severe housing cost burden	46.05415116
Low-inc renter severe housing cost burden	19.49185166
Uncrowded housing	17.2334146
Health Outcomes	—
Insured adults	32.06723983
Arthritis	42.6
Asthma ER Admissions	77.5
High Blood Pressure	34.2
Cancer (excluding skin)	55.0
Asthma	58.2
Coronary Heart Disease	37.1
Chronic Obstructive Pulmonary Disease	29.1

Indicator	Result for Project Census Tract
Diagnosed Diabetes	25.3
Life Expectancy at Birth	81.9
Cognitively Disabled	36.6
Physically Disabled	55.6
Heart Attack ER Admissions	71.1
Mental Health Not Good	41.5
Chronic Kidney Disease	45.1
Obesity	75.0
Pedestrian Injuries	49.2
Physical Health Not Good	34.4
Stroke	29.9
Health Risk Behaviors	—
Binge Drinking	87.8
Current Smoker	37.8
No Leisure Time for Physical Activity	20.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	36.4
Elderly	55.1
English Speaking	12.4

Indicator	Result for Project Census Tract
Foreign-born	92.3
Outdoor Workers	53.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	21.2
Traffic Density	85.5
Traffic Access	87.4
Other Indices	—
Hardship	76.4
Other Decision Support	—
2016 Voting	44.4

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	75.0000
Healthy Places Index Score for Project Location (b)	30.0000
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	Lot Size
Construction: Construction Phases	No Demo
Construction: Off-Road Equipment	Water Trucks
Construction: Dust From Material Movement	Pavement
Construction: Demolition	Pavement
Construction: Trips and VMT	Water Truck (Vendor)
Construction: Paving	Paved Area
Operations: Energy Use	Energy Use
Operations: Water and Waste Water	Water Usage
Operations: Solid Waste	Waste Generation

8.3. Land Use

Model Parameter	Units	Default Value	New Value
Lot Area	acre	0.10826	0.68000
Landscape Area	sq. ft	—	5,430.00

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Site Preparation	Site Preparation	Start Date	7/16/2026	7/1/2026
Site Preparation	Site Preparation	End Date	7/17/2026	7/14/2026
Site Preparation	Site Preparation	Work Days per Phase	1.000000	10.00000
Grading	Grading	Start Date	7/18/2026	7/15/2026
Grading	Grading	End Date	7/20/2026	7/28/2026
Grading	Grading	Work Days per Phase	2.00000	10.00000
Building Construction	Building Construction	Start Date	7/21/2026	7/29/2026
Building Construction	Building Construction	End Date	12/8/2026	12/15/2026
Paving	Paving	Start Date	12/9/2026	12/16/2026
Paving	Paving	End Date	12/16/2026	12/29/2026
Paving	Paving	Work Days per Phase	5.00000	10.00000
Architectural Coating	Architectural Coating	Start Date	12/17/2026	12/30/2026
Architectural Coating	Architectural Coating	End Date	12/24/2026	1/12/2027

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Architectural Coating	Architectural Coating	Work Days per Phase	5.00000	10.00000

8.4.2. Off-Road Equipment

Phase Name	Equipment Type	Model Parameter	Default Value	New Value
Site Preparation	Tractors/Loaders/Backhoes	Number per Day	1.000000	2.00000
Grading	Graders	Number per Day	1.000000	2.00000

8.4.4. Dust from Material Movement

Phase Name	Model Parameter	Units	Default Value	New Value
Site Preparation	Material Exported	Ton of Debris	—	740.000
Site Preparation	Total Acres Graded	acres	5.00000	2.50000
Grading	Material Imported	Ton of Debris	—	609.000
Grading	Total Acres Graded	acres	11.2500	10.1250

8.4.6. Trips and VMT

Phase Name	Trip Type	Model Parameter	Default Value	New Value
Site Preparation	Onsite truck	One-Way Trips per Day	—	0.00000
Site Preparation	Onsite truck	Miles per Trip	—	0.00000
Site Preparation	Onsite truck	Vehicle Mix	HHDT	HHDT,MHDT

8.4.9. Paving

Phase Name	Land Use	Model Parameter	Units	Default Value	New Value
Paving	Automobile Care Center	Area Paved	acres	0.00000	0.70000
Paving	Automobile Care Center	% Asphalt	%	0.00000	100.0000

8.5. Operations

8.5.3. Energy Usage

Land Use	Model Parameter	Units	Default Value	New Value
Automobile Care Center	Electricity	kWh/yr	45,239.3	24,747.0
Automobile Care Center	Electricity (Subject to Title 24)	kWh/yr	38,590.6	42,166.6
Automobile Care Center	Electricity (Not Subject to Title 24)	kWh/yr	6,648.72	7,264.81
Automobile Care Center	Natural Gas	kBTU/yr	201,854	0.00000
Automobile Care Center	Natural Gas (Subject to Title 24)	kBTU/yr	75,991.5	83,033.2
Automobile Care Center	Natural Gas (Not Subject to Title 24)	kBTU/yr	125,862	137,525

8.5.4. Water and Waste Water

Land Use	Model Parameter	Units	Default Value	New Value
Automobile Care Center	Indoor Water	gal/year	443,687	1,104,500
Automobile Care Center	Outdoor Water	gal/year	70,374.8	100,000.0

8.5.5. Solid Waste

Land Use	Model Parameter	Units	Default Value	New Value
Automobile Care Center	Solid Waste Generation Rate	ton/1000sqft/yr	3.82000	1.78000

APPENDIX B – NOISE REPORT

EXISTING AMBIENT NOISE AND PROJECTED FUTURE OPERATIONS NOISE STUDY FOR A PROPOSED EXPRESS CAR WASH IN THE CITY OF WESTMINSTER

Revision 3

August 4, 2026

PREPARED FOR:

New Express Car Wash
13720 Beach Blvd.
Westminster, CA 92686

PREPARED BY:



Marlund E. Hale, Ph.D., P.E.(Acoustics), ASME, ASA, INCE(Full Member), NCAC
ADVANCED ENGINEERING ACOUSTICS
663 Bristol Avenue
Simi Valley, CA 93065

1. Introduction

At the request of Mr. Mahesh Patel and in compliance with requirements of the City of Westminster (City), a noise study has been conducted by Advanced Engineering Acoustics (AEA) for a proposed new Express Car Wash at the northeast corner of Beach Blvd. and 21st Street in the City of Westminster (see Figure 1). The car wash site is immediately adjacent and east of State Route 39 (Beach Blvd) and north of 21st St. In order to document the level of potential noise impact from the proposed Express Car Wash operations, AEA has measured the ambient noise at a residential property line location NE of the proposed tunnel entrance end (see Star on Figure 2). This report provides the measured existing ambient noise and projected car wash operations noise for the project site and adjacent areas. An operations noise impact assessment of the proposed Express Car Wash has been made and the potential for noise impacts at the nearest residential community east and northeast of the proposed project site is also discussed herein.

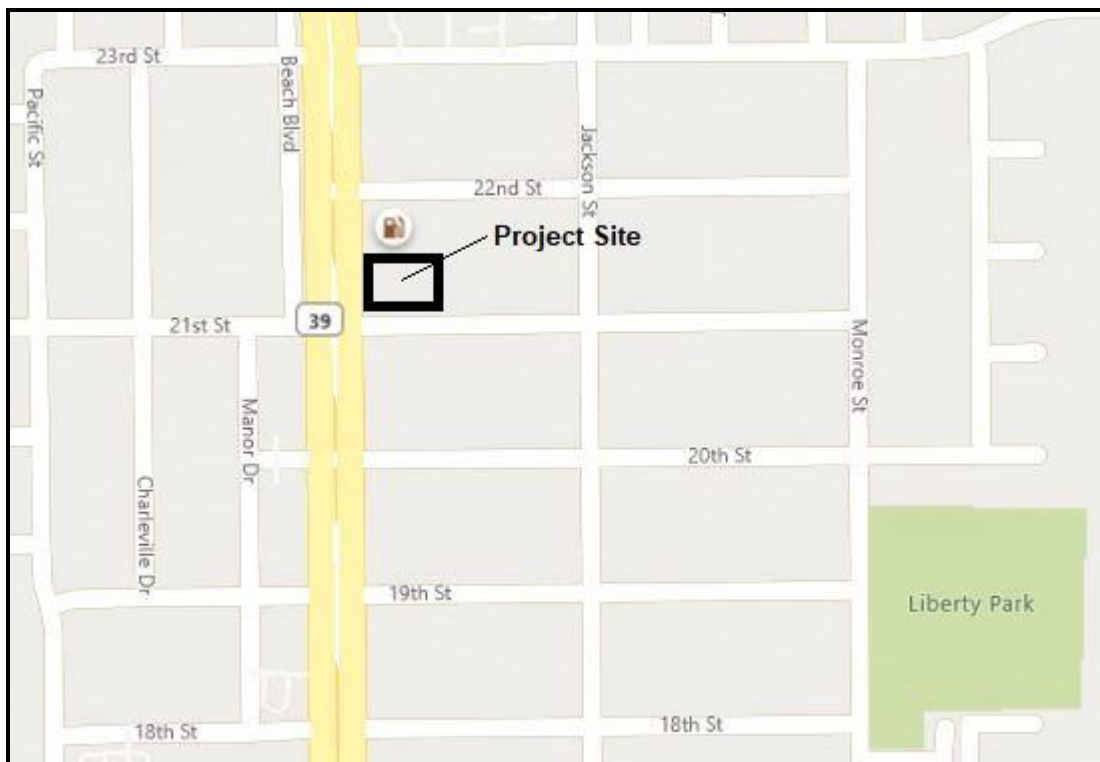


Figure 1. Project Vicinity Map

2. Sound Fundamentals

Physically, sound pressure magnitude is measured and quantified in terms of the decibel (dB), which is associated with a logarithmic scale based on the ratio of a measured sound pressure to the reference sound pressure of 20 micropascal ($20 \mu\text{Pa} = 20 \times 10^{-6} \text{ N/m}^2$). However, the decibel system can be very confusing. For example, doubling or halving the number of sources of equal noise output (a 2-fold change in acoustic *energy*) changes the noise level at the receptor by only 3 dB, which is a barely perceptible sound change for humans. While doubling or halving the sound *loudness* at the receptor results from a 10 dB change and also represents a 10-fold change in the acoustic *energy*.

Statistical sound levels are called the percentile or exceedance levels. An L2 exceedance level is the sound level that is exceeded for 2% of the time (1 minute hourly). The L8 is the sound level that is exceeded for 8% of the time (5 minutes hourly), L25 is the sound level that is

exceeded for 25% of the time (15 minutes hourly), L50 is the sound level that is exceeded for 50% of the time (30 minutes hourly), and L90 is the sound level that is exceeded for 90% of the time (54 minutes hourly) and is often referred to as the background noise in an area with high intermittent noise sources. The exceedance descriptors are useful in assessing the duration and strength of fluctuating noise over the measurement period.



Figure 2. Proposed Express Car Wash Site with Ambient Noise Measurement Location

The human hearing system is not equally sensitive to sound at all frequencies. Because of this variability, a frequency-dependent adjustment called “A-weighting” has been devised so that sound may be measured in a manner similar to the way the human hearing system responds. The A-weighted sound level is abbreviated “dBA”. Figure 3 gives typical A-weighted sound levels for various noise sources and the typical responses of people to these levels.

3. City Noise Standards

Summary

Westminster's own code sets numeric dB(A) noise limits in WMC 8.28.040 (exterior) and 8.28.050 (interior). Citywide Zone 1 exterior is 55 dB(A) day and night; R2-R5 Zone 2 is 60 dB(A) day and 55 dB(A) at night. Music, speech, tone and impact noise are measured 5 dB(A) lower.

Full Breakdown

Westminster, an incorporated city, adopts its own quantitative noise standards rather than relying on the county. WMC Section 8.28.030 establishes Zone 1 (the entire city) and Zone 2 (property in the R2, R3, R4 and R5 multifamily land-use districts). Section 8.28.040 sets

EXTERIOR limits measured at any point on the affected property: Zone 1 is 55 dB(A) during both 7 a.m.-10 p.m. and 10 p.m.-7 a.m.; Zone 2 is 60 dB(A) daytime and 55 dB(A) from 10 p.m. to 7 a.m.

Section 8.28.050 sets INTERIOR limits measured within the affected dwelling at least four feet from walls, ceiling or floor nearest the source: Zone 1 is 55 dB(A) day / 45 dB(A) night, and Zone 2 is 60 dB(A) day / 50 dB(A) night. For any noise consisting of impact, simple-tone, speech or music content, each limit is reduced by 5 dB(A). The standards apply on a graduated duration basis: exceeding the limit is unlawful if it persists more than 30 minutes per hour, with progressively shorter allowances as the level rises (for example +5 dB(A) for more than 15 minutes, +10 for more than 5 minutes, +15 for more than 1 minute, and +20 dB(A) for any period). Measurement procedures are detailed in Section 8.28.070, and variances are handled by the county noise variance board under Section 8.28.080. These are the City of Westminster's own limits and govern within the city's incorporated boundaries.

The City noise code does not indicate what to do when the existing ambient noise already exceeds the noise code.

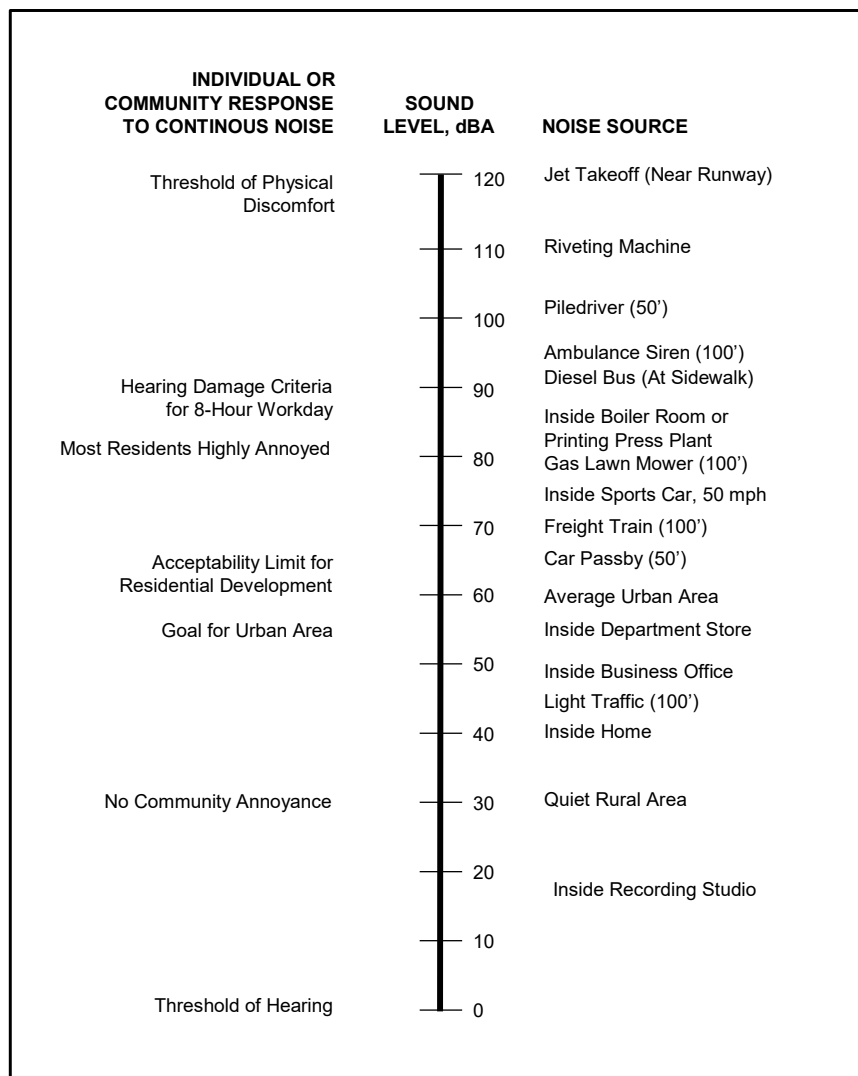


Figure 3 - Typical Sound Levels and their Effect on People

4. Sound Monitoring Instrument and Location

In monitoring the existing ambient noise on October 21, 2021, near the proposed car wash tunnel exit, AEA used a Larson-Davis Model 820 Type 1 Integrating Sound Meter. This ANSI S1.4 sound meter was in NIST traceable laboratory calibration and was field calibrated according to the manufacturer's instructions just prior to making the sound measurements. The off-site residential noise monitoring position is shown by the "Star" in Figure 2.

5. Sound Measurements and Results

Ambient noise was monitored on October 21, 2021 at the easterly property line over the peak three (3) hour monitoring period from 4 p.m. to 7 p.m. The 15-minute interval noise measurement results for the existing vicinity ambient noise are given in Table 1. All noise level data herein are referenced to 20 micropascal (20 μ Pa) and are slow response A-weighted sound levels (dBA).

Table 1. Receiver Ambient Noise Measurement Results

Site	Date	Time	Leq dBA	Lmax dBA	Lmin dBA	L(2) dBA	L(8) dBA	L(25) dBA	L(50) dBA	L(90) dBA
1	21Oct 21	16:00	66.2	75.5	49.2	71.0	69.7	68.1	64.8	57.8
1	21Oct 21	16:15	63.9	76.0	49.9	70.4	67.8	65.2	61.6	53.7
1	21Oct 21	16:30	66.0	76.1	49.2	71.0	69.4	67.7	65.2	56.5
1	21Oct 21	16:45	66.5	81.9	49.3	71.5	69.9	68.3	64.7	56.3
1	21Oct 21	17:00	67.2	77.9	52.8	72.6	70.7	68.8	66.1	58.6
1	21Oct 21	17:15	66.0	80.5	49.5	71.0	69.2	67.3	64.7	57.0
1	21Oct 21	17:30	65.2	77.4	49.6	71.3	69.0	66.9	63.5	53.7
1	21Oct 21	17:45	61.8	72.7	50.2	68.1	65.5	63.1	60.0	53.6
1	21Oct 21	18:00	65.4	83.2	47.8	71.3	68.3	66.1	63.5	55.8
1	21Oct 21	18:15	66.0	77.6	48.3	71.8	69.4	67.3	63.9	58.2
1	21Oct 21	18:30	65.8	77.4	47.6	72.6	69.0	67.1	64.0	57.8
1	21Oct 21	18:45	65.8	82.8	47.9	71.4	68.5	66.7	63.4	54.2
1	21Oct 21	19:00	62.2	67.5	50.6	67.0	65.8	64.1	61.6	53.2

6. Modeled Future Express Car Wash Noise

It is possible to model and calculate the proposed new Express Car Wash operations noise at the nearest residential and commercial locations and also estimate the noise impact on the nearest outdoor living areas due to the operation of the proposed project assuming the operating hours would be 7 a.m. to 10 p.m. The most recent version of SoundPLAN TM 8.2 has been used to model the car wash equipment and patron automobile engine noise during daytime car wash operations. Fourteen (14) in-tunnel blower/dryer fans (10 hp each), twenty-one (21) point-of-use vacuum nozzles and twenty-two (22) patron cars idling or moving slowly. The planned project layout is shown in Figure 4. This proposed car wash has been modeled for this noise impact study with all vehicles and equipment operating simultaneously. The worst-case 100% constant operating noise sources of the proposed Express Car Wash have been calculated for the project site and the surrounding vicinity with the model noise contours shown in Figure 5.

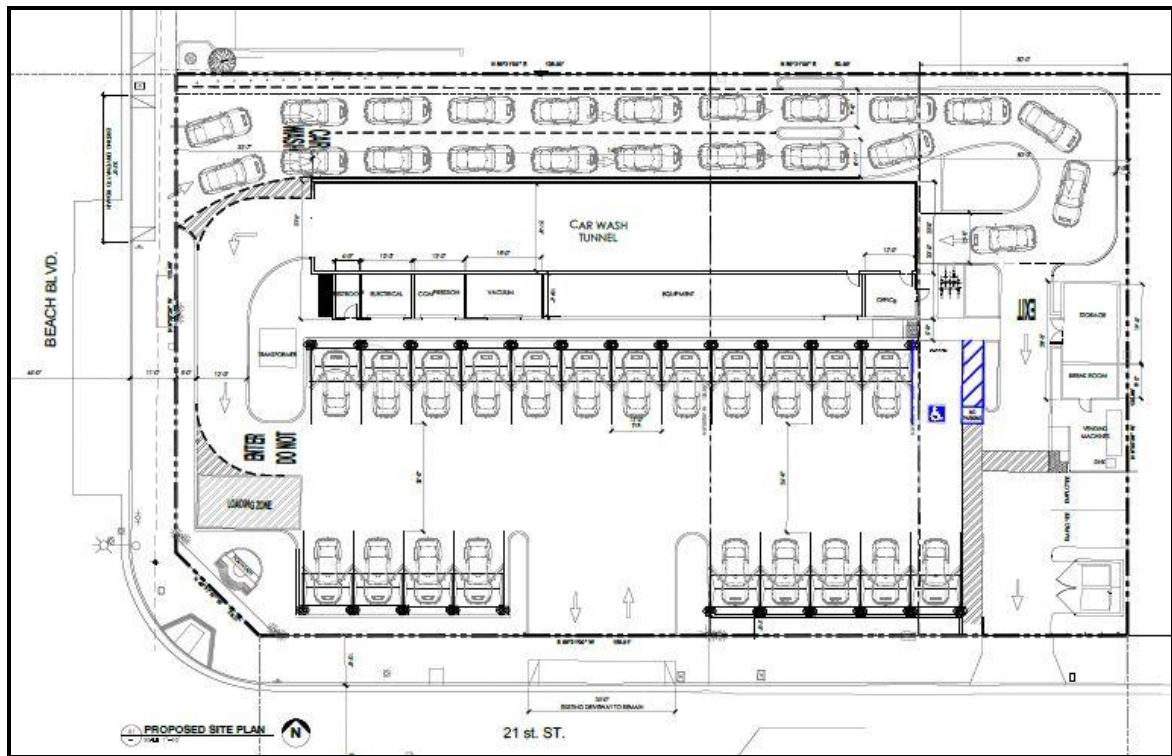


Figure 4. Project Layout Design

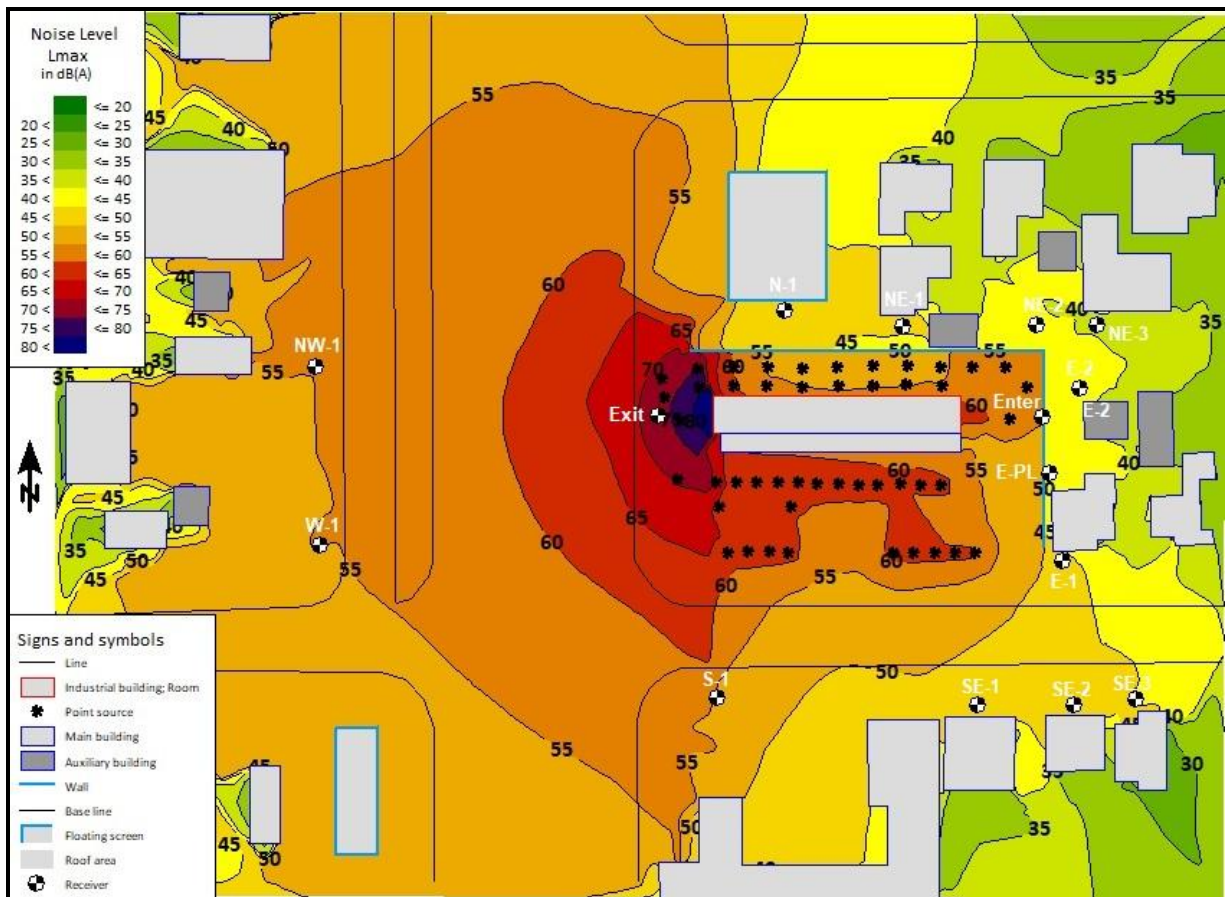


Figure 5. Project Modeled Operational Noise Contours

7. Conclusions and Recommendations

Since the proposed project is not planning to operate after 10 p.m. (no night operations) and since the noise from Beach Blvd. dominates the ambient noise in the proposed project area and already exceeds the City noise code daytime noise limit, the project noise study finds that the proposed project's daytime and evening operational car wash noise would not exceed the Zone 1 noise limit of the City Noise Ordinance at the nearby receptors. Thus, no significant noise impacts are predicted and no violations of the City noise standards are expected due to the proposed car wash operations.

RCNM OUTPUTS

**Conducted by Blodgett Baylosis
Environmental Planning**

Roadway Construction Noise Model (RCNM),Version 1.1

Report date 2/6/2026

Case Description:

---- Receptor #1 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
SFR	Residential	64.2	64.2	64.2

Equipment

Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Dozer	No	40		81.7	4	5
Front End Loader	No	40		79.1	4	5
Excavator	No	40		80.7	4	5
Scraper	No	40		83.6	4	5
Crane	No	16		80.6	45	5
Tractor	No	40	84		45	5
Backhoe	No	40		77.6	45	5
Paver	No	50		77.2	4	5
Roller	No	20		80	4	5
Concrete Mixer Truck	No	40		78.8	4	5
Compressor (air)	No	40		77.7	45	5

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)				
	*Lmax	Leq	Day	Evening	Night		
			Lmax	Leq	Lmax	Leq	Lmax
Dozer	98.6	94.6	N/A	N/A	N/A	N/A	N/A
Front End Loader	96	92.1	N/A	N/A	N/A	N/A	N/A
Excavator	97.6	93.7	N/A	N/A	N/A	N/A	N/A
Scraper	100.5	96.5	N/A	N/A	N/A	N/A	N/A
Crane	76.5	68.5	N/A	N/A	N/A	N/A	N/A
Tractor	79.9	75.9	N/A	N/A	N/A	N/A	N/A
Backhoe	73.5	69.5	N/A	N/A	N/A	N/A	N/A
Paver	94.2	91.1	N/A	N/A	N/A	N/A	N/A
Roller	96.9	89.9	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	95.7	91.8	N/A	N/A	N/A	N/A	N/A
Compressor (air)	73.6	69.6	N/A	N/A	N/A	N/A	N/A
Total	100.5	101.8	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

[illegible]

APPENDIX C – UTILITIES WORKSHEET

INTRODUCTION TO ENERGY SCREENING TABLES

The following worksheets are used to evaluate the potential impacts of a project.

Table 1 Definition of Project

This Table is used to establish the proposed development parameters that are used in the calculation of energy usage. The independent variable to be entered is identified by shading. For residential development, the number of housing units should be entered in the shaded area. For non-residential development, the total floor area of development should be entered in the shaded area.

Tables 2 Summary of Project Impacts

Consumption/Generation Rates. This table indicates the development's projected electrical consumption, natural gas consumption, water consumption, effluent generation, and solid waste generation. No modifications should be made to this table.

Tables 3 through 4 Calculation of Project Impacts

Tables 3 through 4 indicate the results of the analysis.

Table 3 Electrical Consumption - This Table calculates the projected electrical consumption for new development. Default generation rates provided in the shaded areas may be changed.

Table 4 Natural Gas Consumption - This Table calculates the projected natural gas usage for new development. Default generation rates provided in the shaded areas may be changed.

Table 1 Project Name:

WSTM 001

Definition of Project Parameters - Enter independent variable (no. of units or floor area) in the shaded area. The independent variable to be entered is the number of units (for residential development) or the gross floor area (for non-residential development).

Land Use	Independent	Factor
Residential Uses	Variable	Total Units
Single-Family Residential	No. of Units	0
Medium Density Residential	No. of Units	0
Multiple-Family Residential	No. of Units	0
Mobile Home	No. of Units	0
Office Uses	Variable	Total Floor Area
Office	Sq. Ft.	0
Medical Office Building	Sq. Ft.	0
Office Park	Sq. Ft.	0
Bank/Financial Services	Sq. Ft.	0
Commercial Uses	Variable	Floor Area/Rooms
Specialty Retail Commercial	Sq. Ft.	0
Convenience Store	Sq. Ft.	0
Movie Theater	Sq. Ft.	0
Shopping Center	Sq. Ft.	0
Sit-Down Restaurant	Sq. Ft.	0
Fast-Food Restaurant	Sq. Ft.	0
Hotel	Rooms	0
Manufacturing Uses	Variable	Total Floor Area
Industrial Park	Sq. Ft.	0
Manufacturing	Sq. Ft.	0
General Light Industry	Sq. Ft.	5,153
Warehouse	Sq. Ft.	0
Public/Institutional	Variable	Total Floor Area
Public/Institutional	Sq. Ft.	0
Open Space	Sq. Ft.	0

Table 2: Projected Energy Consumption and Generation

Summary of Project Impacts - Results of analysis identified below. No modifications should be made to this Table.

Utilities Consumption and Generation	Factor	Rates
--------------------------------------	--------	-------

Electrical Consumption	kWh/day	67.8
Natural Gas Consumption	cubic feet/day	807.3

Table 3: Electrical Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	No. of Units	kWh	Variable	kWh/Day
Single-Family Residential	0	5,625.00	kWh/Unit/Year	0.0
Medium Density Residential	0	5,625.00	kWh/Unit/Year	0.0
Multiple-Family Residential	0	5,625.00	kWh/Unit/Year	0.0
Mobile Home	0	4,644.00	kWh/Unit/Year	0.0
Office Uses	Sq. Ft.	kWh	Variable	kWh/Day
Office	0	20.80	kWh/Sq. Ft./Year	0.0
Medical Office Building	0	14.20	kWh/Sq. Ft./Year	0.0
Office Park	0	20.80	kWh/Sq. Ft./Year	0.0
Bank/Financial Services	0	20.80	kWh/Sq. Ft./Year	0.0
Commercial Uses	Sq. Ft./Rooms	kWh	Variable	kWh/Day
Specialty Retail Commercial	0	16.00	kWh/Sq. Ft./Year	0.0
Convenience Store	0	16.00	kWh/Sq. Ft./Year	0.0
Movie Theater	0	16.00	kWh/Sq. Ft./Year	0.0
Shopping Center	0	35.90	kWh/Sq. Ft./Year	0
Sit-Down Restaurant	0	49.10	kWh/Sq. Ft./Year	0.0
Fast-Food Restaurant	0	49.10	kWh/Sq. Ft./Year	0.0
Hotel	0	8,955.00	kWh/Sq. Ft./Year	0.0
Manufacturing Uses	Sq. Ft.	kWh	Variable	kWh/Day
Industrial Park	0	4.80	kWh/Sq. Ft./Year	0.0
Manufacturing	0	4.80	kWh/Sq. Ft./Year	0.0
General Light Industry	5,153	4.80	kWh/Sq. Ft./Year	67.8
Warehouse	0	4.80	kWh/Sq. Ft./Year	0.0
Public/Institutional	Sq. Ft.	kWh	Variable	kWh/Day
Public/Institutional	0	4.80	kWh/Sq. Ft./Year	0.0
Open Space	0	0.00	kWh/Sq. Ft./Year	0.0
Total Daily Electrical Consumption (kWh/day)				67.8

Sources:

Residential rates were derived from the SCAQMD's CEQA Air Quality Handbook (April 1993).

All other rates are from Common Forecasting Methodology VII Demand Forms, 1989

Table 4: Natural Gas Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	No. of Units	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Single-Family Residential	0	6,665.00	Cu. Ft./Mo./Unit	0.0
Medium Density Residential	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Multiple-Family Residential	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Mobile Home	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Office Uses	Sq. Ft.	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Office	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Medical Office Building	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Office Park	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Bank/Financial Services	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Commercial Uses	Sq. Ft./Rooms	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Specialty Retail Commercial	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Convenience Store	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Movie Theater	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Shopping Center	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Sit-Down Restaurant	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Fast-Food Restaurant	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Hotel	0	2.90	Cu. Ft./Mo./Room	0.0
Manufacturing Uses	Sq. Ft.	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day

Industrial Park	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
Manufacturing	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
General Light Industry	5,153	4.70	Cu. Ft./Mo./Sq. Ft.	807.3
Warehouse	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
Public/Institutional Use	Sq. Ft.	Cu. Ft. of Nat. Gas	Variable	Cu. Ft./Day
Public/Institutional	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Open Space	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0

Total Daily Natural Gas Consumption (cubic feet/day)	807.3
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Sources:

South Coast Air Quality Management District, CEQA Air Quality Handbook. April 1993

INTRODUCTION TO UTILITY SCREENING TABLES

The following worksheets are used to evaluate the potential impacts of a project.

Table 1 Definition of Project

This Table is used to establish the proposed development parameters that are used in the calculation of utilities usage. The independent variable to be entered is identified by shading. For residential development, the number of housing units should be entered in the shaded area. For non-residential development, the total floor area of development should be entered in the shaded area.

Tables 2 Summary of Project Impacts

Consumption/Generation Rates. This table indicates the development's projected electrical consumption, natural gas consumption, water consumption, effluent generation, and solid waste generation. No modifications should be made to this table.

Tables 3 through 5 Calculation of Project Impacts

Tables 3 through 7 indicate the results of the analysis.

Table 3 Water Consumption - This Table calculates the projected water consumption rates for new development. Default generation rates provided in the shaded areas may be changed.

Table 4 Sewage Generation - This Table calculates the projected effluent generation rates for new development. Default generation rates provided in the shaded areas may be changed.

Table 5 Solid Waste Generation - This Table calculates the projected waste generation for new development. Default generation rates provided in the shaded areas may be changed.

Table 1 Project Name:

WSTM 001

Definition of Project Parameters - Enter independent variable (no. of units or floor area) in the shaded area. The independent variable to be entered is the number of units (for residential development) or the gross floor area (for non-residential development).

Land Use	Independent	Factor
Residential Uses	Variable	Total Units
Single-Family Residential	No. of Units	0
Medium Density Residential	No. of Units	0
Multiple-Family Residential	No. of Units	0
Mobile Home	No. of Units	0
Office Uses	Variable	Total Floor Area
Office	Sq. Ft.	0
Medical Office Building	Sq. Ft.	0
Office Park	Sq. Ft.	0
Bank/Financial Services	Sq. Ft.	0
Commercial Uses	Variable	Floor Area/Rooms
Specialty Retail Commercial	Sq. Ft.	0
Convenience Store	Sq. Ft.	0
Movie Theater	Sq. Ft.	0
Shopping Center	Sq. Ft.	0
Sit-Down Restaurant	Sq. Ft.	0
Fast-Food Restaurant	Sq. Ft.	0
Hotel	Rooms	0
Manufacturing Uses	Variable	Total Floor Area
Industrial Park	Sq. Ft.	0
Manufacturing	Sq. Ft.	0
General Light Industry	Sq. Ft.	2,167
Warehouse	Sq. Ft.	0
Public/Institutional	Variable	Total Floor Area
Public/Institutional	Sq. Ft.	0
Open Space	Sq. Ft.	0

Table 2: Projected Utility Consumption and Generation

Summary of Project Impacts - Results of analysis identified below. No modifications should be made to this Table.

Utilities Consumption and Generation	Factor	Rates
--------------------------------------	--------	-------

Water Consumption	gallons/day	650
Sewage Generation	gallons/day	1,031
Solid Waste Generation	pounds/day	46

Table 3: Water Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	No. of Units	Gals. of Water	Variable	Gals./Day
Single-Family Residential	0	390.000	Gals./Day/Unit	0.0
Medium Density Residential	0	300.000	Gals./Day/Unit	0.0
Multiple-Family Residential	0	234.000	Gals./Day/Unit	0.0
Mobile Home	0	234.000	Gals./Day/Unit	0.0
Office Uses	Sq. Ft.	Gals. of Water	Variable	Gals./Day
Office	0	0.300	Gals./Day/Sq. Ft.	0.0
Medical Office Building	0	0.300	Gals./Day/Sq. Ft.	0.0
Office Park	0	0.300	Gals./Day/Sq. Ft.	0.0
Bank/Financial Services	0	0.150	Gals./Day/Sq. Ft.	0.0
Commercial Uses	Sq. Ft./Room	Gals. of Water	Variable	Gals./Day
Specialty Retail Commercial	0	0.150	Gals./Day/Sq. Ft.	0.0
Convenience Store	0	0.150	Gals./Day/Sq. Ft.	0.0
Movie Theater	0	0.195	Gals./Day/Sq. Ft.	0.0
Shopping Center	0	0.495	Gals./Day/Sq. Ft.	0.0
Sit-Down Restaurant	0	1.500	Gals./Day/Sq. Ft.	0.0
Fast-Food Restaurant	0	0.120	Gals./Day/Sq. Ft.	0.0
Hotel	0	187.500	Gals./Day/Room.	0.0
Manufacturing Uses	Sq. Ft.	Gals. of Water	Variable	Gals./Day
Industrial Park	0	0.300	Gals./Day/Sq. Ft.	0.0
Manufacturing	0	0.300	Gals./Day/Sq. Ft.	0.0
General Light Industry	2,167	0.300	Gals./Day/Sq. Ft.	650.1
Warehouse	0	0.045	Gals./Day/Sq. Ft.	0.0
Public/Institutional Use	Sq. Ft.	Gals. of Water	Variable	Gals./Day
Public/Institutional	0	0.120	Gals./Day/Sq. Ft.	0.0
Open Space	0	0.120	Gals./Day/Sq. Ft.	0.0
Total Daily Water Consumption (gallons/day)				650.1
Source: Derived from Los Angeles County Sanitation District rates (150% of effluent generation).				

Table 4: Sewage Generation

Project Component	Units of Measure	Generation Factor		Projected Consumption
Residential Uses	# of Units	Gals. of Effluent	Variable	Gals./Day
Single-Family Residential	0	260.000	Gals./Day/Unit	0.0
Medium Density Residential	0	200.000	Gals./Day/Unit	0.0
Multiple-Family Residential	0	156.000	Gals./Day/Unit	0.0
Mobile Home	0	156.000	Gals./Day/Unit	0.0
Office Uses	Sq. Ft.	Gals. of Effluent	Variable	Gals./Day
Office	0	0.200	Gals./Day/Sq. Ft.	0.0
Medical Office Building	0	0.200	Gals./Day/Sq. Ft.	0.0
Office Park	0	0.200	Gals./Day/Sq. Ft.	0.0
Bank/Financial Services	0	0.100	Gals./Day/Sq. Ft.	0.0
Commercial Uses	Sq. Ft./# Rooms	Gals. of Effluent	Variable	Gals./Day
Specialty Retail Commercial	0	0.100	Gals./Day/Sq. Ft.	0.0
Convenience Store	0	0.100	Gals./Day/Sq. Ft.	0.0
Movie Theater	0	0.130	Gals./Day/Sq. Ft.	0.0
Shopping Center	0	0.330	Gals./Day/Sq. Ft.	0.0
Sit-Down Restaurant	0	1.000	Gals./Day/Sq. Ft.	0.0
Fast-Food Restaurant	0	0.080	Gals./Day/Sq. Ft.	0.0
Hotel	0	125.000	Gals./Day/Room.	0.0
Manufacturing Uses	Sq. Ft.	Gals. of Effluent	Variable	Gals./Day
Industrial Park	0	0.200	Gals./Day/Sq. Ft.	0.0
Manufacturing	0	0.200	Gals./Day/Sq. Ft.	0.0
General Light Industry	5,153	0.200	Gals./Day/Sq. Ft.	1,030.6
Warehouse	0	0.025	Gals./Day/Sq. Ft.	0.0
Public/Institutional Use	Sq. Ft.	Gals. of Effluent	Variable	Gals./Day
Public/Institutional	0	0.096	Gals./Day/Sq. Ft.	0.0
Open Space	0	0.096	Gals./Day/Sq. Ft.	0.0

Total Daily Sewage Generation (gallons/day)	1,030.6
Source: Los Angeles County Sanitation Districts.	

Table 5: Solid Waste Generation				
Project Component	Units of Measure	Generation Factor		Projected Generation
Residential Uses	# of Units	Lbs.of Waste	Variable	Lbs./Day
Single-Family Residential	0	12.23	Lbs./Day/Unit	0.0
Medium Density Residential	0	12.23	Lbs./Day/Unit	0.0
Multiple-Family Residential	0	12.23	Lbs./Day/Unit	0.0
Mobile Home	0	12.23	Lbs./Day/Unit	0.0
Office Uses	Sq. Ft.	Lbs.of Waste	Variable	Lbs./Day
Office	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Medical Office Building	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Office Park	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Bank/Financial Services	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Commercial Uses	Sq. Ft./# Rooms	Lbs.of Waste	Variable	Lbs./Day
Specialty Retail Commercial	0	42.00	Lbs./Day/1,000 Sq. Ft.	0.0
Convenience Store	0	42.00	Lbs./Day/1,000 Sq. Ft.	0.0
Movie Theater	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Shopping Center	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Sit-Down Restaurant	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Fast-Food Restaurant	0	42.00	Lbs./Day/1,000 Sq. Ft.	0.0
Hotel	0	6.00	Lbs./Day/Room	0.0
Manufacturing Uses	Sq. Ft.	Lbs.of Waste	Variable	Lbs./Day
Industrial Park	0	8.93	Lbs./Day/1,000 Sq. Ft.	0.0
Manufacturing	0	8.93	Lbs./Day/1,000 Sq. Ft.	0.0
General Light Industry	5,153	8.93	Lbs./Day/1,000 Sq. Ft.	46.0
Warehouse	0	8.93	Lbs./Day/1,000 Sq. Ft.	0.0
Public/Institutional Use	Sq. Ft.	Lbs.of Waste	Variable	Lbs./Day
Public/Institutional	0	4.00	Lbs./Day/1,000 Sq. Ft.	0.0
Open Space	0	3.00	Lbs./Day/1,000 Sq. Ft.	0.0
Total Daily Solid Waste Generation				46.0
Source: City of Los Angeles CEQA Thresholds Guide, 2006, and City of Los Angeles Average Solid Waste Generation Rates, April 1981				

APPENDIX D – CHRIS REPORT AND NAHC SLF LETTER

14048South Central Coastal Information Center

California State University, Fullerton
Department of Anthropology MH-426
800 North State College Boulevard
Fullerton, CA 92834-6846
657.278.5395

California Historical Resources Information System
Los Angeles, Orange, Ventura and San Bernardino Counties
sccic@fullerton.edu

5/29/2026

SCCIC File #: 27856.14048

Marc Blodgett
2211 South Hacienda Boulevard
Hacienda Heights, CA 91745

Re: Record Search Results for the Westminster Express Car Wash

The South Central Coastal Information Center received your records search request for the project area referenced above, located on the Anaheim, CA USGS 7.5' quadrangle(s). The following summary reflects the results of the records search for the project area and a ½-mile radius. The search includes a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), and the California State Built Environment Resources Directory (BERD) listings were reviewed for the above referenced project site and a ¼-mile radius. Due to the sensitive nature of cultural resources, archaeological site locations are not released.

RECORDS SEARCH RESULTS SUMMARY

Archaeological Resources* (*see Recommendations section)	Within project area: 0 Within ½-mile radius: 0
Built-Environment Resources	Within project area: 0 Within ½-mile radius: 7
Reports and Studies	Within project area: 0 Within ½-mile radius: 11
OHP Built Environment Resources Directory (BERD) 2022	Within project area: 0 Within ¼-mile radius: 3
California Points of Historical Interest (SPHI) 2022	Within project area: 0 Within ¼-mile radius: 0
California Historical Landmarks (SHL) 2022	Within project area: 0 Within ¼-mile radius: 0
California Register of Historical Resources (CAL REG) 2022	Within project area: 0 Within ¼-mile radius: 0
National Register of Historic Places (NRHP) 2022	Within project area: 0 Within ¼-mile radius: 0

HISTORIC MAP REVIEW - Anaheim, CA (1896, 1942) 15' USGS historic maps indicate that in 1896 there was no visible development within the project area. There were a few roads and several buildings within the project search radius which was located within the historic place name of Las Bolsas. In 1942, the project area was located in a grid-like system of roads and buildings. Major road names included Westminster Avenue and US Route 39. The historic place name of Westminster was located nearby.

RECOMMENDATIONS

**When we report that no archaeological resources are recorded in your project area or within a specified radius around the project area; that does not necessarily mean that nothing is there. It may simply mean that the area has not been studied and/or that no information regarding the archaeological sensitivity of the property has been filed at this office. The reported records search result does not preclude the possibility that surface or buried artifacts might be found during a survey of the property or ground-disturbing activities.*

According to our records, the project site has not been subjected to any previous studies and the cultural resource sensitivity of the project site is unknown. Although the project site is currently developed, there is the potential for the discovery of prehistoric and historic cultural resources within the project boundaries. Therefore, customary caution and a halt-work condition should be in place for any ground-disturbing activities. In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find should stop until a qualified archaeological consultant can assess the find and make recommendations. Excavation of potential cultural resources should not be attempted by project personnel.

For your convenience, you may find a professional consultant**at www.chrisinfo.org. Any resulting reports by the qualified consultant should be submitted to the South Central Coastal Information Center as soon as possible.

**The SCCIC does not endorse any particular consultant and makes no claims about the qualifications of any person listed. Each consultant on this list self-reports that they meet current professional standards.

If you have any questions regarding the results presented herein, please contact the office at 657.278.5395 Monday through Thursday 9:00 am to 3:30 pm. Should you require any additional information for the above referenced project, reference the SCCIC number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System,

Stacy St. James
Digitally signed
by Stacy St. James
Date: 2026.05.29
13:41:21 -07'00'

Isabela Kott
Assistant Coordinator, GIS Program Specialist

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

**NATIVE AMERICAN HERITAGE COMMISSION**

March 18, 2026

Marc Blodgett
Blodgett Baylosis Environmental Planning

Via Email to: blodgett.marc@gmail.com

CHAIRPERSON
Reginald Pagaling
Chumash

VICE-CHAIRPERSON
Buffy McQuillen
Yokayo Pomo, Yuki,
Nomlaki

SECRETARY
Isaac Bojorquez
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Pauma-Yuima Band of
Luiseño Indians

COMMISSIONER
Vacant

COMMISSIONER
Vacant

EXECUTIVE SECRETARY
Andrew Alejandro
Paskenta Band of
Nomlaki Indians

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

Re: Tribal Consultation Under CEQA, Westminster Express Car Wash Project, Orange County

To Whom It May Concern:

Pursuant to your request, attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Additionally, a search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed based on the information submitted for the above referenced project. The results were negative. Be aware that tribes do not always record their sacred sites in the SLF, nor are they required to do so. As such, an SLF search is not a substitute for consultation with all tribes that are traditionally and culturally affiliated with a project's geographic area. Please contact all of the listed tribes as they may have information about sacred sites within the project area that is not listed with the NAHC.

Additionally, the NAHC recommends that agencies include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of the Sacred Lands File check conducted through the Native American Heritage Commission.

4. Any ethnographic studies conducted for any area including all or part of the APE; and
5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource, which is why consultation is vital.

This information will aid tribes in determining whether to request formal consultation. If consultation is requested, having the information beforehand will help to facilitate the process.

If you receive notification of a change of address or phone number from a tribe, please inform the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions or require additional information, please contact me at Andrew.Green@nahc.ca.gov.

Sincerely,



Andrew Green
Cultural Resources Analyst

Attachment

Tribe Name	Fed (F) Non-Fed (N)	Contact Person
Cahuilla Band of Indians	F	Erica Schenk, Chairperson
Cahuilla Band of Indians	F	BobbyRay Esparza, Cultural Director
Cahuilla Band of Indians	F	Anthony Madrigal, Tribal Historic Preservation Officer
Gabrieleno Band of Mission Indians - Kizh Nation	N	Andrew Salas, Chairperson
Gabrieleno Band of Mission Indians - Kizh Nation	N	Christina Swindall Martinez, Secretary
Gabrieleno/Tongva San Gabriel Band of Mission Indians	N	Anthony Morales, Chairperson
Gabrielino Tongva Indians of California Tribal Council	N	Robert Dorame, Chairperson
Gabrielino Tongva Indians of California Tribal Council	N	Christina Conley, Cultural Resource Administrator
Gabrielino/Tongva Nation	N	Sandonne Goad, Chairperson
Gabrielino-Tongva Tribe	N	Sam Dunlap, Cultural Resource Director

Gabrielino-Tongva Tribe	N	Linda Candelaria, Chairperson
Juaneno Band of Mission Indians Acjachemen Nation - Belardes	N	Joyce Perry, Cultural Resource Director
Juaneno Band of Mission Indians Acjachemen Nation 84A	N	Heidi Lucero, THPO/MLD
Juaneno Band of Mission Indians Acjachemen Nation 84A	N	Shannon Wingfield, Secretary
Juaneno Band of Mission Indians Acjachemen Nation 84A	N	Nathan Banda, Chairman
Morongo Band of Mission Indians	F	Lena Broderick, Executive Assistant to Tribal Chairman
Morongo Band of Mission Indians	F	Bernadette Ann Brierty, Tribal Historic Preservation Officer
Morongo Band of Mission Indians	F	Charles Martin, MBMI Chairman
Pala Band of Mission Indians	F	Shasta Gaughen, Tribal Historic Preservation Officer
Pala Band of Mission Indians	F	Christopher Nejo, Legal Analyst/Researcher

Pala Band of Mission Indians	F	Alexis Wallick, Assistant THPO
Santa Rosa Band of Cahuilla Indians	F	Steven Estrada, Tribal Chairman
Santa Rosa Band of Cahuilla Indians	F	Vanessa Minott, Tribal Administrator
Santa Rosa Band of Cahuilla Indians	F	Mercedes Estrada, Cultural Director
Soboba Band of Luiseno Indians	F	Joseph Ontiveros, Tribal Historic Preservation Officer
Soboba Band of Luiseno Indians	F	Jessica Valdez, Cultural Resource Specialist

This list is current only as of the date of this document. Distribution of this list does not relieve

This list is only applicable for consultation with Native A

**Native American Heritage Commission
Native American Contact List
Orange County
3/18/2026**

Contact Address	Phone #	Fax #	Email Address
52701 CA Highway 371 Anza, CA, 92539	(951) 590-0942	(951) 763-2808	chair@cahuilla-nsn.gov
52701 CA Highway 371 Anza, CA, 92539	(951) 763-5549		besparza@cahuilla-nsn.gov
52701 CA Highway 371 Anza, CA, 92539	(951) 763-5549		anthonymad2002@gmail.com
P.O. Box 393 Covina, CA, 91723	(844) 390-0787		admin@gabrielenoindians.org
P.O. Box 393 Covina, CA, 91723	(844) 390-0787		admin@gabrielenoindians.org
P.O. Box 693 San Gabriel, CA, 91778	(626) 483-3564	(626) 286-1262	GTTribalcouncil@aol.com
P.O. Box 490 Bellflower, CA, 90707	(562) 761-6417	(562) 761-6417	gtongva@gmail.com
P.O. Box 941078 Simi Valley, CA, 93094	(626) 407-8761		christina.marsden@alumni.usc.edu
13191 Crossroads Parkway North, Suite 375 City of Industry, CA, 91746	(951) 807-0479		sgoad@gabrielino-tongva.com
P.O. Box 3919 Seal Beach, CA, 90740	(909) 262-9351		tongvatcr@gmail.com

**Native American Heritage Commission
Native American Contact List
Orange County
3/18/2026**

73465 Royal Palm Dr. #1 Palm Desert, CA, 92260	(626) 676-1184		gabrielinotongva1@gmail.com
4955 Paseo Segovia Irvine, CA, 92603	(949) 293-8522		kaamalam@gmail.com
31411-A La Matanza Street San Juan Capistrano, CA, 92675	(562) 879-2884		thpo@jbmian.com
31411-A La Matanza Street San Juan Capistrano, CA, 92675	(949) 488-3484		
31411-A La Matanza Street San Juan Capistrano, CA, 92675	(949) 426-8804		nbanda@jbmian.com
12700 Pumarra Road Banning, CA, 92220	(951) 755-5110		lbroderick@morongo-nsn.gov
12700 Pumarra Road Banning, CA, 92220	(951) 663-2842		abrierty@morongo-nsn.gov
12700 Pumarra Road Banning, CA, 92220	(951) 755-5110		chairman@morongo-nsn.gov
PMB 50, 35008 Pala Temecula Road Pala, CA, 92059	(760) 891-3515		sgaughen@palatribe.com
PMB 50, 35008 Pala Temecula Road Pala, CA, 92059	(760) 891-3564		cnejo@palatribe.com

**Native American Heritage Commission
Native American Contact List
Orange County
3/18/2026**

PMB 50, 35008 Pala Temecula Road Pala, CA, 92059	(760) 891-3537		awallick@palatribe.com
P.O. Box 391820 Anza, CA, 92539	(951) 659-2700	(951) 659-2228	sestrada@santarosa-nsn.gov
P.O. Box 391820 Anza, CA, 92539	(951) 659-2700	(951) 659-2228	vminott@santarosa-nsn.gov
P.O. Box 391820 Anza, CA, 92539	(951) 659-2700	(951) 659-2228	mestrada@santarosa-nsn.gov
P.O. Box 487 San Jacinto, CA, 92581	(951) 663-5279	(951) 654-4198	jontiveros@soboba-nsn.gov
P.O. Box 487 San Jacinto, CA, 92581	(951) 663-6261	(951) 654-4198	jvaldez@soboba-nsn.gov

any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code.

Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Westminster Express Car Wash Project

Cultural Affiliation	Counties	Last Updated
Cahuilla	Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego	2/1/2024
Cahuilla	Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego	6/28/2023
Cahuilla	Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego	6/28/2023
Gabrieleno	Los Angeles, Orange, Riverside, San Bernardino, Santa Barbara, Ventura	8/18/2023
Gabrieleno	Los Angeles, Orange, Riverside, San Bernardino, Santa Barbara, Ventura	8/18/2023
Gabrieleno	Los Angeles, Orange, Riverside, San Bernardino, Santa Barbara, Ventura	12/4/2023
Gabrielino	Los Angeles, Orange, Riverside, San Bernardino, Santa Barbara, Ventura	3/16/2023
Gabrielino	Los Angeles, Orange, Riverside, San Bernardino, Santa Barbara, Ventura	3/16/2023
Gabrielino	Los Angeles, Orange, Riverside, San Bernardino, Santa Barbara, Ventura	11/6/2025
Gabrielino	Los Angeles, Orange, Riverside, San Bernardino, Santa Barbara, Ventura	1/28/2026

Gabrielino	Los Angeles, Orange, Riverside, San Bernardino, Santa Barbara, Ventura	1/28/2026
Juaneno	Los Angeles, Orange, Riverside, San Bernardino, San Diego	3/17/2023
Juaneno	Los Angeles, Orange, Riverside, San Bernardino, San Diego	2/4/2025
Juaneno	Los Angeles, Orange, Riverside, San Bernardino, San Diego	2/4/2025
Juaneno	Los Angeles, Orange, Riverside, San Bernardino, San Diego	2/4/2025
Cahuilla Serrano	Imperial, Kern, Los Angeles, Orange, Riverside, San Bernardino, San Diego, Ventura	11/21/2025
Cahuilla Serrano	Imperial, Kern, Los Angeles, Orange, Riverside, San Bernardino, San Diego, Ventura	11/21/2025
Cahuilla Serrano	Imperial, Kern, Los Angeles, Orange, Riverside, San Bernardino, San Diego, Ventura	11/21/2025
Cupeno Luiseno	Orange, Riverside, San Bernardino, San Diego	11/27/2023
Cupeno Luiseno	Orange, Riverside, San Bernardino, San Diego	11/27/2023

Cupeno Luiseno	Orange,Riverside,San Bernardino,San Diego	11/27/2023
Cahuilla	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	4/8/2024
Cahuilla	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	4/8/2024
Cahuilla	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	5/21/2025
Cahuilla Luiseno	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	7/14/2023
Cahuilla Luiseno	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	7/14/2023

Public Resources Code and Section 5097.98 of the Public

Record: PROJ-2026-001398

Report Type: AB52 GIS

Counties: Orange

NAHC Group: All

t, Orange County.

Mitigation Monitoring and Reporting Program

CASE-2025-0142– Westminster Express Car Wash

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Dept.	Verification Date
<i>Aesthetics</i>						
1	Prior to issuance of any building permits, the applicant shall demonstrate to the Planning Department that the lighting equipment has been designed and directed in such a manner as to minimize the light source and to minimize light spillage and glare to the adjacent properties. Applicant shall provide a lighting plan that identifies light fixture product types and technical specifications, including photometric information to determine the extent of light spillage or glare that can be anticipated. This information shall be made a part of the building set of plans for the issuance of the building permit.	Condition of Approval	Review Lighting Plan	Prior to Issuance of Building Permit	Planning Dept.	
<i>Cultural Resources</i>						
2	The Applicant must obtain the services of a qualified archaeologist to conduct full-time monitoring services during grading and excavation operations. The monitor(s) shall be equipped to salvage artifacts if they are unearthed so as to avoid construction delays. The archaeologist/monitor shall be empowered to temporarily halt or divert equipment to allow for the removal of specimens in a timely manner. Monitoring may be reduced if the potentially culturally significant units are not present in the subsurface, or if present, are determined by a qualified archaeological personnel, to have a low potential to contain or yield archeological resources.	Condition of Approval	Field Inspections as Necessary	Prior to Project Construction Activities	Planning Dept.	
<i>Noise</i>						
3	All construction equipment shall be equipped with the manufacturers' recommended noise muffling devices, such as mufflers and engine covers. These devices shall be kept in good working condition throughout the construction process.	Condition of Approval	Field Inspections as Necessary	During Construction Activities	Planning Dept.	

Mitigation Monitoring and Reporting Program

CASE-2025-0142– Westminster Express Car Wash

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Dept.	Verification Date
4	Installation of a temporary sound barrier at the property lines of the proposed project with a minimum sound transmission class (STC) rating of 25 to mitigate noise impacts on all surrounding properties.	Condition of Approval	Field Inspections as Necessary	Prior to Project Construction Activities	Planning Dept.	
5	The Project Applicant shall require that all construction contractors prohibit the use of vibratory rollers within 136 feet, large bulldozers within 80 feet, loaded trucks within 74 feet, and jackhammers within 43 feet of nearby residential structures. If construction activity must occur within these distances, it would need to be performed with smaller equipment types that do not exceed the vibration thresholds applied herein.	Condition of Approval	Field Inspections as Necessary	During Construction Activities	Planning Dept.	
<i>Tribal Cultural Resources</i>						
6	Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities. - The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. - A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. - The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of	Condition of Approval	Field Inspections as Necessary	Prior to Project Construction Activities	Planning Dept.	

Mitigation Monitoring and Reporting Program

CASE-2025-0142– Westminster Express Car Wash

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Dept.	Verification Date
	ground disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.					
7.	Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial). Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe’s sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes	Condition of Approval	Field Inspections as Necessary	During Construction Activities	Planning Dept.	

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8	Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects. - Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. - If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. - Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). - Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. - Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.	Condition of Approval	Field Inspections as Necessary	During Construction Activities	Planning Dept.	