City of Rohnert Park
Planning Commission Report

DATE:	January 25, 2018
ITEM NO:	9.1
AGENDA TITLE:	PLSU17-0001 Conditional Use Permit and Site Plan and Architectural Review for Future Express Car Wash
ENTITLEMEMTS:	Conditional Use Permit and Site Plan and Architectural Review
LOCATION:	6258 Redwood Drive APN 143-391-091
GP/ZONING:	Commercial R/C-R: Regional Commercial
APPLICANT:	Edwin Blair, Tunnel Vision

RECOMMENDATON

Staff recommends approval of the Mitigated Negative Declaration, Conditional Use Permit (CUP) and Site Plan and Architectural Review (SPAR) for the proposed Future Express Car Wash commercial project at 6258 Redwood Drive. The CUP is required for car wash facilities in C-R zoning districts and SPAR for the new construction of the car wash facilities.

SUMMARY

The proposed project would construct a self-service car wash with a fully automated conveyor wash system on a vacant, approximately .89-acre rectangular-shaped parcel (APN 143-391-091) located at 6258 Redwood Drive in the City of Rohnert Park (see **Figure 1**). The entire project site is predominately flat, undeveloped land. The subject site is designated in the General Plan as Commercial-R (Regional), and is accordingly zoned C-R: Regional Commercial.

BACKGROUND

Surrounding Land Uses

The project site is located in the northwest portion of the City, west of Highway 101 and north of Rohnert Park Expressway, in an area predominately characterized by existing commercial and industrial/business uses. Adjacent land uses include the Budget Inn and Rodeway Inn to the south, Redwood Drive and commercial properties to the west, America's Tire Store to the north, and the Hampton Inn & Suites to the east (see **Figure 2**).

Figure 1: Project Location

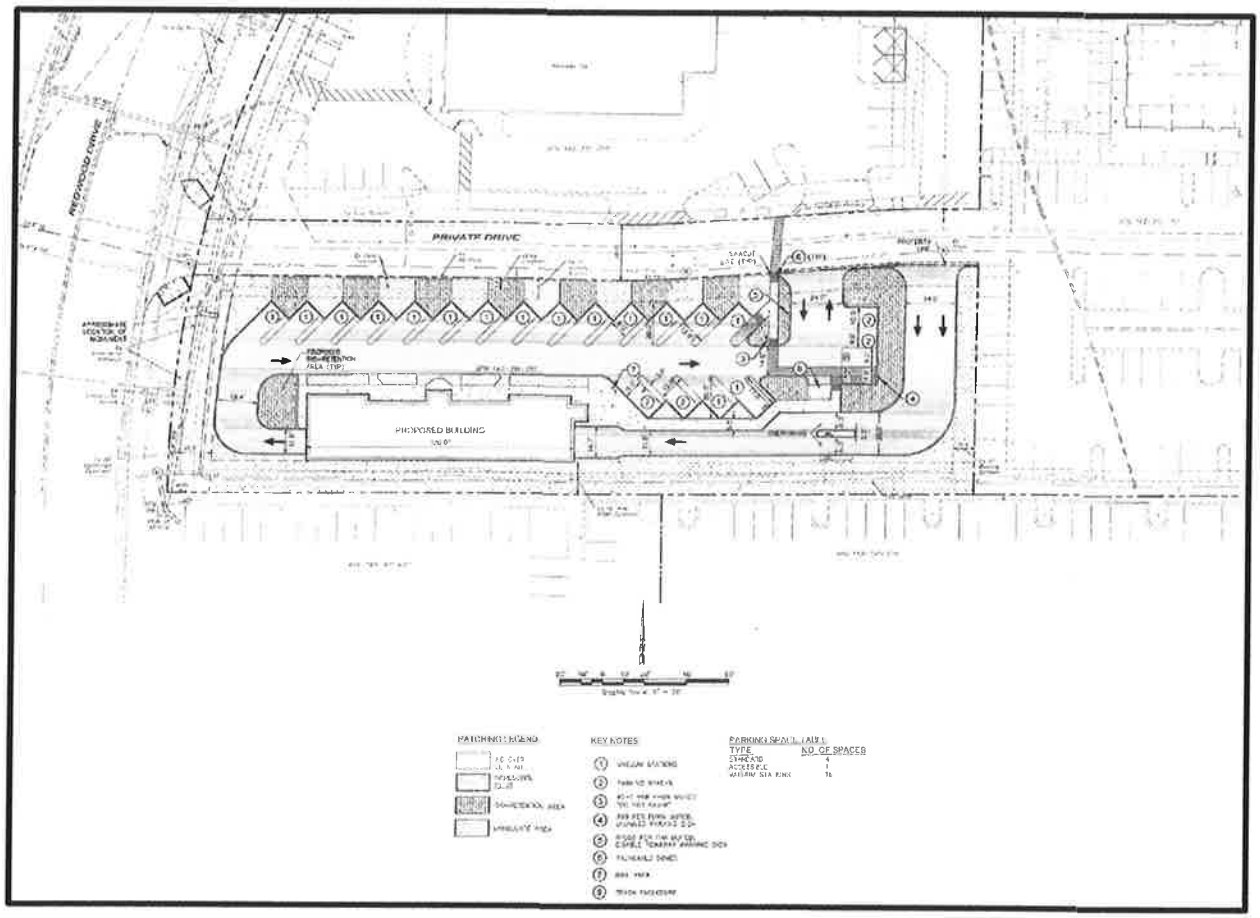
Figure 2: Project Site Context

Project Details

Project Characteristics

The proposed project would include construction of a new self-service car wash. **Figure 3 Site Plan** shows the proposed site plan for the project. As shown on the site plan, the project includes an approximately 4,350 square feet (sq.ft.) building in the southwestern portion of the site. The reception and office area would consist of approximately 311 sq.ft. of the northeast portion of the building, immediately adjacent to the car wash tunnel point of entry. The remainder of the proposed building (approximately 4,042 sq.ft. in total) would consist of the 126-foot car wash tunnel, employee restrooms and locker area, two equipment rooms, and a noise attenuation room. The building would also include an approximately 631 sq.ft. attic with mechanical and storage areas above the car wash bay on the western side of the building.

Figure 3: Proposed Site Plan



Circulation and Parking

Access to the site would be provided from Redwood Drive via an existing private drive that bisects the project site and the America's Tire Store. As shown on **Figure 3 Site Plan,** the project proposes to construct two driveways from the main existing private roadway. The first 24-foot wide driveway would provide vehicle entrance to a small parking area that would include two standard parking spaces and one accessible parking space. The first driveway would also be the sole vehicle

exit point for vehicles that utilized the car wash and vacuuming area. The car wash and vacuum station area would be designed for one-way vehicle circulation (west to east) from the car wash tunnel exit to the single site exit driveway. Signage would be installed prohibiting vehicles from entering the vacuum station parking lot area from the small parking area located at the first access driveway. The second 24-foot driveway would provide the sole access point for vehicles entering the car wash tunnel and vacuuming station area. As previously mentioned, onsite circulation would provide for one-way vehicle movement. Vehicles entering the car wash driveway would travel west through the wash tunnel. Upon exiting the wash tunnel, vehicles would travel east toward the parking lot area and exit driveway.

A parking lot with 16 concrete-paved parking spaces would cover the majority of the northern half of the project site. These spaces would include vacuuming units with two hoses for use on both sides of the stall. Each of the vacuuming stations would be covered with shade structures. Two standard non-vacuum station parking spaces would be located adjacent to the northeastern corner of the car wash tunnel. Additional parking consisting of two standard spaces and one accessible space would be available in a small parking area at the first driveway entrance. A trash enclosure would also be located within the small parking area.

Building Elevations

The building is primarily single-story except for the rear portion which includes a second level for storage and access to the carwash mechanical equipment. Maximum height of the building is 28 feet. The car wash building exterior will have a contemporary appearance including white and cypress colored cement plaster walls with dark bronze metal cap flashing, dark bronze aluminum storefront windows, and slate stone veneer foundation cap. There are windows along the north elevation of the building and the south elevation has openings covered with metal screens to allow for air circulation. The entry and exit of the car was include metal roll-up doors which will be closed when the car wash is not in operation. The pay station consists of a curved metal roof supported by two metal column poles. The refuse enclosure consists of concrete block walls with a sloping metal roof and solid metal gates. The enclosure will be painted to match the building colors.

Figure 4: Building Elevations

Landscaping

A conceptual landscape plan has been submitted. The proposed landscape plan consists of a variety of trees, shrubs and groundcover accents. Tree sizes range from 15 gallon to 24 inch box trees including native oak trees. There is existing landscaping along the Redwood Drive frontage of the property that will remain. A portion of the landscape setback along the south property line will consist of a drainage swale.

The landscape plan includes three (3) Swan Hill Olive trees, three (3) Flowering Pear trees, five (5) Valley Oak trees and 15 Red Maple trees. In between the trees the landscape plan proposes a variety of shrubs, groundcover and accent species (see Attachment 2, Exhibit A). The common area and perimeter area landscaping irrigation will consist of low volume drip system. The plant palette will utilize at least 75% drought tolerant plant materials appropriate to the climate region.

Lighting

The project includes LED pole lights at approximately 14 feet in height that will be located along the north side of the property adjacent to the private driveway. The new pole lights will illuminate the ingress and egress driving aisles and the area between the north side of the building and the private drive.

Planning Commission Study Session

At the September 14, 2017 Planning Commission meeting both staff and applicant presented plans for the subject project. Discussion centered on vehicle circulation and the potential for vehicles to enter the carwash going in the wrong direction when leaving the standard parking spaces which are located in the car wash exit driveway for the project. As part of the proposal the Applicant indicated that directional signage will be installed to assist vehicles on circulation of the car wash.

ANALYSIS

General Plan

This project implements the following General Plan Goals and Policies, as follows:

- LU-J. Continue to maintain efficient land use patterns and ensure that infill development maintains the scale and character of established neighborhoods.

  Staff Analysis: The proposed new car wash would utilize an existing vacant parcel adjacent to existing commercial developments in a designated regional commercial center of the City. The infill development proximity to existing infrastructure promotes the continued use of land in an efficient and orderly manner. This proposed infill development is of a commensurate scale in terms of height and massing, with existing and planned projects in the immediate area.

- CD-N. Provide safe, convenient, and comfortable pedestrian connections within commercial centers and between commercial centers and adjacent sites and residential neighborhoods.

Staff Analysis: This project uses a variety of methods to further create and reinforce pedestrian connections within the surrounding commercial center, and with other commercial centers in the immediate area. Sidewalk connections currently exist along Redwood Drive and the private drive and are clearly marked and can accommodate and enable pedestrian travel to other the nearby commercial properties, nearby apartments, as well as transit stops located adjacent to the project site along Redwood Drive. As part of the project, the existing private street will retain the publically accessible sidewalk and enhance the pedestrian experience with new lighting and landscaping along the northern property line of the project site.

Conditional Use Permit/Zoning Regulations

Conditional Use Permit: Per Zoning Code Section 17.06.060, car wash uses are conditionally-permitted uses and require Planning Commission approval of a conditional use permit. Findings concerning the Conditional Use Permit proposed by Planning Application No. PLSU2017-0001 can be found in **Attachment 2, Exhibit B**.

Zoning Regulations: The development standards for the subject project are those that are applicable in the C-R: Regional Commercial district. As proposed and planned, the new commercial use and building are consistent with the intent of the C-R Zoning District and complies with all development standards including height, setbacks, parking, lighting and landscaping.

C-R: Regional Commercial. This District is intended to allow for the operation of activities that provide goods and services that serve the community and outlying areas within an eight to twenty-mile radius. It is primarily reserved for larger shopping centers and can accommodate "big box" retailers. This district is consistent with the "Regional Commercial" General Plan designation.

Table 1: Applicable Development Standards

Standard	Proposed	Requirement	Description
Height	28 feet	65 feet max.	Primary height is 15 feet. Max height is 28 feet.
Setbacks:			
Front	20 feet	15 feet	
Side	15 on south side and 10 on the north side	10 feet	
Rear	10 feet	10 feet	
Parking	18 vacuum spaces 2 standard spaces 1 accessible space 21 spaces total	7 spaces	Two bike parking spaces provided per Zoning Code.
Landscaping	26 trees	5 trees	Exceeds requirement of 1 tree for every 4 parking spaces.
Lot Coverage	10 percent	60 percent	
Floor Area Ratio	0.88	1.5	

Design Guidelines

This project implements an important design criteria: neighborhood compatibility. The massing, colors, height, materials, siting, and landscaping of the car wash facilities will complement the existing uses in the area as well as other the planned projects in the adjacent commercial area. The proposed car wash building and associated facilities incorporates a 'modern' architecture style using geometric forms, large windows and flat roofs. The proposed architecture has utilized the following elements from the Design Guidelines:

- The proposed building massing is inspired by traditional forms. Volumes are simple, asymmetrical yet balanced, and includes variations in height. Repetitive and alternating elements are present, with additional articulation provided by the use of colors, materials, screening, and recesses.
- The proposed building incorporates façade elements such as the white and cypress colored cement plaster walls with dark bronze metal cap flashing that enriches the quality of the public environment.
- Building colors are white and cypress colors with a dark bronze cap and are compatible with the slate stone veneer. The colors are arranged to enhance the appearance of the car wash building and associated facilities. The colors are compatible with the adjacent America's Tire Store and the Hampton Inn and Suites.
- The building features a flat roof common to modern buildings. The flat roof is hidden by a parapet, but accented by height variations. Mechanical and other roof mounted equipment is screened by the roof parapet.
- The trash enclosure is sited so as to minimize visibility from the street. The design of the trash enclosure is complimentary to the overall design of the car wash building and facilities.

ENVIRONMENTAL DETERMINATION

In accordance with the California Environmental Quality Act (CEQA), an Initial Study was prepared to determine whether the proposed project would have a significant adverse effect on the environment. On the basis of the study, it was determined that the project would not have a significant adverse effect on the environment with implementation of mitigation measures, and a Mitigated Negative Declaration (MND) was prepared. The MND was circulated for public review between December 22, 2017 and January 25, 2018. A summary of the main MND environmental analysis conclusions are as follows:

- Prior to issuance of grading permits, the applicant is required to submit the California Tiger Salamander Habitat Assessment prepared for the project to the USFWS and the CDFW for review and concurrence. The applicant will need to demonstrate approval from these agencies prior to any grading or construction activity on the site.
- If at any time during earth disturbing activities a concentration of artifacts or a cultural deposit is encountered, work is required to cease in the immediate area and a qualified archeologist contacted. Due to the proximity to the creek, it is possible that cultural artifacts could be found.
- The project complies with the 2017 (Bay Area) Clean Air Plan. The project would generate minimal new traffic trips and would comply with the Bay Area Air Quality Management

District (BAAQMD) screening criteria. Accordingly, project-related traffic would not exceed CO thresholds and no mitigation is required.

- GHG emissions associated with the project were studied as part of the CEQA analysis and were determined to be below the BAAQMD's GHG threshold of 1,100 MT CO2E per year. Therefore, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact. No mitigation is required.

NOTIFICATION

This item has been duly noticed by publication in the Community Voice for the Site Plan and Architectural Review and posted at the prescribed locations in Rohnert Park. Property owners within 300 feet of the project were mailed notices of the proposed application.

RESPONSE TO COMMENTS

No public comments have been received on this item.

Attachments

1. Resolution 2018-04 Approving a Mitigated Negative Declaration (MND) for the Future Express Car Wash Site Plan and Architecture Review (SPAR) (APN 143-391-091) File No. PLSU17-0001

   Exhibit A to Resolution No. 2018-04 – Future Express Carwash, Mitigated Negative Declaration (MND)

2. Resolution 2018-05 Approving Site Plan and Architecture Review for the Future Express Car Wash Located at 6258 Redwood Drive (APN 143-391-091) File No. PLSU17-0001

   Exhibit A to Resolution No. 2018-05 – Conditions of Approval

Exhibits

A. Future Express Car Wash, Site Plan and Architecture Submittal
B. January 16, 2018 Letter, California, Department of Transportation

APPROVALS:

B. Bollinger Jr. — 1.19.18

Brett Bollinger, Planning Consultant — Date

J Beiswenger Jr — 1.19.18

Jeffrey Beiswenger, Planning Manager — Date

PLANNING COMMISSION RESOLUTION NO. 2018-04

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROHNERT PARK CALIFORNIA APPROVING THE MITIGATED NEGATIVE DECLARATION FOR THE FUTURE EXPRESS CAR WASH COMMERCIAL PROJECT CONDITIONAL USE PERMIT AND SITE PLAN AND ARCHITECTURAL REVIEW (APN 143-391-091) FILE NO. PLSU17-0001

WHEREAS, the applicant, Edwin Blair for Tunnel Vision, filed Planning Application No. PLSU17-0001 for a Conditional Use Permit and Site Plan and Architectural Review for construction of a car wash on property located at 6258 Redwood Drive north of the intersection of Rohnert Park Expressway and Redwood Drive (APN 143-391-091), in accordance with the City of Rohnert Park Municipal Code; and

WHEREAS, Planning Application No. PLSU17-0001 was processed in the time and manner prescribed by State and local law; and

WHEREAS, an Initial Study was prepared and on the basis of that study, it was determined that the project would not have a significant adverse effect on the environment with implementation of mitigation measures, and a Mitigated Negative Declaration (MND) was prepared and circulated for public review for a 30-day period from December 22, 2017 to January 25, 2018 (Exhibit A); and

WHEREAS, pursuant to California State Laws and the City of Rohnert Park Municipal Code (RPMC), a public hearing notice for the Future Express Car Wash was mailed to all property owners within a 300 foot radius of the subject property and to all agencies and interested parties as required by California State Planning Law, and a public hearing notice was published in the Community Voice for a minimum of 10 days prior to the first public hearing; and

WHEREAS, on January 25, 2018, the Planning Commission reviewed Planning Application No. PLSU17-0001 during a scheduled public meeting at which time interested persons had an opportunity to testify either in support or opposition to the proposed project; and

WHEREAS, at the January 25, 2018, Planning Commission meeting, upon hearing and considering all testimony and arguments, if any, of all persons desiring to be heard, the Planning Commission considered all facts relating to Planning Application No. PLSU17-0001;

WHEREAS, the members of the Planning Commission, using their independent judgment, reviewed the proposed project and all evidence in the record related to such requests, including the staff report, public testimony, and all evidence presented both orally and in writing.

WHEREAS, at the January 25, 2018 public meeting the Planning Commission of the City of Rohnert Park reviewed and considered the information contained in the Initial Study and

Mitigated Negative Declaration for the proposal, which is attached to this resolution as Exhibit A; and

WHEREAS, Section 21000, *et. Seq.*, of the Public Resources Code and Section 15000, *et. Seq.,* of Title 14 of the California Code of Regulations (the "CEQA Guidelines"), which govern the preparation, content and processing of Negative Declarations, have been fully implemented in the preparation of the Mitigated Negative Declaration.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Rohnert Park makes the following findings, determinations and recommendations with respect to the Mitigated Negative Declaration for the proposed Project:

1. The Planning Commission has independently reviewed, analyzed and considered the Mitigated Negative Declaration and all written documentation and public comments prior to approval of the proposed Project; and

2. An Initial Study was prepared for the project, and on the basis of substantial evidence in the whole record, there is no substantial evidence that the project will have a significant effect on the environment, therefore a Mitigated Negative Declaration has been prepared which reflects the lead agency's independent judgment and analysis.

3. The Mitigated Negative Declaration was prepared, publicized, circulated and reviewed in compliance with the provisions of CEQA Guidelines; and

4. The Mitigated Negative Declaration constitutes an adequate, accurate, objective and complete Mitigated Negative Declaration in compliance with all legal standards; and

5. The documents and other materials, including without limitation staff reports, memoranda, maps, letters and minutes of all relevant meetings, which constitute and administrative record of proceedings upon which the Commission's resolution is based are located at the City of Rohnert Park, City Clerk, 130 Avram Ave., Rohnert Park, CA 94928.

BE IT FURTHER RESOLVED by the Planning Commission of the City of Rohnert Park that approval of the Project would not result in any significant effects on the environment with implementation of mitigation measures identified in the Mitigated Negative Declaration and the Planning Commission does hereby approve and adopt the Mitigated Negative Declaration and Initial Study set forth in **Exhibit A** and direct the filing of a Notice of Determination with the County Clerk; and

BE IT FURTHER RESOLVED by the Planning Commission of the City of Rohnert Park that **Exhibit A** of this resolution also provide Mitigation required under Section 15091 of the CEQA Guidelines for significant effects of the Project; and

BE IT FURTHER RESOLVED that any interested persons may appeal this Resolution of the Planning Commission to the City Council within 10 calendar days of its passage pursuant to RPMC Section 17.25.123. Any such appeal shall be in the form provided by RPMC Section 17.25.124 and with the payment of the fee established by the City.

DULY AND REGULARLY ADOPTED on this 25th day of January, 2018 by the City of Rohnert Park Planning Commission by the following vote:

AYES: _____ NOES: _____ ABSENT: _____ ABSTAIN: _____

ADAMS_____ BLANQUIE_____ BORBA_____ GIUDICE _____HAYDON____

_____
Chairperson, Rohnert Park Planning Commission

Attest: _____
Susan Azevedo, Recording Secretary

INITIAL STUDY

FUTURE EXPRESS CAR WASH
6258 REDWOOD DRIVE, ROHNERT PARK

City of Rohnert Park
Development Services
130 Avram Avenue
Rohnert Park, CA 94928-2486

DECEMBER 2017

Printed on 30% post-consumer recycled material.

TABLE OF CONTENTS

APPENDICES

FIGURES

TABLE OF CONTENTS (CONTINUED)

Page No.

TABLES

INTENTIONALLY LEFT BLANK

1 INTRODUCTION

1.1 Project Overview and Location

The proposed project would construct a self-service car wash with a fully automated conveyor wash system on a vacant, approximately .89-acre site (Assessor Parcel Number (APN) 143-391-091) located at 6258 Redwood Drive in the City of Rohnert Park. The project site is located west of Highway 101 and north of Rohnert Park Expressway. Adjacent land uses include the Budget Inn and Rodeway Inn to the south, Redwood Drive to the west, America's Tire Store to the north, and the Hampton Inn & Suites to the east. Access to the site would be provided from Redwood Drive via an existing private roadway that bisects the project site and the America's Tire Store.

1.2 California Environmental Quality Act Compliance

This Initial Study has been prepared per the requirements of the California Environmental Quality Act (CEQA) of 1970 (Public Resources Code [PRC] Section 21000, et seq.), and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.).

1.3 Public Review Process

The Initial Study and the proposed Mitigated Negative Declaration will be circulated for public review for a period of 30 days, pursuant to CEQA Guidelines Section 15073(a). The City of Rohnert Park will provide public notice at the beginning of the public review period.

INTENTIONALLY LEFT BLANK

2 INITIAL STUDY CHECKLIST

Project title:

Future Express Car Wash

Lead agency name and address:

City of Rohnert Park
Development Services
130 Avram Avenue
Rohnert Park, CA 94928-2486

Contact person and phone number:

Jeffrey Beiswenger, Planning Manager
(707) 588-2253

Project location:

6258 Redwood Drive, Rohnert Park, CA 94928
APN: 143-391-091

Project sponsor's name and address:

Edwin Blair, Tunnel Vision
1415 Fulton Road #205-448
Santa Rosa, CA 95403

General plan and zoning designations:

Project Parcel	General Plan Designation	Zoning Designation
Future Express Car Wash APN 143-391-091, +/-.89 acres	Commercial – R (Regional)	C-R: Regional Commercial

Description of project and environmental setting:

The proposed project would construct a self-service car wash consisting of an approximately 4,350 square foot (sf) building, a 126-foot wash tunnel with fully automated conveyer wash system, a small office and reception area, restrooms, vending area, and equipment and storage space. A total of 16 outdoor vacuuming stations/parking spaces, 4 standard parking spaces, and 1 accessible parking space are proposed.

Project Location and Site Characteristics

As shown on **Figure 1 Regional Location Map**, the project site is located within the City of Rohnert Park, Sonoma County, California. The project parcel is approximately .89 acres (Assessor Parcel Number (APN) 143-391-091) located at 6258 Redwood Drive, west of Highway 101 and north of Rohnert Park Expressway.

The entire project site is predominately flat, undeveloped land with onsite elevations ranging from 92 to 97 feet above mean sea level. **Figure 2 Aerial Photo Map** provides aerial imagery of the proposed project site.

The proposed site was previously graded in 2004. In 2007, during the construction of the Hampton Inn on the adjacent parcel to the northeast, the site was used as a construction staging area for storage of equipment and materials.

Surrounding Land Uses and Setting:

The project site is located in the northwest portion of the City in an area predominately characterized by existing commercial and industrial/business uses. Adjacent land uses included the Budget Inn and Rodeway Inn to the south, Redwood Drive to the west, America's Tire Store to the north, and the Hampton Inn & Suites to the east.

Project Characteristics

The project applicant is proposing to develop the project site with a self-service car wash. **Figure 3 Site Plan** shows the proposed layout for the project. As shown on the site plan, the project includes an approximately 4,350 sf building in the southwestern portion of the site. The reception and office area would consist of approximately 311 sf of the northeast portion of the building, immediately adjacent to the car wash tunnel point of entry. The remainder of the proposed building (approximately 4,042 sf in total) would consist of the 126-foot car wash tunnel, employee restrooms and locker area, two equipment rooms, and a noise attenuation room. A small, outdoor vending area would be centrally located and adjacent to the employee restrooms. The building would also include an approximately 631 sf attic with mechanical and storage areas above the car wash bay on the western side of the building.

Anticipated hours of operation would be 7:00am-9:00pm, seven days per week, weather permitting.

SOURCE: Esri Basemaps (2017)

FIGURE 1
Regional Map

DUDEK

Express Car Wash Project

SOURCE: Bing Maps (Accessed 2017)

DUDEK

FIGURE 2
Vicinity Map

Express Car Wash Project

Access to the site would be provided from Redwood Drive via an existing private drive that bisects the project site and the America's Tire Store. As shown on **Figure 3 Site Plan,** the project proposes to construct two driveways from the main existing private roadway. The first 24-foot wide driveway would provide vehicle entrance to a small parking area that would include two standard parking spaces and one accessible parking space. The first driveway would also be the sole vehicle exit point for vehicles that utilized the car wash and vacuuming area. The car wash and vacuum station area would be designed for one-way vehicle circulation (west to east) from the car wash tunnel exit to the single site exit driveway. Signage would be installed prohibiting vehicles from entering the vacuum station parking lot area from the small parking area located at the first access driveway.

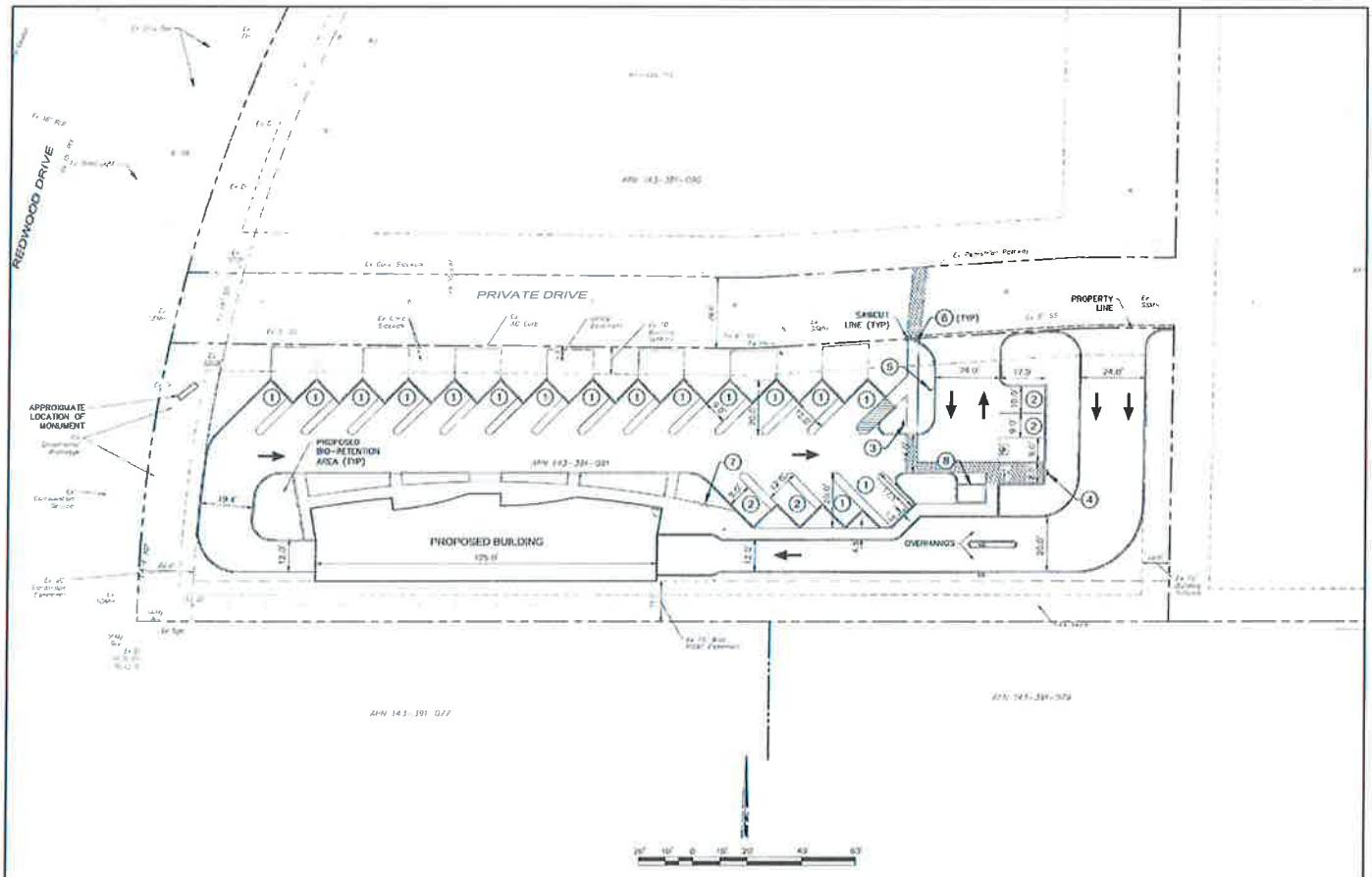
The second 24-foot driveway would provide the sole access point for vehicles entering the car wash tunnel and vacuuming station area. As previously mentioned, onsite circulation would provide for one-way vehicle movement. Vehicles entering the car wash driveway would travel west through the wash tunnel. Upon exiting the wash tunnel, vehicles would travel east toward the parking lot area and exit driveway.

A parking lot with 16 concrete-paved parking spaces would cover the majority of the northern half of the project site. These spaces would include vacuuming units with two hoses for use on both sides of the stall. Each of the vacuuming stations would be covered with architectural shade structures. Two standard non-vacuum station parking spaces would be located adjacent to the northeastern corner of the car wash tunnel. Additional parking consisting of two standard spaces and one accessible space would be available in a small parking area at the first driveway entrance. A trash enclosure would also be located within the small parking area.

Water: The project would tie into the City water system. Existing water mains are located in the streets adjacent to the project site.

Recycled Water: The project would tie into the City recycled water system to serve irrigation demands. There are existing recycled water mains in the public streets adjacent to the project site.

Wastewater: To serve wastewater demands, the project would tie into the existing City sanitary sewer system in the public streets adjacent to the site.



SOURCE: Adobe Associates, Inc (2017)

FIGURE 3
Site Plan

DUDEK

Express Car Wash Project

Stormwater:

In addition to flood control, the City of Rohnert Park has adopted the City of Santa Rosa and County of Sonoma Storm Water Low Impact Design (LID) Technical Design Manual (LID Manual) to address stormwater runoff quality and quantity from new development and redevelopment projects. To meet the design goal, the project would include bioretention areas sized in accordance with LID requirements to achieve the 100 percent volume capture goal.

Sustainability Features: The project would include the following sustainability features:

- The project would comply with current Title 24, Part 6, of the California Code of Regulations energy efficiency standards at the time of building construction.
- The project would be required to be constructed in compliance with state or local green building standards in effect at the time of building construction.
- During both construction and operation of the project, the project would comply with all state regulations related to solid waste generation, storage, and disposal, including the California Integrated Waste Management Act, as amended. During construction, all wastes would be recycled to the maximum extent possible.
- The project will incorporate a water reclamation system expected to reuse up to 7,345 gallons per day (GPD) of water.

Entitlements and required approvals:

The project would require the following approvals:

- Site Plan and Architectural Review
- Conditional Use Permit

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology and Soils

☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials	☒ Hydrology and Water Quality
☐ Land Use and Planning	☐ Mineral Resources	☒ Noise
☐ Population and Housing	☐ Public Services	☐ Recreation
☐ Transportation and Traffic	☐ Utilities and Service Systems	☒ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

12/21/17
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.

"Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

a. Earlier Analysis Used. Identify and state where they are available for review.

b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were

incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

The explanation of each issue should identify:

a. The significance criteria or threshold, if any, used to evaluate each question; and

b. The mitigation measure identified, if any, to reduce the impact to less than significance.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**AESTHETICS** – Would the project:				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b)	Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

2.1 Aesthetics

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

For purposes of this analysis, a scenic vista is defined as an expansive view of highly valued landscape feature (e.g., a mountain range, lake or coastline) observable from a publicly accessible vantage point. In the project vicinity, publically accessible vantage points are limited to public roads. The project site is located in an urban area that contains primarily regional commercial uses. The project site is comprised of vacant, graded land that is void of scenic resources and unique natural features. The site was previously used for equipment storage and construction staging and is not designated, nor is it adjacent to, a designated scenic vista or a state scenic highway (City of Rohnert Park, 2015). The Sonoma County General Plan identifies U.S. 101 as a designated scenic corridor (City of Rohnert Park, 2007), and while the project site is in close proximity to U.S. 101, the site is not visible from the highway corridor due to existing development and trees that serve to block motorists' views of the site. Accordingly, development of the project would result in **no impacts** to scenic vistas nor result in damage to scenic resources.

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

Refer to answer provided in 'a' above.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

For the purposes of this analysis, a substantial degradation of the existing visual character or quality of the site would occur if the project would introduce a new visible element that

would be inconsistent with the overall quality, scale, and character of the surrounding development. As stated above, the site is located within a mostly developed, urban area that contains existing regional commercial uses. The proposed development site is comprised of vacant, graded land. The proposed location for the project is currently designated "Regional Commercial" in the City's General Plan and Zoning Ordinance. Thus, the proposed use of the site would be consistent with the planned uses for the site and the surrounding development.

The existing conditions of the site do not provide substantial scenic value because the site is an undeveloped, generally flat parcel with little vegetation, trees or greenery surrounded by regional commercial development. The project site is located south of the Hinebaugh Creek corridor, which supports riparian vegetation and trees; however, the project would not include or result in alterations within the adjacent creek area.

The project would replace the undeveloped site with a new building and amenities that would be consistent with the existing development in the direct vicinity of the project site. While development of the project site with a self-service car wash would change the visual character of the site, such changes will not result in significant impacts to visual character. The project's impacts related to visual character would be **less than significant**.

d) ***Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

The project would increase nighttime lighting from vehicles at the site, the parking lot, and building structure. However, due to the urbanized nature of the surrounding area, a significant amount of ambient nighttime lighting currently exists and affects nighttime views in the area. In addition, the project would be required to comply with the City of Rohnert Park's lighting and glare standards (Municipal Code Section 17.12.050) which would ensure that potential impacts remain **less than significant**.

Mitigation Measures

No mitigation measures are necessary.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II.	**AGRICULTURE AND FORESTRY RESOURCES** – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

2.2 Agriculture and Forestry Resources

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 use?

The proposed project site is located in an urban area and surrounding parcels support existing commercial land uses. The project site has previously been disturbed and does not contain land that designated as prime agricultural soils by the Natural Resources Conservation Service. The site has not been identified as prime farmland, unique farmland or farmland of statewide importance by the California Department of Conservation. The site is not subject to a Williamson Act contract site pursuant to Sections 51200–51207 of the California Government Code (DOC, 2013).

The project site is designated and zoned "Regional Commercial." The site is not planned for or used for any agricultural or forestry purposes and the proposed project would not result in the conversion of any agricultural or forest land, conflict with any agricultural use, or conflict with a Williamson Act contract.

In addition, the project area is designated as developed land and not designated as farmland under the Farmland Mapping and Monitoring Program of the California Department of Conservation or the City of Rohnert Park General Plan (City of Rohnert Park, 2015 [originally adopted 2000]). No portion of the project area could be considered forest land as defined in PRC Section 12220(g). Timberland (as defined by PRC Section 4526) or timberland-zoned timberland production (as defined by Section 51104[g] of the Government Code) is not present on-site, nor are any active or potential commercial timber operations present in the area. Therefore, **no impact** associated with agriculture and forestry resources would result from implementation of the proposed project.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Refer to answer provided in 'a' above.

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))?

Refer to answer provided in 'a' above.

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

Refer to answer provided in 'a' above.

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

Refer to answer provided in 'a' above.

Mitigation Measures

No mitigation measures are necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. **AIR QUALITY** – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. **AIR QUALITY** – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

2.3 Air Quality

The Bay Area Air Quality Management District (BAAQMD) adopted updated CEQA Air Quality Guidelines, including new thresholds of significance, in June 2010 (BAAQMD, 2010), and revised them in May 2011. The CEQA Air Quality Guidelines advise lead agencies on how to evaluate

potential air quality impacts, including establishing quantitative and qualitative thresholds of significance. The BAAQMD resolutions adopting and revising the significance thresholds in 2011 were set aside by a judicial writ of mandate on March 5, 2012. In May 2012, the BAAQMD updated its CEQA Air Quality Guidelines to continue to provide direction on recommended analysis methodologies, but without recommended quantitative significance thresholds (BAAQMD, 2012). On August 13, 2013, the First District Court of Appeal ordered the trial court to reverse the judgment and upheld the BAAQMD's CEQA thresholds. The BAAQMD CEQA Air Quality Guidelines were recently re-released in May 2017 and include the same thresholds as in the 2010 and 2011 Guidelines for criteria air pollutants, toxic air contaminants (TACs), and greenhouse gases (GHGs) (BAAQMD 2017a). The Guidelines also address the December 2015 Supreme Court's opinion (*California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal. 4th 369). The BAAQMD significance thresholds are summarized in Table 2.3-1.

In general, the BAAQMD significance thresholds for reactive organic gases (ROG), oxides of nitrogen (NO_x), particulate matter with an aerodynamic resistance diameter of 10 micrometers or less (PM_{10}), particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less ($PM_{2.5}$), and carbon monoxide (CO) address the first three air quality significance criteria. The BAAQMD maintains that these thresholds are intended to maintain ambient air quality concentrations of these criteria air pollutants below state and federal standards and to prevent a cumulatively considerable contribution to regional nonattainment with ambient air quality standards. The TAC thresholds (cancer and noncancer risks) and local CO thresholds address the fourth significance criterion, and the BAAQMD odors threshold addresses the fifth significance criterion.

Table 2.3-1
Thresholds of Significance

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs/day)	*Average Daily Emissions (lbs/day)*	*Maximum Annual Emissions (tons/year)*
ROG	54	54	10
NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
$PM_{10}/PM_{2.5}$ (fugitive dust)	Best Management Practices	None	
Local CO	None	9.0 ppm (8-hour average, 20.0 ppm (1-hour average)	
Risks and Hazards (Individual Project)	Compliance with Qualified Community Risk Reduction Plan or Increased cancer risk of >10.0 in a million Increased noncancer risk of >1.0 Hazard Index (Chronic or Acute) Ambient $PM_{2.5}$ increase >0.3 µg/m^3 annual average Zone of Influence: 1,000-foot radius from property line of source or receptor		

Table 2.3-1
Thresholds of Significance

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs/day)	*Average Daily Emissions (lbs/day)*	*Maximum Annual Emissions (tons/year)*
Risks and Hazards (Cumulative)	Compliance with Qualified Community Risk Reduction Plan or Cancer risk of >100 in a million (from all local sources) Noncancer risk of >10.0 Hazard Index (chronic, from all local sources) Ambient $PM_{2.5}$ >0.8 µg/m³ annual average (from all local sources) Zone of Influence: 1,000-foot radius from property line of source or receptor		
Accidental Release of Acutely Hazardous Air Pollutants	None	Storage or use of acutely hazardous material located near receptors or new receptors located near stored or used acutely hazardous materials considered significant	
Odors	None	Five confirmed complaints to BAAQMD per year averaged over 3 years	

Source: BAAQMD, 2017a
lbs/day = pounds per day; tons/year = tons per year; ppm = parts per million; µg/m³ = micrograms per cubic meter; ROG = reactive organic gases; NO_x = oxides of nitrogen; PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; $PM_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; CO = carbon monoxide

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

An area is designated as "in attainment" when it is in compliance with the federal and/or state standards. These standards are set by the U.S. Environmental Protection Agency (EPA) or California Air Resources Board (CARB) for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or public welfare with a margin of safety. The project site is located within the San Francisco Bay Area Air Basin (SFBAAB), which is designated non-attainment for the federal 8-hour ozone (O_3) and 24-hour $PM_{2.5}$ standards. The area is in attainment or unclassified for all other federal standards. The area is designated non-attainment for state standards for 1-hour and 8-hour O_3, 24-hour PM_{10}, annual PM_{10}, and annual $PM_{2.5}$.

On April 19, 2017, the BAAQMD adopted the *Spare the Air: Cool the Climate - Final 2017 Clean Air Plan* (BAAQMD 2017b). The 2017 Clean Air Plan provides a regional strategy to protect public health and protect the climate. To protect public health, the 2017 Clean Air Plan includes all feasible measures to reduce emissions of O_3 precursors (ROG and NO_x) and reduce O_3 transport to neighboring air basins. In addition, the 2017 Clean Air Plan builds upon the BAAQMD efforts to reduce fine particulate matter and TACs. To protect the climate, the plan defines a vision for transitioning the region to a post-carbon economy needed to achieve ambitious GHG reduction targets for 2030 and 2050, and

provides a regional climate protection strategy that will put the Bay Area on a pathway to achieve those GHG reduction targets.

The BAAQMD Guidelines identify a three-step methodology for determining a project's consistency with the current Clean Air Plan. If the responses to these three questions can be concluded in the affirmative and those conclusions are supported by substantial evidence, then the BAAQMD considers the project to be consistent with air quality plans prepared for the Bay Area.

The first question to be assessed in this methodology is "does the project support the goals of the Air Quality Plan"? The BAAQMD-recommended measure for determining project support for these goals is consistency with BAAQMD thresholds of significance. If a project would not result in significant and unavoidable air quality impacts, after the application of all feasible mitigation measures, the project would be consistent with the goals of the 2017 Clean Air Plan. As indicated in the following discussion with regard to air quality impact criteria "b" and "c", the project would result in less than significant construction emissions and would not result in long-term adverse air quality impacts. Therefore, the project would be considered to support the primary goals and consistent with the current Clean Air Plan.

The second question to be assessed in this consistency methodology is "does the project include applicable control measures from the Clean Air Plan?" The 2017 Clean Air Plan contains 85 control measures aimed at reducing air pollution in the Bay Area. Projects that incorporate all feasible air quality plan control measures are considered consistent with the Clean Air Plan. The control strategies of the 2017 Clean Air Plan include measures in the categories of stationary sources, the transportation sector, the buildings sector, the energy sector, the agriculture sector, natural and working lands, the waste sector, the water sector, and super-GHG pollutant measures. Depending on the control measure, the tools for implementation include leveraging the BAAQMD rules and permitting authority, regional coordination and funding, working with local governments to facilitate best policies in building codes, outreach and education, and advocacy strategies. Since the proposed project would comply with all applicable BAAQMD rules and would incorporate energy efficiency and green building measures in compliance with state standards and/or local building codes, the project would include applicable control measures from the Clean Air Plan.

The third question to be assessed in this consistency methodology is "does the project disrupt or hinder implementation of any control measures from the Clean Air Plan?" Examples of how a project may cause the disruption or delay of control measures include a project that precludes an extension of a transit line or bike path, or proposes excessive parking beyond parking requirements. The proposed project would not create any barriers

or impediments to planned or future improvements to transit or bicycle facilities in the area, nor would it include excessive parking. Therefore, the project would not hinder implementation of the Clean Air Plan control measures.

In summary, the responses to all three of the questions with regard to Clean Air Plan consistency are affirmative and the proposed project would not conflict with or obstruct implementation of the Clean Air Plan. This is a **less than significant** impact.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The California Emissions Estimator Model (CalEEMod) Version 2016.3.1 was used to estimate emissions from construction and operation of the proposed project. CalEEMod is a statewide computer model developed in cooperation with air districts throughout the state to quantify criteria air pollutant and GHG emissions associated with the construction and operational activities from a variety of land use projects, such as residential, commercial, and industrial facilities. CalEEMod input parameters, including the proposed project land use type and size, construction schedule, and anticipated construction equipment utilization, were based on information provided by the project applicant, or default model assumptions if project specifics were unavailable.

Construction. Construction of the proposed project would involve construction and operation of a self-serve car wash with fully automated conveyor wash system and vacuum stations on a 0.89-acre site. Construction is anticipated to take approximately 5 months to complete. Construction would involve site preparation and grading of the site. Sources of emissions would include: off-road construction equipment exhaust, on-road vehicles exhaust and entrained road dust (i.e., material delivery trucks and worker vehicles), fugitive dust associated with site preparation and grading activities, and paving and architectural coating activities. The majority of assumptions for project development were based on CalEEMod defaults and are included in Appendix A.

Average daily emissions were computed by dividing the total construction emissions by the number of active construction days, which were then compared to the BAAQMD construction thresholds of significance. Table 2.3-2 shows average daily construction emissions of O_3 precursors (ROG and NO_x), PM_{10} exhaust, and $PM_{2.5}$ exhaust during project construction.[1]

[1] Fuel combustion during construction and operations would also result in the generation of sulfur dioxide (SO_2) and CO. These values are included in Appendix A. However, since the SFBAAB is in attainment of these pollutants, the BAAQMD has not established a quantitative mass-significance threshold for comparison and are not included in the

Table 2.3-2
Average Daily Unmitigated Construction Emissions

Year	ROG	NO_x	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
	pounds per day			
2017-2018 Construction	1.7	12.6	0.7	0.6
BAAQMD Construction Thresholds	*54*	*54*	*82*	*54*
Exceed Threshold?	**No**	**No**	**No**	**No**

Source: Appendix A
Note: The values shown are average daily emissions based on total overall tons of construction emissions, converted to pounds, and divided by 113 active work days.
ROG = reactive organic gases; NOx = oxides of nitrogen; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter

As shown in Table 2.3-2, construction of the proposed project would not exceed BAAQMD significance thresholds. Criteria air pollutant emissions during construction would be less than significant. Although the BAAQMD does not have a quantitative significance threshold for fugitive dust, the BAAQMD's CEQA Guidelines recommend that projects determine the significance for fugitive dust through application of best management practices (BMPs). The project contractor would be required as conditions of approval to implement the following BMPs that are required of all projects:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked

project-generated emissions tables in this document. Notably, the BAAQMD does have screening criteria for operational localized CO, which are discussed in more detail below.

by a certified mechanic and determined to be running in proper condition prior to operation.

8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

Implementation of the required fugitive dust control measures would ensure air quality and fugitive dust-related impacts associated with construction would remain **less than significant**.

Operations. Operation of the project would generate criteria pollutant (including ROG, NO_x, PM_{10}, and $PM_{2.5}$) emissions from mobile sources (vehicular traffic), area sources (consumer products, architectural coatings, landscaping equipment), and energy sources (natural gas appliances, space and water heating). CalEEMod was used to estimate daily emissions from the operational sources. An Automobile Care Center was used as a surrogate land use for a self-serve carwash, with the CalEEMod default trip rate adjusted based on the Institute of Transportation Engineers (ITE) trip generation for a self-serve carwash (W-Trans, 2017). Table 2.3-3 summarizes the daily mobile, energy, and area emissions of criteria pollutants that would be generated by project development and compares the emissions to BAAQMD operational thresholds.

Table 2.3-3
Daily Unmitigated Operational Emissions

Source	ROG	NO_x	PM_{10}	$PM_{2.5}$
	pounds per day			
Area	0.1	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0
Mobile	0.4	1.5	0.5	0.1
Total	0.5	1.5	0.5	0.1
BAAQMD Operational Thresholds	*54*	*54*	*82*	*54*
Exceed Threshold?	**No**	**No**	**No**	**No**

Source: Appendix A
Note: The values shown are the maximum summer or winter daily emissions results from CalEEMod.
ROG = reactive organic gases; NOx = oxides of nitrogen; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter

As indicated in Table 2.3-3, project-related operational emissions of ROG, NO_x, PM_{10}, and $PM_{2.5}$ would not exceed the BAAQMD significance thresholds during operations, and thus, the proposed project would have a **less than significant** impact in relation to regional operational emissions.

In regards to localized CO concentrations, according to the BAAQMD thresholds, a project would result in a less than significant impact if the following screening criteria are met:

1. The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.

2. The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.

3. The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

The project would generate minimal new traffic trips and would comply with the BAAQMD screening criteria. Accordingly, project-related traffic would not exceed CO standards and therefore, no further analysis was conducted for CO impacts. This CO emissions impact would be considered **less than significant** on a project-level and cumulative basis.

c) ***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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?***

Past, present, and future development projects may contribute to the region's adverse air quality impacts on a cumulative basis. Per BAAQMD's CEQA Guidelines, by its nature air pollution is largely a cumulative impact; no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be considered cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, if the proposed project's emissions are below the BAAQMD thresholds or screening criteria, then the proposed project's cumulative impact would be considered to be less than significant.

As described in criterion "b" above, criteria pollutant emissions generated by short-term construction and long-term operations of the project would not exceed the BAAQMD

significance thresholds. Thus, the project would have a less than significant cumulative impact in relation to regional emissions. In addition, project-related traffic would not exceed the BAAQMD CO screening criteria and would result in a less than significant cumulative impact in relation to localized CO.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

The BAAQMD has adopted project and cumulative thresholds for three risk-related air quality indicators for sensitive receptors: cancer risks, noncancer health effects, and increases in ambient air concentrations of $PM_{2.5}$. These impacts are addressed on a localized rather than regional basis and are specific to the sensitive receptors identified for the project. Sensitive receptors are groups of individuals, including children, the elderly, the acutely ill, and the chronically ill, that may be more susceptible to health risks due to chemical exposure, and sensitive-receptor population groups are likely to be located at hospitals, medical clinics, schools, playgrounds, childcare centers, residences, and retirement homes (BAAQMD 2017a). The closest sensitive receptors are existing multi-family apartments located approximately 1,300 feet west of the project across Labath Avenue.

"Incremental cancer risk" is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, and 70-year exposure period would contract cancer based on the use of standard Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology (OEHHA 2015). In addition, some TACs have non-carcinogenic effects. TACs that would potentially be emitted during construction activities would be diesel particulate matter, emitted from heavy-duty construction equipment and heavy-duty trucks. Heavy-duty construction equipment and diesel trucks are subject to CARB air toxic control measures to reduce diesel particulate matter emissions. According to the OEHHA, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period for the maximally exposed individual resident; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Thus, the duration of proposed construction activities (approximately 5-months) would only constitute a small percentage of the total 30-year exposure period. In addition, the nearest sensitive receptors are located a substantial distance from the project site (i.e., greater than 1,000 feet). Regarding long-term operations, the proposed project would not result in non-permitted stationary sources that would emit air pollutants or TACs.

In summary, the project would not expose sensitive receptors to substantial, long-term pollutant concentrations or health risk during construction or operations, and this impact would be **less than significant** on a project-level and cumulative basis.

e) Would the project create objectionable odors affecting a substantial number of people?

BAAQMD has identified typical sources of odor in the CEQA Air Quality Guidelines, a few examples of which include manufacturing plants, rendering plants, coffee roasters, wastewater treatment plants, sanitary landfills, and solid waste transfer stations. While sources that generate objectionable odors must comply with air quality regulations, the public's sensitivity to locally produced odors often exceeds regulatory thresholds. The project would not include uses that have been identified by BAAQMD as potential sources of objectionable odors. Potential odor impacts would be less than significant.

Mitigation Measures

No mitigation measures are necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. **BIOLOGICAL RESOURCES** – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) 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 Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

2.4 Biological Resources

The project site is located on the east side of Redwood Drive, south of Hinebaugh Creek and the America's Tire Store, north of the Budget Inn and a vacant building previously occupied by the Boathouse Sushi Restaurant, and east of Highway 101. The center of the project site corresponds to 38°, 21', 11" north latitude and 122°, 43', 94" west longitude, in the Cotati, CA U.S. Geological Survey 7.5 minute quadrangle. The project site is located within the planning area of the Santa Rosa Plain Conservation Strategy, a comprehensive plan for management and development in sensitive habitat within the region.

The project site is relatively flat with an elevation range of about 92 to 98 feet above mean sea level. As shown on historic aerial imagery, the site and the surrounding area (Hampton Inn and

America's TireStore) was originally graded in 2004. In 2007, during construction of the Hampton Inn, the area now occupied by the America's Tire Store and the project site, was re-graded and used for construction equipment and materials storage. These areas appear to have been mowed annual from 2012 through 2015; and in 2016, the America's Tire Store was constructed.

One soil type is mapped on the project site: Clear Lake clay, sandy substratum, drained, 0 to 2 percent slopes, MLRA 14. The Clear Lake soil series consist of sandy, poorly drained alluvium derived from volcanic and sedimentary rock (USDA, 2017). Although Clear Lake clay soil represents the native soils in the area, the project site has been extensively disturbed.

The project site can be classified as disturbed and developed. The vegetation within this land cover type is typical of non-native species found in previously graded lots.

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 Game or U.S. Fish and Wildlife Service?***

Special-status species are those that are (1) listed, proposed for listing, or candidates for listing under the federal Endangered Species Act as threatened or endangered; (2) listed or candidates for listing under the California Endangered Species Act as threatened or endangered; (3) a state fully protected species; (4) a California Department of Fish and Wildlife (CDFW) Species of Special Concern; or (5) a species listed on the California Native Plant Society (CNPS) online Inventory of Rare and Endangered Plants with a California Rare Plant Rank of 1B or 2B. Special-status vegetation communities are those communities identified as high priority for inventory in the List of Vegetation Alliances and Associations by a state rarity ranking of S1, S2, or S3 (CDFG, 2010).

The project is proposing to construct a self-serve car wash on an infill site in a primarily commercial portion of the City. Due to the level of past and ongoing disturbance and maintenance at the project site, no special-status plant species are expected to occur onsite. Therefore, **no impacts** to special-status plant species would occur due to implementation of the project.

Of potential wildlife species known to occur within the project area, only the California tiger salamander (CTS) requires consideration for potential occurrence onsite.

California Tiger Salamanders (Ambystoma californiense)

The project site is located within the Santa Rosa Plain, within the historical range of the Sonoma CTS. The Sonoma population of the CTS is a federally and State threatened

amphibian species. This species utilizes vernal pools, other ephemeral pools, and sometimes stream courses and man-made pools if predatory fishes are absent, for breeding. CTS utilize annual grassland and valley and foothill hardwood forest for aestivation and overland dispersal habitat.

The project site is within Critical Habitat Unit 1 for this species and Hinebaugh Creek occurs north of the project site; however, Dudek Senior Aquatic Ecologist Craig Seltenrich, performed a habitat assessment for this species on April 28, 2017 and concluded the Creek does not provide suitable breeding habitat for this species (Dudek, 2017). The CTS Habitat Assessment is included as Appendix B of this Initial Study. The CTS Habitat Assessment prepared for the project further noted that no suitable small mammal burrows were observed during the assessment; thus, it is highly unlikely this species would utilize the disturbed habitat within the project site. The nearest documented CNDDB occurrence of this species is located at least 0.75 miles from the project site. In addition and as shown on **Figure 2 Aerial Photo Map**, the site is surrounded by existing development. The Habitat Assessment indicates that the "substantial commercial and residential development (and lack of suitable CTS habitat) surrounding the site for at least .5 miles in all directions, virtually eliminates the potential for any CTS occurring beyond this distance to access the site even if suitable habitat was present." Accordingly, the CTS Habitat Assessment concluded that the project would result in no impacts to CTS species (Dudek 2017).

However, to ensure that any potential impacts to special status wildlife species remain less than significant, the project would be required to implement *Mitigation Measure BIO-1*. This measure would require the project applicant to demonstrate compliance with all applicable state and federal resource agency requirements for species protected under the federal Endangered Species Act and the California Endangered Species Act. The measure requires that the applicant consult with the necessary regulatory agencies, obtain any required state and/or federal permits for impacts to protected species, and/or adopt specific avoidance measures in coordination with the regulatory agencies. With implementation of *Mitigation Measure BIO-1*, impacts to special status wildlife species would remain **less than significant**.

Nesting Birds

All raptor species found in California are protected by the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code 3503.5 and may use the site for nesting or foraging. *Mitigation Measure BIO-2* would require completion of a nesting bird survey two weeks prior to construction during the nesting season (February 1 – September 30) to determine if native birds are nesting on or near the site. With implementation of this measure, impacts to nesting birds would be **less than significant**.

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 Game or U.S. Fish and Wildlife Service?

There are no riparian areas located within the project site. The Hinebaugh Creek Flood Channel is located north of the project site, but the proposed project does not include alterations within the adjacent Creek area. Indirect effects may occur to Hinebaugh Creek, which is likely a jurisdictional feature, in the form of sedimentation or runoff from development of the site. However, as discussed further in Section 2.9 Hydrology and Water Quality, the project would be required to comply with Waste Discharge Requirements issued by the North Coast Regional Water Quality Control Board (RWQCB). During construction, the project would be required to implement Best Management Practices (BMPs) to ensure that runoff from the site does not violate any water quality standards or waste discharge requirements. Upon completion of the project, runoff generated from the developed site would be treated on-site in accordance with LID requirements. Increases in runoff volume caused by the onsite development would be captured in bioretention areas. Compliance with stormwater permit requirements through the implementation of site-specific stormwater capture and treatment BMPs, as well as maintenance and inspection requirements for those BMPs would ensure that sedimentation or runoff impacts are reduced to a **less than significant** level.

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?

Refer to answer provided in 'b' above.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The project site is located south of Hinebaugh Creek but no development activities would occur within the creek corridor. In addition, because the project site and the surrounding areas are composed of urban development the project footprint does not function as an important corridor between larger open space wildlife areas. Therefore, the impact on wildlife corridors would be **less than significant**.

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

The project site is located within the area covered by the Santa Rosa Plain Conservation Strategy (USFWS, 2005). The purpose of the Conservation Strategy is to create a long-term conservation program to assist in the recovery of CTS and four listed plant species. The project site is identified on the Conservation Strategy Map as "Areas Within 1.3 Miles of Known CTS Breeding." As identified in the Conservation Strategy, impact to CTS is not likely on some lands within 1.3 miles from breeding sites that are surrounded by significant barriers or are otherwise unsuitable CTS habitat (USFWS, 2005). As discussed in criterion 'a' above, no CTS have been identified on the project site and it is highly unlikely this species would utilize the disturbed habitat within the project site. In addition, the CTS Habitat Assessment prepared for the project concluded that the adjacent Hinebaugh Creek does not provide suitable breeding habitat for this species (Dudek, 2017). Prior to issuance of grading permits, the project would be required to implement *Mitigation Measure BIO-1*, which requires the project applicant to demonstrate compliance with all applicable state and federal resource agency requirements for species protected under the federal Endangered Species Act and the California Endangered Species Act. Implementation of *Mitigation Measure BIO-1* would ensure that impacts related to possible conflicts with CTS and the Conservation Strategy would remain less than significant.

The site is not included in any other local, regional, or state habitat conservation plan, and there are no protected trees (i.e., oaks and other native trees of significant size) located on the project site. **No impacts** to other local policies, ordinances or plans would be expected to occur from implementation of the project.

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?

Refer to the answer in 'e' above.

Mitigation Measures

Mitigation Measure BIO-1: Prior to issuance of grading permits, the applicant shall demonstrate compliance with all applicable state and federal resource agency requirements for species protected under the federal Endangered Species Act and the California Endangered Species Act. The applicant shall consult with the regulatory agencies, obtain any required state and/or federal permits for impacts to protected species, and/or adopt specific avoidance measures in coordination with the regulatory agencies, if necessary.

Mitigation Measure BIO-2: Project construction could result in impacts to nesting birds, including the loss of nests, eggs, and fledglings if vegetation clearing and ground-disturbing activities occur during the nesting season (generally February 1 through September 30). All native migratory bird species are protected by the federal Migratory Bird Treaty Act and California Fish and Game Code 3503.5 (which specifically protects raptors). A preconstruction nesting bird survey should be conducted by a qualified biologist no sooner than 10 days prior to construction activities to determine if any native birds are nesting on or near the site (including a 250-foot buffer for raptors). If any active nests are observed during surveys, a suitable avoidance buffer will be determined and flagged by the qualified biologist based on species, location and planned construction activity. These nests would be avoided until the chicks have fledged and the nests are no longer active. It is also recommended that the removal of any habitat (i.e. trees) occur outside of the breeding bird season.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. **CULTURAL RESOURCES** – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

2.5 Cultural Resources

Records Search

A records search including the project site and a half-mile search radius was conducted by Dudek at the Northwest Information Center (NWIC) of the California Historical Resources Information System located in Rohnert Park; the records search is listed at the NWIC under File Number 16-2057. The NCIC records search indicates that there are no recorded resources within the project area and no resources within one half-mile radius of the project site. One previous technical study

has been conducted within the project area and an additional 15 reports that have been conducted within the records search area.

Dudek's archaeological staff determined that it is unlikely that intact archaeological deposits are present within the project area. Based on the current disturbed nature of the site, no additional cultural inventory or monitoring was recommended by Dudek archaeological staff.

Native American Consultation

Dudek sent a request to the Native American Heritage Commission (NAHC) on June 22, 2017, to search its sacred lands file for any Native American resources in the project area, and to provide a list of Native American representatives who may have knowledge of Native American cultural resources in the project area. The NAHC responded stating that the sacred lands file search did not indicate the presence of Native American cultural resources in the immediate project area. The NAHC also provided a list of individuals who may have knowledge of cultural resources in the project area. Pursuant to Assembly Bill (AB) 52 (Public Resources Code [PRC] Section 21082.3[d][3]), the City of Rohnert Park sent notification about the project to the tribes that have requested notification of projects subject to CEQA. The City received a response from the Federated Indians of Graton Rancheria indicating they had no comments to provide at that time. The City now considers its Native American tribal consultation complete.

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Historical resource is a term with a defined statutory meaning. (See Public Resources Code § 21084.1 and CEQA Guidelines §§ 15064.5(a), (b)). The term embraces any resource listed or determined to be eligible for listing in the NRHP, as well as some California State Landmarks and Points of Historical Interest. In addition, historical resources are evaluated against the CRHR criteria prior to making a finding as to the project's impacts on historical resources.

Generally, resources must be at least 50 years old to be considered for the listing in the California Register. There are no structures or built-features on the project site and as such, there are no historical resources to be impacted. The project would have **no impact** on historic resources.

There are no known historic, archaeological, or paleontological resources or human remains onsite. It is unlikely that previously unknown cultural resources would be encountered during future site grading and construction. However, to ensure that impacts to cultural resources remain less than significant, should any such resources be encountered during project grading and construction, the project would be required to implement

Mitigation Measures CUL-1, CUL-2, and *CUL-3*. These mitigation measures were also included in the City of Rohnert Park General Plan EIR. With implementation of the aforementioned mitigation measures, impacts to cultural resources would be **less than significant**.

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

Refer to the answer provided in 'a' above.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Refer to the answer provided in 'a' above.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Refer to the answer provided in 'a' above.

Mitigation Measures

Mitigation Measure CUL-1: If at any time during earth disturbing activities a concentration of artifacts or a cultural deposit is encountered, work shall cease in the immediate area and a qualified archeologist shall be contacted by the construction manager to evaluate the find and make further recommendations. Construction crews should be alerted to cultural resources which could consist of, but not be limited to, artifacts of stone, bone, wood, shell, or other materials; features, including hearths, structural remains, or dumps; areas of discolored soil indicating the location of fire pits, post molds, or living area surfaces.

Mitigation Measure CUL-2: If human remains are encountered anywhere on the project site, all work shall stop in the immediate vicinity of the discovered remains. Both the County Coroner and a qualified archeologist shall be notified by the construction manager immediately so that an evaluation can be performed. If the remains are deemed to be Native American and prehistoric, the Native American Heritage Commission shall be contacted by the Coroner so that a "Most Likely Descendant" can be designated and recommendations for treatment solicited pursuant to CEQA Section 15064.5(e).

Mitigation Measure CUL-3: Per state law, in the event that paleontological resources or unique geologic features are encountered during construction, all earthwork within a 50 meter radius of the find will be stopped, the City of Rohnert Park notified, and a paleontologist retained to examine the find and make appropriate recommendations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☒	☐	☐
e) 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 waste water?	☐	☐	☐	☒

2.6 Geology and Soils

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

The closest known active fault traces are those of the Rodgers Creek fault, approximately 3 miles northeast of the project area and the San Andreas Fault, approximately 15 miles west of the City (City of Rohnert Park, 2015). Because the project area is located approximately 3 miles from traces of any potentially active fault and from known traces the nearest zoned active fault (the Rodgers Creek fault) and it not located within an Alquist-Priolo Fault Zone, fault-line surface rupture would not be a hazard within the project area. Impacts related to fault rupture potential would be **less than significant**.

ii) Strong seismic ground shaking?

The intensity of ground shaking depends on the distance from the earthquake epicenter to the site, the magnitude of the earthquake, site soil conditions, and the characteristics of the source. As the project site is within the proximity of two active faults, the project could potentially result in exposure of people or structures to substantial adverse effects, including the risk of loss, injury, or death involving seismic ground shaking. This impact can be mitigated to a **less than significant** level through implementation of *Mitigation Measure GEO-1*, which requires preparation of a site-specific geotechnical report.

iii) Seismic-related ground failure, including liquefaction?

Soil liquefaction most commonly occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid, thus becoming similar to quicksand. Liquefaction may also occur in the absence of a seismic event, when unconsolidated soil above a hardpan becomes saturated with water. Factors determining the liquefaction potential are the level and duration of seismic ground motions, the type and consistency of soils, and the depth to groundwater. Loose sands and peat deposits, uncompacted fill and other Holocene materials deposited by sedimentation in rivers and lakes (fluvial or alluvial deposits), and debris or eroded material (colluvial deposits) are the most susceptible to liquefaction. The project area is classified as having moderate to high liquefaction hazard (City of Rohnert Park, 2015). *Mitigation Measure GEO-1*, which requires preparation of site-specific geotechnical reports and implementation of site-specific design recommendations, would ensure impacts related to seismic related ground failure remain less than significant.

iv) Landslides?

No landslide deposits have been mapped within the project vicinity (City of Rohnert Park, 2007). The California Geological Survey slope stability map of southern Sonoma County categorizes the project area as being of the greatest relative stability because there are no slopes steeper than 1 percent (City of Rohnert Park, 2007). Therefore, impacts associated with landslides would be **less than significant**.

b) Would the project result in substantial soil erosion or the loss of topsoil?

The existence of expansive soils within the project area makes necessitates determination that the soils used for foundation support are sound (City of Rohnert Park, 2015). An acceptable degree of soil stability can be achieved by the required incorporation of soil treatment programs (e.g. grouting, compaction, drainage control, lime treatment) in the excavation and construction plans to address site-specific soil conditions. The site-specific analysis is necessary for foundation support design in areas where unsuitable conditions are suspected. To ensure that the future development at the project site is not adversely affected by unstable soil conditions, the project would be required to implement *Mitigation Measure GEO-1*. Implementation of *Mitigation Measure GEO-1*, which requires preparation of a site-specific soil analysis, including site-specific recommendations, would ensure that impacts related to expansive soils would remain **less than significant**.

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?

Unstable geologic units or soils are characterized by materials lacking in sufficient integrity to support urban development (e.g., poorly consolidated fill). The project area supports development, which indicates that geologic conditions in the area are capable of supporting the proposed development. As previously discussed, the project would be required to implement *Mitigation Measure GEO-1*, which requires preparation of a site-specific geotechnical report and implementation of site-specific design recommendations. Prior to issuance of grading permits, the City Engineer would review and approve all grading and structural foundation plans to verify that recommendations of the geotechnical report have been followed and to provide supplemental recommendations, if necessary. The City Engineer, or a representative thereof, would also inspect and approve all grading and site preparation prior to construction of improvements to ensure compliance with Uniform Building Code and local codes. With implementation of *Mitigation Measure GEO-1*, the project would have less than significant impacts associated with unstable geologic units or soils.

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

Expansive soils shrink and swell as a result of moisture change. These volume changes can result in damage over time to building foundations, underground utilities, and other subsurface facilities and infrastructure if they are not designed and constructed appropriately to resist the damage associated with changing soil conditions. A review of NRCS (2017) soil survey data indicates that the project area is composed of Clear Lake Clay, which has a high shrink-swell potential. Implementation of *Mitigation Measure GEO-1*, which requires preparation of a site-specific geotechnical report and implementation of site-specific design recommendations, would ensure that this impact remains **less than significant**.

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 waste water?

No septic tanks or alternative wastewater disposal systems are proposed and the project would have **no impact** related to these types of wastewater disposal.

Mitigation Measures

Mitigation Measure GEO-1: The project applicant shall retain a licensed geotechnical engineer to prepare a final geotechnical report per California Building Standards Code and City requirements for the proposed facilities that shall be submitted for review and approved by the City of Rohnert Park prior to issuance of a grading permit. The final geotechnical engineering report shall address and make recommendations on the following:

- seismic design parameters;
- seismic ground shaking;
- liquefaction;
- expansive/unstable soils;
- site preparation;
- soil bearing capacity;
- structural foundations, including retaining-wall design;
- grading practices; and

- soil corrosion of concrete and steel.

In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions (as appropriate), and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant. Design and construction of all new project development shall be in accordance with the CBC. The project applicant shall provide for engineering inspection and certification by a qualified geotechnical or civil engineer that earthwork has been performed in conformity with recommendations contained in the geotechnical report.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

2.7 Greenhouse Gas Emissions

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind, lasting for an extended period (decades or longer). Gases that trap heat in the atmosphere are often called GHGs. The greenhouse effect traps heat in the troposphere through a threefold process: (1) short-wave radiation emitted by the Sun is absorbed by the Earth; (2) the Earth emits a portion of this energy in the form of long-wave radiation; and (3) GHGs in the upper atmosphere absorb this long-wave radiation and emit this long-wave radiation into space and back toward the Earth. This trapping of the long-wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

Principal GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide, O_3, and water vapor. Some GHGs, such as CO_2, CH_4, and nitrous oxide, occur naturally and are emitted to the atmosphere through natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely byproducts of fossil-fuel combustion, whereas CH_4 results mostly from off-gassing associated with

agricultural practices and landfills. Manufactured GHGs, which have a much greater heat-absorption potential than CO_2, include fluorinated gases, such as hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride, which are associated with certain industrial products and processes (CAT 2006).

The Intergovernmental Panel on Climate Change (IPCC) developed the Global Warming Potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of a GHG is defined as the ratio of the time-integrated radiative forcing from the instantaneous release of 1 kilogram of a trace substance relative to that of 1 kilogram of a reference gas (IPCC 2014). The reference gas used is CO_2; therefore, GWP-weighted emissions are measured in metric tons of CO_2 equivalent (MT CO_2E). Notably, the BAAQMD refers to CH_4, black carbon, and fluorinated gases as "super-GHGs" since these compounds have very high GWPs (BAAQMD 2017b).

Regarding impacts from GHGs, both BAAQMD and the California Air Pollution Control Officers Association (CAPCOA) consider GHG impacts to be exclusively cumulative impacts (BAAQMD 2017a; CAPCOA 2008); therefore, assessment of significance is based on a determination of whether the GHG emissions from a project represent a cumulatively considerable contribution to the global atmosphere. This analysis uses both a quantitative and a qualitative approach. The quantitative approach is used to address the first significance criterion: "Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?" This analysis considers that, because the quantifiable thresholds developed by BAAQMD were formulated based on AB 32 and California Climate Change Scoping Plan reduction targets for which its set of strategies were developed to reduce GHG emissions statewide, a project cannot exceed a numeric BAAQMD threshold without also conflicting with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Therefore, if a project exceeds a numeric threshold and results in a significant cumulative impact, it would also result in a significant cumulative impact with respect to plan, policy, or regulation consistency, even though the project may incorporate measures and have features that would reduce its contribution to cumulative GHG emissions.

Separate thresholds of significance have been established by the BAAQMD for operational emissions from stationary sources (such as generators, furnaces, and boilers) and nonstationary sources (such as on-road vehicles) (BAAQMD 2017a). The threshold for stationary sources is 10,000 MT CO_2E per year (i.e., emissions above this level may be considered significant). For nonstationary sources, the following three separate thresholds have been established:

- Compliance with a Qualified Greenhouse Gas Reduction Strategy (i.e., if a project is found to be out of compliance with a Qualified Greenhouse Gas Reduction Strategy, its GHG emissions may be considered significant).

- 1,100 MT CO_2E per year (i.e., emissions above this level may be considered significant).
- 4.6 MT CO_2E per service population per year (i.e., emissions above this level may be considered significant). (Service population is the sum of residents plus employees expected for a development project.)

The quantitative threshold of 1,100 metric tons of CO_2E annually adopted by BAAQMD is applied to this analysis. If the project GHG emissions would exceed this threshold then, consistent with BAAQMD Guidelines, it would be considered to have a cumulatively considerable contribution of GHG emissions and a cumulatively significant impact on climate change.

a) ***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

Construction. Construction of the proposed project would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road vendor (material delivery) trucks, and worker vehicles. Since the BAAQMD has not established construction-phase GHG thresholds, construction GHG emissions were amortized assuming a 30-year development life after completion of construction and added to operational emissions to compare to the BAAQMD operational GHG threshold. Amortized GHG emissions associated with project construction would result in annualized generation of approximately 2 MT CO_2E.

A detailed depiction of the construction schedule—including information regarding phasing, equipment utilized during each phase, vendor trucks, and worker vehicles—is included in Appendix A.

Operations. Long-term operational emissions would occur over the life of the project. CalEEMod was used to estimate GHG emissions from motor vehicle trips, grid electricity usage, solid waste, and other sources (including area sources, natural gas combustion, and water/wastewater conveyance).

CalEEMod default mobile source data, including temperature, trip characteristics, variable start information, emission factors, and trip distances, were conservatively used for the model inputs. Project-related traffic was assumed to be comprised of a mixture of vehicles in accordance with the model defaults for traffic. An Automobile Care Center was used as a surrogate land use for a self-serve carwash, with the CalEEMod default trip rate adjusted based on the ITE trip generation for a self-serve carwash (W-Trans, 2017). It is assumed that the first full year of project operation would be in the year 2019.

CalEEMod was also used to estimate emissions from the project's area sources, which includes operation of gasoline-powered landscape maintenance equipment, which produce minimal GHG emissions.

The estimation of operational energy emissions was based on CalEEMod land use defaults and total area (i.e., square footage) of the proposed project. Annual natural gas (non-hearth) and electricity emissions were estimated in CalEEMod using the emissions factors for PG&E as a conservative estimate and adjusted to account for 25% renewable portfolio standard by 2016. The most recent amendments to Title 24, Part 6, referred to as the 2016 standards, became effective on January 1, 2017. The previous amendments were referred to as the 2013 standards. Non-residential buildings constructed in accordance with the 2016 standards are anticipated to use 5% less energy for lighting, heating, cooling, ventilation, and water heating than the 2013 standards. Although the project would be required to comply with the 2016 Title 24 standards, CalEEMod default assumptions were conservatively used, which incorporate the 2013 Title 24 standards.

Supply, conveyance, treatment, and distribution of water for the project require the use of electricity, which would result in associated indirect GHG emissions. Similarly, wastewater generated by the proposed project requires the use of electricity for conveyance and treatment, along with GHG emissions generated during wastewater treatment. Water consumption estimates for both indoor and outdoor water use and associated electricity consumption from water use and wastewater generation were estimated using CalEEMod default values.

The proposed project would generate solid waste and would therefore result in CO_2E emissions associated with landfill off-gassing. Default CalEEMod values for solid waste were used in this analysis.

The estimated operational project-generated GHG emissions from area sources, energy usage, motor vehicles, solid waste generation, water supply, and wastewater treatment are shown in Table 2.7-1.

Table 2.7-1
Estimated Annual Operational Greenhouse Gas Emissions

Emission Source	CO_2E (MT/yr)
Area	0.0
Energy	17.1
Mobile	106.1
Solid Waste	4.8
Water Supply and Wastewater	0.8

Table 2.7-1
Estimated Annual Operational Greenhouse Gas Emissions

Emission Source	CO_2E (MT/yr)
Total	**128.9**
Amortized Construction Emissions	2.4
Operation + Amortized Construction Total	**131.3**
BAAQMD GHG Threshold	*1,100*
Significant (Yes or No)?	*No*

Source: Appendix A
Note: Total emissions may not sum due to rounding.
CO_2E = carbon dioxide-equivalent; MT/year = metric tons per year

Table 2.7-1 indicates that the GHG emissions associated with the project would be below BAAQMD's GHG threshold of 1,100 MT CO_2E per year. Therefore, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment and this would represent a cumulatively **less than significant** GHG impact.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The City of Rohnert Park has a GHG reduction plan that focuses on municipal operations, and thus is not applicable to the proposed project. The City is working with other jurisdictions to implement the Sonoma County Community Climate Action Plan to serve all of Sonoma County; however, this plan has not yet been adopted.

The Scoping Plan, approved by CARB on December 12, 2008, provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. As such, the Scoping Plan is not directly applicable to specific projects. Relatedly, in the Final Statement of Reasons for the Amendments to the CEQA Guidelines, the CNRA observed that "[t]he [Scoping Plan] may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009). Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-GWP GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., low-carbon fuel standard), among others. To the extent that these regulations are applicable to the project, the project would

comply will all regulations adopted in furtherance of the Scoping Plan to the extent required by law.

Regarding consistency with Senate Bill (SB) 32 (goal of reducing GHG emissions to 40% below 1990 levels by 2030) and Executive Order (EO) S-3-05 (goal of reducing GHG emissions to 80% below 1990 levels by 2050), there are no established protocols or thresholds of significance for that future-year analysis. However, CARB forecasts that compliance with the current Scoping Plan puts the state on a trajectory of meeting these long-term GHG goals, although the specific path to compliance is unknown (CARB 2014). As discussed previously, the project would result in less than significant GHG emissions and would not conflict with the state's trajectory toward future GHG reductions. In addition, since the specific path to compliance for the state in regards to the long-term goals will likely require development of technology or other changes that are not currently known or available, specific additional mitigation measures for the project would be speculative and cannot be identified at this time. With respect to future GHG targets under SB 32 and EO S-3-05, CARB has also made clear its legal interpretation that it has the requisite authority to adopt whatever regulations are necessary, beyond the AB 32 horizon year of 2020, to meet the reduction targets in 2030 and in 2050; this legal interpretation by an expert agency provides evidence that future regulations will be adopted to continue the state on its trajectory toward meeting these future GHG targets.

Based on the preceding considerations, the project would have **no impact** related to conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and no additional mitigation is required.

Mitigation Measures

No mitigation measures are necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site that 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) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

2.8 Hazards and Hazardous Materials

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

The proposed project would allow for future development of a self-serve car wash with fully automated conveyor wash system. Construction of the proposed project would be expected to involve temporary use of hazardous materials, including fuel for construction equipment, paints, solvents and sealants. Storage, handling, and use of these materials would occur in accordance with standard construction BMPs to minimize the potential for spill or release and ensure that any such spill or release would be controlled onsite. The standard construction BMPs include storing all hazardous materials inside buildings or under other cover, vehicle specifications for hazardous material transport and disposal, procedures for safe storage, and training requirements for those handling hazardous materials. Project construction contractors and the future car wash operation would be required by law to implement and comply with existing hazardous material regulations.

Because each of these regulations is specifically designed to protect the public health through improved procedures for handling hazardous materials, improved technology in the equipment used to transport these materials, and quicker, more coordinated response to emergencies, impacts related to the creation of significant hazards to the public through routine transport, use, disposal, and risk of upset during construction would be **less than significant**.

It is anticipated that hazardous materials used during long-term operation of the proposed project could include building and maintenance cleaning chemicals. The soaps and waxes used for car washing purposes are not hazardous and the proposed project is not expected to present any significant risks associated with their use. During operation, the proposed project would be required to use, store, and transport hazardous materials in compliance with applicable federal, state, and local regulations during project operation. Each of these regulations is specifically designed to protect the public health through improved procedures for the handling of hazardous materials, better technology in the equipment used to transport these materials, and a more coordinated, quicker response to emergencies. Therefore, impacts related to the creation of significant hazards to the public through routine transport, use, disposal, and risk of upset during project operations would be **less than significant**.

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?

Refer to the answer provided in 'a' above.

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?

The Bergin University of Canine Studies is located at 5860 Labath Avenue, is located over a quarter-mile northwest of the project site. The project would not create hazardous emissions or hazardous waste and would not handle hazardous materials or substances. Accordingly, the project would have **no impact** related to exposure of hazards and hazardous materials.

d) Would the project be located on a site that 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?

A search of federal, state, and local databases regarding hazardous material releases and

site cleanup lists was conducted for the project site (DTSC, 2017). The project area was not identified in any of the records, is not included on the Department of Toxic Substance Control's site cleanup list, and is not expected to be impacted by any offsite spill incidents. The project would have **no impact** related to the site being included on or affected by other sites that are included on a hazardous material release site.

e) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?***

There are no airports or airstrips within 2 miles of the project area. Therefore, the project would have **no impact** related to airport safety.

f) ***For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?***

Refer to the answer provided in 'e' above.

g) ***Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

The project would not interfere with any adopted emergency or evacuation plans. The City will be constructing a new Public Safety facility (fire station) northwest of the project site. Upon completion of the new fire station, response times in the project area would be reduced. Therefore, the project would have **no impact** related to implementation of emergency plans.

h) ***Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?***

The City of Rohnert Park General Plan states that the potential for wildland fires varies within the City (City of Rohnert Park, 2015). The project area is in a local responsibility area (LRA) that does not contain any very high fire hazard severity zones. Most of the area surrounding the project site is developed with urban land uses. Fire suppression services in the project area are currently and would continue to be provided by the City of Rohnert Park. Because the project area is not in or near an area of high fire hazard severity and because adequate fire protection services are provided by a local fire protection district, this impact would be **less than significant**.

Mitigation Measures

No mitigation measures are necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☒	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

2.9 Hydrology and Water Quality

a) Would the project violate any water quality standards or waste discharge requirements?

The project site is currently vacant and the project would allow for future development of a self-service car wash with fully automated conveyor wash system. The area surrounding the site consists primarily of existing commercial uses.

Development of the project would include earth-disturbing activities, grading, and trenching that could expose disturbed areas and stockpiled soils to winter rainfall and stormwater runoff. Areas of exposed or stockpiled soils could be subject to sheet erosion during short periods of peak stormwater runoff, allowing temporary discharges of sediment into receiving waters. If not managed properly, water used for dust suppression during construction could also enter drainage systems or creeks and ultimately into Laguna de Santa Rosa. Accidental spills of construction-related contaminants (e.g., fuels, oils, paints, solvents, cleaners, and concrete) could also occur during construction, resulting in releases to nearby surface water, and thereby degrading water quality. However, during construction the project would be required to adhere to applicable local regulations and comply with grading plan requirements. Compliance with the applicable regulations and requirements would ensure that construction-related impacts to water quality remain **less than significant**.

The proposed project could result in changes to drainage patterns and water quality associated with the altered use of the site. Stormwater that drains from the site would potentially carry different or possibly higher concentrations of pollutants into receiving waters. Water used for irrigation of landscaped areas may encounter pesticides, herbicides, and fertilizer. Water that encounters these chemicals but is not absorbed by plants and soil could enter the storm drain system and be conveyed to receiving waters.

Water quality and stormwater runoff is regulated under a National Pollutant Discharge Elimination System (NPDES) municipal separate storm sewer system (MS4) stormwater permit with the North Coast Regional Water Quality Control Board (RWQCB). As of 2014, the City's Storm Drain Design Standards reference the City of Santa Rosa and Sonoma County 2011 Low Impact Development Technical Design Manual (LID Manual), as required by the City's MS4 permit. The manual provides technical guidance for project designs that require the implementation of permanent LID features and stormwater BMPs. The design goal stated in the LID Manual requires that 100 percent of the design storm event (85th percentile, 24 hour) runoff generated from the developed site be treated on-site, and that any increase in runoff volume caused by development or redevelopment for the design storm be infiltrated and/or reused on-site. To meet the design goal, the project

would include bioretention areas sized in accordance with LID requirements to achieve the 100 percent volume capture goal. The total volume of storage required for the project would be reduced or increased based on the final area of new impervious surface. Design and construction of drainage systems per the Sonoma County Water Agency (SCWA) Flood Control Design Criteria would ensure that storm drainage systems are adequately sized. Implementation of post-construction BMPs would reduce pollutants in stormwater runoff. Post-construction BMPs, as well as adherence to the City's SWMP and to state and local regulatory requirements, potential water quality and runoff impacts from development at the project site would be reduced to a **less than significant** level.

b) ***Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?***

Implementation of the proposed project would result in impervious surfaces that would interfere with on-site groundwater recharge. Development associated with the project would be required to comply with the City's standards and current stormwater BMPs. Furthermore, the project would be required to comply with the City's stormwater drainage standards and the City of Santa Rosa and Sonoma County LID Manual. Design requirements include the treatment of all runoff generated by an 85th percentile, 24-hour storm event and specify that new development or redevelopment must not increase the volume of runoff in an 85th percentile, 24-hour storm event. The LID Manual also includes a menu of BMPs for capturing, infiltrating, and/or reusing stormwater on-site. Therefore, this impact would be **less than significant**.

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, in a manner which would result in substantial erosion or siltation on- or off-site?***

Future development at the project site would require vegetation removal, grading, trenching, and soil movement, which would alter drainage courses and runoff patterns from existing conditions. Alterations to existing drainage patterns or flow velocities could result in a short-term increase in erosion or siltation that may have substantial adverse effects on water quality.

Prior to issuance of a grading permit, the project would be required to prepare and submit an erosion control plan (ECP) to the City. Preparation of the ECP would include placement of structural and nonstructural stormwater pollution prevention controls to prevent erosion

during and after construction. Proper soil stabilization would be required for all graded areas. A grading permit would not be issued until all of the required data, including the ECP, have been submitted and approved.

Implementation of the ECP, which would prescribe specific construction BMPs would reduce the effects of ground disturbance at the site during construction, which in turn would reduce the impact on drainage, erosion, and sedimentation during construction to **less than significant** level.

Once completed, the project could result in altered drainage patterns that could increase the potential for erosion, siltation, and associated adverse water quality effects on- or off-site. As previously discussed, the City requires all new development projects to design and construct storm drainage systems in accordance with the City of Rohnert Park Storm Drain Design Standards, which includes the City of Santa Rosa and Sonoma County's Manual and associated LID requirements. Adherence to the City's SWMP would provide for compliance with the City's MS4 NPDES stormwater permit requirements through the implementation of site-specific stormwater capture and treatment BMPs, as well as maintenance and inspection requirements for those BMPs. The ECP, which is required to be submitted to the City prior to issuance of a grading permit, would also include stormwater pollution prevention controls to prevent erosion after construction. Finally, SCWA reviews project drainage system plans for compliance with its Flood Control Design Criteria. Compliance with these regulations would ensure that storm drainage systems are adequately sized to convey post-development runoff. Adherence to the City's SWMP, preparation of the ECP, and compliance with SCWA's design criteria would reduce impacts from erosion and siltation caused by changes in existing drainage patterns to a **less than significant** level.

d) ***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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?***

Construction. Construction of the project would require grading and soil disturbance for placement of a new structure on-site, which could substantially alter drainage courses and runoff patterns from existing conditions, and could result in flooding on- or off-site. As required by the City prior to issuance of a grading permit, the project would be required to prepare a site-specific ECP. Preparation of the ECP would be required to include the placement of structural and nonstructural stormwater pollution prevention controls that prevent erosion during and after construction. Proper soil stabilization would be required for all graded areas. A grading permit would not be issued until all of the required data,

including the ECP, have been submitted and approved. With implementation of the ECP and stormwater pollution prevention controls during construction would ensure that the project's impact on drainage and the rate or amount of surface runoff during construction would be reduced **less than significant** level.

Operations. As described above, the proposed project would not result in a net increase of impervious surfaces. The City requires all new development projects to design and construct storm drainage systems in accordance with the City of Rohnert Park Storm Drain Design Standards, which includes the City of Santa Rosa and Sonoma County's Manual. The design goal stated in the manual requires that any increase in runoff volume from development or redevelopment for the design storm (85th percentile, 24-hour storm event) be infiltrated and/or reused on-site. Through compliance with the MS4 Permit requirements, which would include adherence to the City's SWMP, the proposed project would not result in any increase in runoff volume in comparison to existing conditions, because 100 percent of any increase in stormwater volume would be required to be infiltrated and/or reused on-site.

In addition, SCWA reviews project drainage system plans for compliance with its Flood Control Design Criteria. Compliance with these regulations would ensure that storm drainage systems are adequately sized to convey post-development runoff. Adherence to the City's SWMP, in addition to compliance with SCWA's design criteria, the proposed plan would not result in flooding or exceed the capacity of existing or planned stormwater drainage systems. Accordingly, this impact would be **less than significant**.

e) ***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?***

The project site is primarily undeveloped, vacant land. Future development of the site would involve covering the site with impervious surfaces such as driveways, a parking lot, and new building. The surfaces would be graded to direct drainage away from structures. The impervious surfaces would reduce surface water infiltration and increase the rate and volume of surface runoff leaving the site.

The existing topography is relatively flat, gently sloping westerly toward Redwood Drive. Existing drainage infrastructure is located in Redwood Drive. Stormwater detention will be achieved through the implementation of bioretention areas, which will attenuate peak flows in addition to treatment and retention. With project-specific stormwater detention measures in place and operative, there would be no increase in the runoff rate that leaves

the site over the existing site level. Accordingly, impacts related to surface runoff or flooding would be less than significant.

f) Would the project otherwise substantially degrade water quality?

Increased runoff from the construction of impermeable surfaces on the project site could lower the quality of stormwater runoff and infiltrating groundwater. The major contributor of contaminants to runoff and infiltrating groundwater is the land surface over which the water passes.

In developed areas, driveways, parking lots, sidewalks, streets and gutters are connected directly to storm drains that collect and guide stormwater runoff. Between rainstorms, materials accumulate on these surfaces from debris dropped or scattered by individuals, street sweepings, debris and other particulate matter washed into roadways from adjacent areas, wastes and dirt from construction and renovation or demolition, fecal droppings from animals, remnants of household refuse dropped during collection or scattered by animals or wind, oil and various residues contributed by automobiles, and fallout of air-borne particles.

During rainfall, stormwater may take several paths when it reaches the ground surface. As water fills surface depressions, it seeps into the ground where the ground is permeable. Where the rate of rain reaching the ground exceeds the rate of infiltration, a film of water builds up on the ground surface. Once this film is of sufficient depth (about 0.1 inch), the water collecting on the ground surface begins to flow. The initial flow of each storm often contains the highest concentrations of pollutants, but this is not always the case because the phenomenon is dependent on the duration of the preceding dry weather period, rainfall patterns, rainfall intensity, the chemistry of individual pollutants, and other site-specific conditions.

If uncontrolled, the accumulation of urban pollutants could have a detrimental cumulative effect because overland flow from paved surfaces and landscaped areas carries many of the above-listed contaminants, thereby contributing to the deterioration of the quality of stormwater runoff and infiltrating groundwater. The eventual result would be the deterioration of water quality in downstream receiving waters.

The previous discussions of erosion and sedimentation control and storm-drainage system design provide documentation of the requirements to reduce turbidity and capacity effects. The City's General Plan Policy HS-5 encourages the use of environmentally sensitive drainage improvements to ensure the protection of surface water quality and stream

integrity. There would be a **less than significant** impact regarding pollution from surface water runoff.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Section 7.2, Drainage, Erosion, Stormwater, and Flooding of the City's General Plan and Community Panel Number 06097C0877E of FEMA's Flood Insurance Rate Maps for Sonoma County both place the project site outside the 500-year zone and the 100-year flood hazard area. There are no dams or levees in the vicinity of the project site. The project would not expose people or structures to significant loss related to flooding. The project site is physically removed from any large body of water and is not subject to inundation by seiche, tsunami, or mudflow. The project would have **no impact** related to flooding or other water-related hazards.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Refer to the answer provided in 'g' above.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Refer to the answer provided in 'g' above.

j) Inundation by seiche, tsunami, or mudflow?

Refer to the answer provided in 'g' above.

Mitigation Measures

No mitigation measures are necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. **LAND USE AND PLANNING** – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

2.10 Land Use and Planning

a) Would the project physically divide an established community?

The project would be located on an infill site in a primarily commercial area of the City. The project does not include any feature that would physically divide the surrounding community and the proposed use would be consistent with the land uses of the surrounding project area. The project would have **no impact** related to the physical division of an established community.

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

The project site is designated and zoned as "Regional Commercial." Car washes are a conditionally permitted use in the City's Regional Commercial zone districts. With approval of a conditional use permit, the project would be consistent with the City's General Plan, Zoning Map, and other City plans and policies. Accordingly, the project would have **no impact** related to conflicts with any local land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

As discussed in Section 2.4 Biological Resources, the project site is located within the area covered by the Santa Rosa Plain Conservation Strategy (USFWS, 2005). The purpose of the Conservation Strategy is to create a long-term conservation program to assist in the

recovery of CTS and four listed plant species. The project site is identified in the Conservation Strategy as "Area Within 1.3 Miles of Known CTS Breeding." As identified in the Conservation Strategy, impact to CTS is not likely on some lands within 1.3 miles from breeding sites that are surrounded by significant barriers or are otherwise unsuitable CTS habitat. As discussed in Section 2.4 Biological Resources, no CTS have been identified on the project site and neither the site nor the adjacent Hinebaugh Creek provide suitable breeding habitat for CTS. Therefore, future development at the proposed project site would result in **no impact** to CTS nor result in conflicts with the Conservation Strategy.

Mitigation Measures

No mitigation measures are necessary.

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

2.11 Mineral Resources

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?

There are no known mineral resources on the subject property and the site is not delineated on the General Plan as a mineral resource recovery site (City of Rohnert Park, 2015). Accordingly, the project would have **no impacts** related to the loss of availability of mineral resources.

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?

Refer to answer provided in 'a' above.

Mitigation Measures

No mitigation measures are necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. **NOISE** – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

2.12 Noise

Background

Noise is simply defined as unwanted sound. Ambient environmental sound levels can be characterized by several different metrics. The Energy Equivalent Continuous Level (L_{eq}) is a single number descriptor of the average noise level over a specified period of time. L_{eq} is the most common noise metric used in regulations. Other descriptors of noise incorporate a weighting system that accounts for human's susceptibility to noise irritations at night. Community Noise Equivalent Level (CNEL) is a measure of cumulative noise exposure over a 24-hour period, with a 5 dB penalty added to evening hours (7:00 p.m. to 10:00 p.m.) and a 10 dB penalty added to night hours (10:00 p.m. to 7:00 a.m.). Since CNEL is a 24-hour average noise level, an area could have sporadic high noise levels above a limit and the CNEL may show a dramatically lower level

since it could include long periods of much lower levels. The day-night average sound (DNL) is the twenty-four-hour equivalent sound level that includes the same 10 dB(A) "penalty" added to nighttime noise levels, but does not penalize the evening time like the CNEL.

Another set of useful noise metrics are the statistical levels. Long-term noise measurement systems often log measurement data every hour. Statistical levels are indicated with the L_n abbreviation, where 'n' is a percent, usually 1%, 5%, 10%, 50%, or 90%. L_n is defined as the sound pressure level exceeded for n percent of the time.

In general, a change in sound level of three (3) is just noticeable by most people, while a change of 5 dB is clearly noticeable. A change of 10 dB is perceived as a doubling (or halving) of sound level. When measuring sound the distance from the source is an important factor. Noise levels usually decay at a rate of 6 dB(A) each time the distance from a point source is doubled. For example, particular construction activity generated equivalent continuous sound levels (L_{eq}) of 88 dBA at 50 feet, the L_{eq} would be 82 dBA at 100 feet, 76 dBA at 200 feet, 70 dBA at 400 feet, and so on.

Generally, federal and state agencies regulate mobile noise sources by establishing and enforcing noise standards on vehicle manufacturers. Local agencies generally regulate stationary noise sources and construction activities to protect neighboring land uses and the public's health and welfare. Residences are considered a noise-sensitive land use.

Noise levels are generally considered low when they are below 45 dBA, moderate in the 45 to 60 dBA range, and high above 60 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss if exposure is sustained (EPA, 1971).

Existing Setting

The proposed project site is located in the City of Rohnert Park at 6258 Redwood Drive. The area surrounding the site is predominately characterized by existing commercial and industrial/business uses. Adjacent land uses included the Budget Inn and Rodeway Inn to the south, Redwood Drive to the west, America's Tire Store to the north, and the Hampton Inn & Suites to the east.

A noise survey was prepared by Vibro-Acoustics Consultants (2017) for the proposed project to quantify existing ambient noise levels in the area using equipment meeting the requirements in the noise ordinance. The long-term (24-hour) measurements were completed on August 2, 2017 using calibrated SoftDB Model Piccolo integrating sound level meters. For the long-term measurement location, the sound level meter was positioned at approximately 4 feet above the ground at the south property line of the site. Table 2.12-1 summarizes the results from the long-term measurements.

Table 2.12-1 Long-Term Measured Levels (dBA)

Measurement Location	Observed Noise Source(s)	Average Measured Ambient Noise (dBA)
Southern site boundary	Traffic	52

Source: Vibro-Acoustics 2017

Thresholds of Significance

Commercial uses adjacent to project site are within the City of Rohnert Park, and therefore noise levels at these properties are governed by the City of Rohnert Park Noise Element and Noise Ordinance. Chapter 17.12 of the Rohnert Park Code of Ordinances offers performance standards. It states:

A. No uses or activities shall create noise levels which exceed the following standards:

Table 5: City of Rohnert Park Maximum Noise Levels (dBA) [1]

Zoning District	Measured at Property Line or District Boundary	Measured at any Boundary of a Residential District	Between 7PM and 7AM measured at any boundary of a residential zone [4]
Residential	60 [2]	N.A.	50 or ambient noise level
Commercial	70	60	50 or ambient noise level
Industrial (4)	70 [3]	60	50 or ambient noise level
Mixed Use	65 [2]	60	50 or ambient noise level
Public/Institutional	65	60	50 or ambient noise level
Open Space	65	60	50 or ambient noise level

1 Levels not to be exceeded more than 5 minutes in any hour
2 The maximum interior noise level for residential uses shall be forty-five dBA with all openings closed.
3 For commercial and industrial properties, the measurement shall be at the property line of the use or activity.
4 Restricted hours may be modified through conditions of an approved conditional, administrative, or temporary use permit.

B. The noise standards above shall be modified as follows to account for the effects of time and duration on noise levels:

1) Noise that is produced for no more than a cumulative period of five minutes in any hour may exceed the above standards by five dBA except between the hours of 7:00 PM and 7:00 AM.

2) *Noise that is produced for no more than a cumulative period of one minute in any hour may exceed the above standards by ten dBA except between the hours of 7:00 PM and 7:00 AM.*

3) *Mechanical and electrical equipment shall provide adequate shielding and baffling so that noise levels from such equipment will not exceed the above noise levels when measured at the property line.*

C. *Noise shall be measured with a sound level meter that meets the standards of the American National Standards Institute. Noise levels shall be measured in decibels (dBA) on a sound level meter using the A-weighted filter network. Calibrations checks of the instrument shall be made at the time any noise measurement is made. Excluded from these standards are occasional sounds generated by the movement of public safety vehicles and railroad equipment.*

D. *New development within existing of project sixty-five dBA noise corridors shown in the general plan shall undergo a technical acoustical analysis by a professional acoustical engineer, which shall serve as the basis for designing mitigation measures.*

Because the project site is located in a commercial district with no residential zones nearby, the maximum noise level permitted is 70 dBA with no time restrictions. During the day, any noise above this should not exceed a cumulative period of five minutes in any hour. During the nighttime hours, defined as 7:00 pm to 7:00 am, the noise level cannot exceed 75 dBA for a cumulative period of five minutes in any hour, 80 dBA for a cumulative period longer than one minute in any hour.

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?

During the construction phases of the proposed project, noise from construction activities would add to the noise environment in the immediate project vicinity. Project construction activities would occur in a single phase and is anticipated to take five months to complete. Temporary construction-related noise levels may at times cause minor annoyance, but the City of Rohnert Park does not have construction noise level limits for construction activity occurring within the period between 8:00 AM and 6:00 PM daily. Therefore, this would be considered a **less than significant** impact with implementation of the standard noise control measures included in *Mitigation Measure NOI-1*.

Existing exterior noise sources in the project area include traffic on local streets serving existing commercial developments in the area. Project operation would result in an increase in noise levels associated with vehicle trips to the car wash. However, given the existing developed nature of the project area, noise associated with project-related vehicle trips would be expected to be negligible.

During project operations, noise associated with the proposed car wash equipment would result in an increase in area noise levels. As discussed in the noise study prepared for the project, the dominant noise sources of the project would consist of the car wash dryers (blowers) and the central vacuum motor. The car wash dryers are proposed to be located near the express tunnel exit (on the west side of the site) and a central vacuum motor that would be located on the roof of the tunnel, housed completely inside of a rigid enclosure, at the same point of the dryers.

Using manufacturer provided sound data for the equipment, the noise analysis calculated the overall sound power expected to be generated by all blowers and vacuums during simultaneous operation (creating a "worst case" scenario). The impact to the nearby properties was projected based on the existing site layout and project architectural drawings. Under maximum operating conditions (continuous and uninterrupted use of all dryer blowers and vacuum motor), the model predicts sound pressure level of 52 dBA at the eastern property line near the Hampton Inn, 60 dBA at the southeastern property line near the Rodeway Inn, and 61 dBA at the southwestern property line near the adjacent former restaurant (Vibro-Acoustics, 2017). Although the proposed project is not expected to exceed the City of Rohnert Park exterior noise limit of 70 dBA, implementation of *Mitigation Measure NOI-2,* which requires that mechanical equipment reviewed by professional acoustical for compliance with noise standards, would ensure that equipment-related noise remains **less than significant**.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

The proposed project would not include equipment or activities capable of producing substantial ground borne vibration or ground borne noise levels. The only ground vibration potential would be associated with short-term construction of the proposed project. Project construction activities (e.g., earthwork) could expose persons to groundborne vibration; however, these activities are temporary in nature and would not be expected to result in any unusual or excessive vibration levels. In addition, the potential for groundborne vibration to occur is low because the type of equipment used and construction activities would not create the type of vibration that could be experienced by adjacent uses (e.g. pile drivers). Also, as previously stated, the City of Rohnert Park Municipal Code (Ord. 152 §

3.1, 1971) limits noise-generating construction activities to 8:00 a.m. to 6:00 p.m. Compliance with the City's Municipal Code requirements and implementation of the standard noise control measures included in *Mitigation Measure NOI-1* would ensure that short-term construction related vibration impacts remain **less than significant**.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

As previously discussed, project operations would result in an increase in noise levels associated with vehicle trips to the car wash. However, given the existing developed nature of the project area, noise associated with project-related vehicle trips would be expected to be negligible. During project operations, noise associated with the proposed car wash equipment would result in an increase in area noise levels. The noise study concluded that project-related equipment noise would not exceed the City's allowable thresholds for commercial areas. However, the City's Noise Ordinance specifically states that mechanical and electrical equipment shall have adequate shielding and baffling to meet the noise standards. Therefore, to ensure noise associated with mechanical noise remains less than significant, the project shall implement *Mitigation Measure NOI-2*, which requires that mechanical equipment reviewed by professional acoustical for compliance with noise standards. With implementation of *Mitigation Measure NOI-2*, this impact would be **less than significant**.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Short-term noise would be associated with heavy equipment used for the grading and construction of the project. Daytime construction noise levels at the hotels located closest to the proposed project site could at times cause minor annoyance, but the City of Rohnert Park does not have construction noise level limits for construction activity occurring within the period between 8:00 AM and 6:00 PM daily. Therefore, this would be considered a **less than significant impact** provided that the standard noise control measures included in *Mitigation Measure NOI-1* are implemented.

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 public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The proposed project is not located near a public airport or public use airport. Petaluma Municipal Airport is the closes airport and located over 10 miles away from the proposed project location. There would be **no impact** associated with airport noise.

f) Would the project be within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The proposed project is not located near a private airstrip. Graywood Ranch Airport in Santa Rosa is the closest private airstrip and located over 10 miles away from the proposed project location. Accordingly, there would be **no impact** related to airstrip noise exposure.

Mitigation Measures

Mitigation Measure NOI-1: Noise-generating activities at the construction site or in areas adjacent to the construction site associated with the project in any way shall be restricted to the hours of 8:00 a.m. to 6:00 p.m. In addition, all construction activity shall comply with the following requirements:

1. Use available noise suppression devices and properly maintain and muffle loud construction equipment.

2. Avoid the unnecessary idling of equipment and stage construction equipment as far as reasonable from residences.

3. Notify adjacent uses of the construction schedule.

4. Designate a "noise disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and would require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

5. All noise-producing project equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment.

6. All mobile or fixed noise-producing equipment used on the Project that are regulated for noise output by a local, state, or federal agency shall comply with such regulation while in the course of Project activity.

7. Construction site and access road speed limits shall be established and enforced during the construction period.

8. The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.

9. Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners to contact the job superintendent if necessary.

Mitigation Measure NOI-2: Prior to issuance of a building permit, the applicant shall submit documentation that the mechanical equipment does not produce levels exceeding the noise standards or that shielding to be installed will reduce noise levels to those in compliance with City standards.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

2.13 Population and Housing

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

The proposed project includes the development of a self-serve car wash facility that would create three new jobs in the City. It is anticipated that these positions would be filled by people already residing in the region. The project is not large enough to induce substantial population growth resulting in the need to construct new homes and provide new services for this new population. Therefore, the proposed project would not directly induce population growth because it proposes no significant employment generating uses, other

than minimal staffing required for the car wash facility. It would not indirectly induce population growth because it would not extend roads or infrastructure into previously undeveloped areas. In addition, the project would not displace people or housing because the site is undeveloped and does not provide housing. Therefore, the project would result in a **less than significant** on population and housing in the City of Rohnert Park.

b) ***Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?***

The site does not currently support any housing or residential uses. No housing or residents would be displaced by the proposed project and the project would have **no impact** on housing or require construction of new housing.

c) ***Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?***

Refer to answer provided in criterion 'b' above.

Mitigation Measures

No mitigation measures are necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
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 could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

2.14 Public Services

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 could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:***

Fire and police protection?

The City of Rohnert Park Department of Public Safety provides police and fire protection services within the City. Employees and guests of the project may require the services of the City of Rohnert Park Department of Public Safety in the event of an emergency.

The nearest fire station is located at 500 City Center Drive, approximately one mile from project site. The project must comply with the Uniform Fire and Building Codes to ensure adequate water pressure and water is available in the event of a fire. The City's General Plan includes policies and implementation measures that serve to mitigate impacts to the provision of fire services within the City. The project would not require an expansion of the existing fire station or the construction of a new one. For these reasons, the project would result in a **less than significant** impact on the City's fire protection services.

Schools?

The proposed project does not include any residential uses; therefore, the project would not result in a population increase that would require new schools to serve new City residents. For this reason, **no impact** on schools would result with development of the proposed project.

Parks and other public facilities?

The proposed project would not introduce a new population to the City needing access to parks or other public facilities or services. Therefore, **no impact** on other public facilities would occur.

Mitigation Measures

No mitigation measures are necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION				
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) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

2.15 Recreation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The proposed project would not support an increase in residential population that would increase demand for existing park or recreational facilities or require the construction of new or expansion of existing recreational facilities. The existing, paved Hinebaugh Creek trail is located north of the project site behind the America's Tire store. Implementation of the project would not be expected to create a substantial increase in use of recreation facilities. Therefore, **no impacts** to recreational facilities would occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

The project proposes to construct a new car wash facility. There are no recreational facilities proposed with the project and none would be required to be constructed or expanded as a result of the project. Therefore, **no impact** to recreational facilities would occur.

Mitigation Measures

No mitigation measures are necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
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?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☒	☐	☐

2.16 Transportation and Traffic

Transportation Setting

The following intersections are in the project vicinity:

Dowdell Avenue/Martin Avenue currently serves as a through street for vehicles traveling from westbound Martin Avenue to northbound Dowdell Avenue. Martin Avenue will be undergoing an expansion to Labath Avenue, which would add a new western leg, resulting in a four-legged, all-way stop-controlled intersection at Dowdell Avenue/Martin Avenue.

Redwood Drive/Martin Avenue is a four-legged signalized intersection with protected left-turn phasing on the northbound and southbound Redwood Drive approaches. The eastbound Martin

Avenue approach includes a right-turn overlap signal phase. Marked crosswalks and pedestrian phasing are provided at each leg of the intersection.

Redwood Drive/Rohnert Park Expressway is a four-legged signalized intersection with protected left-turn phasing on all approaches. The northbound and eastbound approaches include right-turn overlap signal phases. Marked crosswalks and pedestrian phasing are provided at each leg.

Alternative Modes

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. In general, a network of sidewalks, crosswalks, pedestrian signals, and curb ramps provide access for pedestrians in the immediate vicinity of the proposed project site.

Bicycle Facilities

The Highway Design Manual, California Department of Transportation (Caltrans), 2012, classifies bikeways into three categories:

- Class I Multi-Use Path – a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- Class II Bike Lane – a striped and signed lane for one-way bike travel on a street or highway.
- Class III Bike Route – signing only for shared use with motor vehicles within the same travel lane on a street or highway.

Guidance for Class IV Bikeways is provided in *Design Information Bulletin Number 89: Class IV Bikeway Guidance (Separated Bikeways/Cycle Tracks)*, Caltrans, 2015.

- Class IV Separated Bikeway/Cycle Track – a bikeway for the exclusive use of bicycles that requires physical separation such as grade differences, flexible posts, inflexible physical barriers, or on-street parking between the bikeway and through vehicular traffic.

In the project area, Class II bike lanes exist along Redwood Drive and Rohnert Park Expressway. The Hinebaugh Creek path is located north of America's Tires and the project site, connecting

Redwood Drive to Rohnert Park Expressway. There are no other bicycle facilities present within the study area (W-Trans, 2016).

Transit Facilities

Sonoma County Transit (SCT) provides regional transit service between Rohnert Park and surrounding Sonoma County communities. SCT Routes 44, 48, 12, and 14 provide service to the project area. Two to three bicycles can be carried on most SCT buses. Bike rack space is on a first come, first served basis. Additional bicycles are allowed on SCT buses at the discretion of the driver.

Dial-a-ride, also known as paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. SCT Paratransit is designed to serve the needs of individuals with disabilities within Rohnert Park and Sonoma County.

Analysis

Intersection Level of Service Methodologies

Level of Service (LOS) is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation.

The ranges of delay associated with the various levels of service are indicated in Table 2.16-1.

Table 2.16-1 Intersection Level of Service Criteria

LOS	Two-Way Stop-Controlled	Signalized
A	Delay of 0 to 10 seconds. Gaps in traffic are readily available for drivers exiting the minor street.	Delay of 0 to 10 seconds. Most vehicles arrive during the green phase, so do not stop at all.
B	Delay of 10 to 15 seconds. Gaps in traffic are somewhat less readily available than with LOS A, but no queuing occurs on the minor street.	Delay of 10 to 20 seconds. More vehicles stop than with LOS A, but many drivers still do not have to stop.
C	Delay of 15 to 25 seconds. Acceptable gaps in traffic are less frequent, and drivers may approach while another vehicle is already waiting to exit the side street.	Delay of 20 to 35 seconds. The number of vehicles stopping is significant, although many still pass through without stopping.
D	Delay of 25 to 35 seconds. There are fewer acceptable gaps in traffic, and drivers may enter a queue of one or two vehicles on the side street.	Delay of 35 to 55 seconds. The influence of congestion is noticeable, and most vehicles have to stop.

E	Delay of 35 to 50 seconds. Few acceptable gaps in traffic are available, and longer queues may form on the side street.	Delay of 55 to 80 seconds. Most, if not all, vehicles must stop and drivers consider the delay excessive.
F	Delay of more than 50 seconds. Drivers may wait for long periods before there is an acceptable gap in traffic for exiting the side streets, creating long queues.	Delay of more than 80 seconds. Vehicles may wait through more than one cycle to clear the intersection.

Source: W-Trans, (2016) citing Highway Capacity Manual, Transportation Research Board, 2000

Traffic Operation Standards

The applied thresholds of significance for intersection impacts are based on those included in Policy TR-1 of the Rohnert Park 2020 General Plan, which stipulates that LOS C is the minimum acceptable standard. Policy TR-1 also indicates that intersections operating at LOS D or lower at the time a development application is submitted are allowable, so long as the development results in no further LOS reduction, and provided that no feasible improvements exist to improve the LOS.

Existing Conditions

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the a.m. and p.m. peak periods. Under existing conditions, all area intersections are operating in accordance with minimum acceptable standards as set forth in LOS C except Redwood Drive/Rohnert Park Expressway, which operates at LOS D during the p.m. peak hour (W-Trans, 2016).

Baseline Conditions

Under baseline conditions, all intersections are expected to operate acceptably, except Redwood Drive/Rohnert Park Expressway, which would continue to operate unacceptably at LOS D during the p.m. peak hour (W-Trans, 2016).

a) Would the project 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?

Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in Trip Generation Manual,

9th Edition, 2012. The "Self-Service Car Wash" land use rates were determined to best match the type of activities that would occur at this site. For this type of land use, the estimated trip generation is shown to be 108 trips per wash stall per day (W-Trans, 2017).

Intersection Operation

Existing plus Project Conditions

Upon the addition of project-related traffic to the existing volumes, the study intersections would be expected to operate in accordance with minimum acceptable standards as set forth in LOS C except Redwood Drive/Rohnert Park Expressway, which is expected to continue operating at LOS D during the p.m. peak hour.

All area intersections would be expected to continue operating in accordance with minimum acceptable standards as set forth in LOS C upon the addition of project-generated traffic, except for the intersection of Redwood Drive/Rohnert Park Expressway, which would be expected to continue operating at LOS D during the p.m. peak hour. Since project-generated trips would not be expected to cause further reductions in levels of service at this intersection, impacts would be **less than significant**.

Baseline plus Project Conditions

With project implementation, all area intersections would be expected to operate in accordance with minimum acceptable standards as set forth in LOS C, except Redwood Drive/Rohnert Park Expressway, which would be expected to continue operating at LOS D during the p.m. peak hour.

As discussed above, the project area intersections are expected to operate in accordance with minimum acceptable standards as set forth in LOS C with the addition of project-generated trips, except Redwood Drive/Rohnert Park Expressway, which would be expected to continue operating at LOS D during the p.m. peak hour. Since the LOS at Redwood Drive/Rohnert Park Expressway is not expected to be further reduced by the proposed project, the impacts are considered to be **less than significant**.

Pedestrian Facilities

Given the proximity of adjacent shopping centers, residential neighborhoods, and recreational facilities near the project, employees might want to walk, bicycle, and/or use transit to reach the site. Pedestrian facilities serving the project site are adequate for any potential uses by car wash employees.

Transit

Existing transit routes are expected to be adequate to accommodate project-generated transit trips. Because the project is proposing to construct a car wash facility, it is reasonable to assume that only employees and not car wash customers would utilize transit. Existing stops are within acceptable walking distance of the site.

Bicycle Facilities

Existing bicycle facilities in the project vicinity, including the Hinebaugh Creek trail, would provide bicycle access to the project site. Chapter 17.16.140 of Rohnert Park's Municipal Code stipulates the number of bicycle parking spaces required for new development. One bicycle space for every 15 off-street vehicle parking spaces is required for commercial uses. The project includes 18 vehicle parking spaces, which results in a bicycle-parking requirement of two spaces. A bicycle rack, included on the project site plan, would be sufficient for the parking of two bicycles.

b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No applicable congestion management plan exists. Therefore, the proposed plan would not conflict with an applicable congestion management program for designated roads or highways. Therefore, this impact would be **less than significant**.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The proposed project would not result in a change in air traffic patterns, including either an increase in air traffic levels or a change in location that would result in substantial safety risks during construction or operation. The closest airports are the Sonoma County Airport and Petaluma Municipal Airport, both more than 10 miles from the project area. There would be no safety risks associated with proximity to airports; therefore, **no impact** would occur.

d) 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)?

The site would be accessed by new driveways accessible from Redwood Drive. All access points would be located on straight segments where clear lines of sight exist. There would be **no impacts** associated with increased hazards due to design features.

e) ***Would the project result in inadequate emergency access?***

Emergency access would be maintained on all roads throughout construction and all internal driveways would be developed to the City's public street standards and would accommodate emergency vehicle circulation. **No impact** associated with inadequate emergency access would result from implementation of the proposed project.

f) ***Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?***

Refer to the answer provided in 'a' above.

Mitigation Measures

No mitigation measures are necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRIBAL CULTURAL RESOURCES – 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:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

2.17 Tribal Cultural Resources

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:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

The proposed project would construct a car wash facility on vacant, previously disturbed property. No tribal cultural resources are known to be present at the site. The Native American Heritage Commission (NAHC) provided a review of their Sacred Lands files on June 30, 2017, which indicated that there is no specific information on the site in the NAHC's Sacred Lands File.

Assembly Bill (AB) 52 requires lead agencies to consult with California Native American Tribes that request such consultation prior to the agency's release of a Notice of Preparation (NOP) of an EIR, or notice of an MND, or Negative Declaration (ND) on or after July 1, 2015. The City of Rohnert Park sent AB 52 letters to Native American tribes in the area to inform them about the project and to offer an opportunity to consult or comment prior to the public circulation of the Notice of Intent. The City received a response from the Federated Indians of Graton Rancheria, indicating they had no comments to provide at that time.

Since there are no known tribal cultural resources on the site, **no impacts** to these resources would occur with the project.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Refer to the answer provided in 'a' above.

Mitigation Measures

No mitigation measures are necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

2.18 Utilities and Service Systems

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

As discussed in Section IX Hydrology and Water Quality, wastewater treatment and disposal are provided by the Santa Rosa Subregional Water Reclamation System, which also serves the cities of Santa Rosa, Sebastopol, and Cotati. Wastewater from the Subregional System is treated at the Laguna Water Reclamation Plant, located about two miles northwest of Rohnert Park. The City owns capacity rights to 3.43 million gallons per day (MGD) at the Laguna Water Reclamation Plant and has an agreement with the City of Santa Rosa to use up to 4.46 MGD of capacity rights. Under the Subregional System's approved Incremental Recycled Water Program, the City can acquire up to 5.15 MGD of

capacity (City of Santa Rosa, 2008). The City's current capacity needs are approximately 3.0 MGD, meaning that up to 2.15 MGD of capacity is available to serve new development.

The project would be expected to generate 625 gallons per day (GPD) or .000625 MGD of wastewater. Because the capacity required to serve the proposed project would be accommodated by the City's existing approved wastewater capacity and would not result in the need for any new off-site wastewater system expansions, this impact would be **less than significant**.

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 effects?***

The existing water supply facilities are expected to be sufficient to provide an adequate supply of water to meet the project's anticipated daily demand. The proposed car wash would include a water reclamation system that would reuse up to 7,345 GPD of water, which would reduce the daily demand of the water supply source to 1,300 GPD. The proposed project alone would not require SCWA to increase its existing water entitlements; as discussed in criterion 'd' below, SCWA has an adequate supply to meet the demands associated with the project area. Therefore, the water supply and related facility impacts would be **less than significant**.

Wastewater treatment and disposal is provided by the Santa Rosa Subregional Water Reclamation System. Wastewater from the Subregional System is treated at the Laguna Water Reclamation Plant, located about two miles northwest of Rohnert Park. As discussed in criterion 'a' above, the capacity required to serve the project site could be accommodated by the City's existing approved wastewater capacity and would not result in the need for any new off-site wastewater system expansions. Accordingly, wastewater facility impacts would 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?***

The project site is undeveloped, consisting of vacant land. The existing topography is relatively flat, gently sloping west. Existing storm drains are located adjacent to the project site on Redwood Drive.

The proposed project would be required comply with the City's storm drain standards, including the City of Santa Rosa and County of Sonoma's LID Manual. Design requirements include the requirements to treat all runoff generated by the 85th percentile,

24-hour storm and to ensure that the volume of runoff from the site in the 85th percentile, 24-hour storm does not increase as a result of development or redevelopment. The LID Manual includes best management practices that can be used to capture, infiltrate, and/or reuse stormwater on-site. Because the existing stormwater system provides adequate protection to the project area and because existing design requirements minimize any increases in stormwater runoff or changes in stormwater quality, the stormwater-related impacts associated with development of the proposed project would be **less than significant**.

d) ***Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?***

The City has three water sources: Sonoma County Water Agency (SCWA) supply, local groundwater, and recycled water. The City manages these supplies using a "conjunctive use" strategy, drawing on SCWA and recycled-water supplies first and using its local groundwater to manage peak demands. The total supply available to the City through these three sources is 11,427 AFY, including 10,077 AFY of potable water and 1,350 AFY of recycled water (City of Rohnert Park, 2016).

Under its contract with SCWA, the City has access to as much as 7,500 AFY, although a number of conditions can limit the SCWA supply. Because of these limitations, the City uses 6,372 AFY as its reliable supply from SCWA under all hydrologic conditions. Over the past 10 years, the City has used between 2,500 and 5,000 AFY of SCWA supply, which is significantly less than its maximum allocation (City of Rohnert Park, 2016).

The City's local groundwater supply is from the Santa Rosa Plain Subbasin of the Santa Rosa Valley Groundwater Basin. The City manages its groundwater supply in accordance with its 2004 Water Policy Resolution, which limits groundwater pumping to 2,577 AFY. The City's 2004 City-wide Water Supply Assessment provides the technical support for this maximum pumping rate. The City participates actively in the implementation of the Santa Rosa Plain Watershed Groundwater Management Plan and is currently working with other water suppliers in the basin to implement the requirements of the Groundwater Sustainability Act of 2014. Modeling and monitoring data collected by the City and others indicate that groundwater levels are generally rising around the City's well field, an indication of stable supply. Over the past 10 years the City has used between 350 and 1,600 AFY of groundwater, significantly less than its policy limitation on groundwater use (City of Rohnert Park, 2016).

As previously discussed, the City's tertiary-treated recycled-water supply is produced by the Santa Rosa Subregional Water Reclamation System. The City and the Subregional

System have recently entered into a producer/distributor agreement that provides the City with access to 1,350 AFY of recycled water. The City uses recycled water primarily for irrigation purposes; demand for recycled water has varied between 800 and 1,100 AFY over the past 10 years (City of Rohnert Park, 2016).

The City completed its 2015 Urban Water Management Plan Water Demand and Water Conservation Measures Update. This analysis, which is based on Association of Bay Area Governments (ABAG) population and job projections, projects the City's potable water demands through 2040. This demand is expected to range between 5,600 and 6,100 AFY, depending on the level of water conservation undertaken by the City. This projected demand is significantly less than the City's available water supplies. This analysis also indicates that the City has the potential to secure approximately 500 AFY (the difference between 5,600 and 6,100 AFY) by undertaking more aggressive water conservation activities (City of Rohnert Park, 2016).

The existing water supply sources are expected to be sufficient to provide an adequate supply of water for the project. As previously mentioned, the project's water reclamation system would reuse up to 7,345 GPD of water, thus reducing the daily demand of the water supply source to 1,300 GPD. Development at the project site would not require SCWA to increase its existing water entitlements; as discussed above, SCWA has an adequate supply to meet the demands associated with the proposed project. Impacts associated the water supply for the project would be **less than significant**.

e) ***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?***

Refer to the answer provided in 'b' above.

f) ***Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

The proposed project, consisting of a self-serve car wash facility, would generate solid waste. The North Bay Corporation provides solid waste disposal and composting of organic materials in the City. Waste would be disposed of at the Central Disposal Landfill, which has maximum daily throughput of 2,500 tons per day (City of Rohnert Park, 2016). The Landfill has sufficient permitted capacity to accommodate the project's disposal needs. Accordingly, the project would have a **less than significant** impact on the demand for solid waste collection and disposal in the City.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Assembly Bill (AB) 939 requires the City to develop and implement a solid waste management program. PRC Section 41780(a)(2) also requires cities and counties to divert 50 percent of the solid waste produced within their respective jurisdictions through source reduction, recycling, and/or composting activities. Since 2007, Senate Bill 1016 has required cities to report to the California Integrated Waste Management Board (now known as CalRecycle) the amount of garbage disposed in the landfill per person per day. According to CalRecycle's jurisdiction/disposal rate detail for SCWMA for the 2011 reporting year (CalRecycle, 2013), SCWMA's residential disposal target is 7.1 pounds per person per day. Rohnert Park's annual residential disposal rate of 3.6 pounds per person per day met this target in 2014. The employee disposal target (18.3 pounds per employee per day) was also met, with an actual employee disposal rate of 10.2 pounds per employee per day. Waste reduction and disposal framework developed by the City and SCWMA provides guidance for future development. The project would not contain features that would generate waste flows at rates that would exceed typical disposal rates for the City; therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation measures are necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
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)?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

2.19 Mandatory Findings of Significance

a) ***Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?***

To ensure that the project does not 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, or reduce the number or restrict the range of a rare or endangered plant or animal, this Initial Study has identified mitigation measures for implementation. *Mitigation Measure BIO-1* requires the project applicant to demonstrate compliance with all applicable state and federal resource agency requirements for species protected under the federal Endangered Species Act and the California Endangered Species Act and *Mitigation Measure BIO-2,* requires preconstruction surveys for nesting birds. Implementation of these measures would ensure impacts to special status species and migratory birds would be less than significant.

Although there have been no important historic or prehistoric resources identified on the project site, implementation of *Mitigation Measures CUL-1, CUL-2,* and *CUL-3* would ensure that the project has a less than significant impact on cultural resources.

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)?***

The analysis provided throughout this Initial Study demonstrates that the project's contribution to cumulative impacts would be reduced to less than significant levels through mitigation. As such, a finding of "less than significant impact with mitigation," is appropriate for mandatory findings of significance.

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

The analysis provided throughout this Initial Study identifies project impacts that may be potentially significant and identifies mitigation measures that would reduce each impact to a less than significant level. As such, a finding of "less than significant impact with mitigation," is appropriate for mandatory findings of significance.

3 REFERENCES

14 CCR 15000–15387 and Appendices A through L. Guidelines for Implementation of the California Environmental Quality Act, as amended.

BAAQMD (Bay Area Air Quality Management District). 2010. California Environmental Quality Act Air Quality Guidelines. May 2010. Accessed March 2017. http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/draft_baaqmd_ceqa_guidelines_may_2010_final.pdf?la=en.

BAAQMD. 2012, California Environmental Quality Act Air Quality Guidelines. Updated May 2012. Accessed March 2017. http://www.baaqmd.gov/~/media/Files/

Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_Final_May%202012.ashx?la=en.

BAAQMD. 2017a. California Environmental Quality Act Air Quality Guidelines. Updated May 2017. http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en.

BAAQMD. 2017b. Spare the Air: Cool the Climate - Final 2017 Clean Air Plan. April 19, 2017. http://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en.

California Public Resources Code, Section 21000–21177. California Environmental Quality Act, as amended.

CalRecycle (California Department of Resources Recycling and Recovery). 2013. Jurisdiction Diversion/Disposal Rate Detail for Sonoma County Waste Management Agency, Reporting Year 2011. Available: http://www.calrecycle.ca.gov/LGCentral/Reports/DiversionProgram/JurisdictionDiversionDetail.aspx?JurisdictionID=503&Year=2011. Accessed November 2017.

CAPCOA (California Air Pollution Control Officers Association). 2008. CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act. January 2008.

CARB (California Air Resources Board). 2014. First Update to the Climate Change Scoping Plan Building on the Framework Pursuant to AB 32 – The California Global Warming Solutions Act of 2006. May 2014. Accessed August 2016.

http://www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.

CAT (California Climate Action Team). 2006. Climate Action Team Report to the Governor Schwarzenegger and the Legislature. Sacramento, California. March 2006. http://www.climatechange.ca.gov/climate_action_team/reports/2006report/2006-04-03_FINAL_CAT_REPORT.PDF.

CDFG (California Department of Fish and Game). 2010. List of Vegetation Alliances and Associations: Natural Communities List Arranged Alphabetically by Life Form. September 2010. http://www.dfg.ca.gov/biogeodata/vegcamp/natural_comm_list.asp.

City of Rohnert Park. 2007. Stadium Area Master Plan Final Environmental Impact Report. October.

City of Rohnert Park. 2015 (May) (originally adopted 2000). City of Rohnert Park General Plan. Our Place . . . Rohnert Park 2020, A Plan for the Future. Adopted in July 2000; seventh edition printed May 2015. Rohnert Park, CA. Prepared by Dyett & Bhatia Urban and Regional Planners.

City of Rohnert Park. 2016 (February). Central Rohnert Park Priority Development Plan Final Environmental Impact Report. Certified March 22, 2016 . Prepared by AECOM.

City of Santa Rosa. 2008 (November 18). Proposed Fifth Amendment to the Subregional Agreement for Operation of the Laguna Treatment Plant and Water Reclamation System. Agenda Item #10.5 for Council Meeting of 11/18/2008. Available: http://ci.santa-rosa.ca.us/doclib/agendas_packets_minutes/Documents/20081118_CC_Item10.5.pdf. Accessed November 2017.

CNRA (California Natural Resources Agency). 2009. Final Statement of Reasons for Regulatory Action: Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB 97. December 2009.CEC (California Energy Commission). 2013. Impact Analysis – California's 2013 Building Energy Efficiency Standards. July 2013.

DOC (California Department of Conservation). 2014. Farmland Mapping and Monitoring Program. Sonoma County data. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/son14.pdf. Accessed November 2017.

DOC. 2013. Sonoma County Williamson Act FY 2013/2014. Sonoma County data. ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Sonoma_13_14_WA.pdf. Accessed November 2017.

DTSC (California Department of Toxic Substances Control). 2017. EnviroStor. http://www.envirostor.dtsc.ca.gov/public/. Accessed November 2017.

Dudek, 2017. Preliminary California Tiger Salamander Habitat Assessment for the Proposed Express Car Wash Site Located in Rohnert Park, Sonoma County, California. June 15, 2017.

IPCC (Intergovernmental Panel on Climate Change). 2014. Climate Change 2014 Synthesis Report: A Report of the Intergovernmental Panel on Climate Change. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change. Accessed August 2016. http://www.ipcc.ch/report/ar5/syr/.

NRCS (U.S. Natural Resources Conservation Service). 2014. Web Soil Survey. Available: http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Last updated September 2014. Accessed November 2017.

OEHHA (Office of Environmental Health Hazard Assessment). 2015. Air Toxics Hot Spots Program, Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments. February 2015.

USDA (U.S. Department of Agriculture), Natural Resources Conservation Service. 2017. Web Soil Survey. Accessed November 2017. https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx.

USFWS (U.S. Fish and Wildlife Service). 2005. Santa Rosa Plain Conservation Strategy. December 1.

Vibro-Acoustics Consultants. (2017). 6258 Redwood Dr. Car Wash – Noise Study. August 14, 2017.

W-Trans. 2017. Traffic Impact Study for the Fairfield Inn & Suites Project. April 4.

W-Trans. 2017. Personal communication with Zack Matley of W-Trans via email regarding trip generation of self-serve carwash. May 31, 2017.

APPENDIX A

Air Quality and Greenhouse Gas Emissions Calculations

CalEEMod Version 2016.3.1 Outputs

Annual, Summer, Winter, Mitigation Report

Rohnert Park Express Car Wash

Sonoma-San Francisco County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	0.83	Acre	0.83	36,154.80	0
Automobile Care Center	2.52	1000sqft	0.06	2,520.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	75
Climate Zone	4			**Operational Year**	2019
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	559.32	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity adjusted based on 25% RPS

Land Use - Building size ~126' x 20' = 2,520 sf; Parking lot assumed to be rest of parcel (0.83 ac)

Grading - Assumed whole site to be graded

Vehicle Trips - ITE trip rate for Self Service Carwash = 108 trips/wash station. Doubled trips to account for potential greater throughput from wash tunnel

Table Name	Column Name	Default Value	New Value
tblGrading	AcresOfGrading	0.00	0.89
tblProjectCharacteristics	CO2IntensityFactor	641.35	559.32
tblProjectCharacteristics	OperationalYear	2018	2019
tblVehicleTrips	ST_TR	23.72	85.71

tblVehicleTrips	SU_TR	11.88	85.71
tblVehicleTrips	WD_TR	23.72	85.71

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0608	0.5860	0.3901	6.2000e-004	8.4100e-003	0.0371	0.0455	2.3700e-003	0.0341	0.0365	0.0000	57.2672	57.2672	0.0145	0.0000	57.6305
2018	0.0354	0.1286	0.0988	1.6000e-004	1.8100e-003	7.7500e-003	9.5600e-003	4.9000e-004	7.1700e-003	7.6600e-003	0.0000	14.6834	14.6834	3.6500e-003	0.0000	14.7747
Maximum	**0.0608**	**0.5860**	**0.3901**	**6.2000e-004**	**8.4100e-003**	**0.0371**	**0.0455**	**2.3700e-003**	**0.0341**	**0.0365**	**0.0000**	**57.2672**	**57.2672**	**0.0145**	**0.0000**	**57.6305**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0608	0.5860	0.3901	6.2000e-004	8.4100e-003	0.0371	0.0455	2.3700e-003	0.0341	0.0365	0.0000	57.2672	57.2672	0.0145	0.0000	57.6305
2018	0.0354	0.1286	0.0988	1.6000e-004	1.8100e-003	7.7500e-003	9.5600e-003	4.9000e-004	7.1700e-003	7.6600e-003	0.0000	14.6834	14.6834	3.6500e-003	0.0000	14.7747
Maximum	**0.0608**	**0.5860**	**0.3901**	**6.2000e-004**	**8.4100e-003**	**0.0371**	**0.0455**	**2.3700e-003**	**0.0341**	**0.0365**	**0.0000**	**57.2672**	**57.2672**	**0.0145**	**0.0000**	**57.6305**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2017	11-30-2017	0.4870	0.4870
2	12-1-2017	2-26-2018	0.3286	0.3286
		Highest	0.4870	0.4870

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0143	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005
Energy	3.6000e-004	3.2700e-003	2.7500e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	17.0160	17.0160	7.7000e-004	2.1000e-004	17.0976
Mobile	0.0706	0.2754	0.5933	1.1600e-003	0.0799	1.9700e-003	0.0819	0.0215	1.8600e-003	0.0234	0.0000	105.9579	105.9579	6.9100e-003	0.0000	106.1306
Waste						0.0000	0.0000		0.0000	0.0000	1.9548	0.0000	1.9548	0.1155	0.0000	4.8429
Water						0.0000	0.0000		0.0000	0.0000	0.0752	0.4545	0.5297	7.7500e-003	1.9000e-004	0.7793
Total	**0.0852**	**0.2787**	**0.5961**	**1.1800e-003**	**0.0799**	**2.2200e-003**	**0.0821**	**0.0215**	**2.1100e-003**	**0.0236**	**2.0300**	**123.4285**	**125.4585**	**0.1310**	**4.0000e-004**	**128.8505**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0143	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005
Energy	3.6000e-004	3.2700e-003	2.7500e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	17.0160	17.0160	7.7000e-004	2.1000e-004	17.0976
Mobile	0.0706	0.2754	0.5933	1.1600e-003	0.0799	1.9700e-003	0.0819	0.0215	1.8600e-003	0.0234	0.0000	105.9579	105.9579	6.9100e-003	0.0000	106.1306
Waste						0.0000	0.0000		0.0000	0.0000	1.9548	0.0000	1.9548	0.1155	0.0000	4.8429
Water						0.0000	0.0000		0.0000	0.0000	0.0752	0.4545	0.5297	7.7500e-003	1.9000e-004	0.7793
Total	**0.0852**	**0.2787**	**0.5961**	**1.1800e-003**	**0.0799**	**2.2200e-003**	**0.0821**	**0.0215**	**2.1100e-003**	**0.0236**	**2.0300**	**123.4285**	**125.4585**	**0.1310**	**4.0000e-004**	**128.8505**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/1/2017	9/1/2017	5	1	
2	Grading	Grading	9/2/2017	9/5/2017	5	2	
3	Building Construction	Building Construction	9/6/2017	1/23/2018	5	100	
4	Paving	Paving	1/24/2018	1/30/2018	5	5	
5	Architectural Coating	Architectural Coating	1/31/2018	2/6/2018	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.89

Acres of Paving: 0.83

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,780; Non-Residential Outdoor: 1,260; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	16.00	6.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3000e-004	5.2600e-003	2.1800e-003	0.0000		2.4000e-004	2.4000e-004		2.2000e-004	2.2000e-004	0.0000	0.4534	0.4534	1.4000e-004	0.0000	0.4569
Total	**4.3000e-004**	**5.2600e-003**	**2.1800e-003**	**0.0000**	**2.7000e-004**	**2.4000e-004**	**5.1000e-004**	**3.0000e-005**	**2.2000e-004**	**2.5000e-004**	**0.0000**	**0.4534**	**0.4534**	**1.4000e-004**	**0.0000**	**0.4569**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.2000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0197	0.0197	0.0000	0.0000	0.0198
Total	**2.0000e-005**	**1.0000e-005**	**1.2000e-004**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0197**	**0.0197**	**0.0000**	**0.0000**	**0.0198**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3000e-004	5.2600e-003	2.1800e-003	0.0000		2.4000e-004	2.4000e-004		2.2000e-004	2.2000e-004	0.0000	0.4534	0.4534	1.4000e-004	0.0000	0.4569
Total	**4.3000e-004**	**5.2600e-003**	**2.1800e-003**	**0.0000**	**2.7000e-004**	**2.4000e-004**	**5.1000e-004**	**3.0000e-005**	**2.2000e-004**	**2.5000e-004**	**0.0000**	**0.4534**	**0.4534**	**1.4000e-004**	**0.0000**	**0.4569**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.2000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0197	0.0197	0.0000	0.0000	0.0198
Total	**2.0000e-005**	**1.0000e-005**	**1.2000e-004**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0197**	**0.0197**	**0.0000**	**0.0000**	**0.0198**

3.3 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2200e-003	0.0000	1.2200e-003	4.6000e-004	0.0000	4.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2100e-003	0.0105	7.9200e-003	1.0000e-005		7.3000e-004	7.3000e-004		7.0000e-004	7.0000e-004	0.0000	1.0699	1.0699	2.1000e-004	0.0000	1.0751
Total	**1.2100e-003**	**0.0105**	**7.9200e-003**	**1.0000e-005**	**1.2200e-003**	**7.3000e-004**	**1.9500e-003**	**4.6000e-004**	**7.0000e-004**	**1.1600e-003**	**0.0000**	**1.0699**	**1.0699**	**2.1000e-004**	**0.0000**	**1.0751**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	5.0000e-005	5.0000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0789	0.0789	0.0000	0.0000	0.0790
Total	**6.0000e-005**	**5.0000e-005**	**5.0000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0789**	**0.0789**	**0.0000**	**0.0000**	**0.0790**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2200e-003	0.0000	1.2200e-003	4.6000e-004	0.0000	4.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Off-Road	1.2100e-003	0.0105	7.9200e-003	1.0000e-005		7.3000e-004	7.3000e-004		7.0000e-004	7.0000e-004	0.0000	1.0699	1.0699	2.1000e-004	0.0000	1.0751
Total	**1.2100e-003**	**0.0105**	**7.9200e-003**	**1.0000e-005**	**1.2200e-003**	**7.3000e-004**	**1.9500e-003**	**4.6000e-004**	**7.0000e-004**	**1.1600e-003**	**0.0000**	**1.0699**	**1.0699**	**2.1000e-004**	**0.0000**	**1.0751**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	5.0000e-005	5.0000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0789	0.0789	0.0000	0.0000	0.0790
Total	**6.0000e-005**	**5.0000e-005**	**5.0000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0789**	**0.0789**	**0.0000**	**0.0000**	**0.0790**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0532	0.5295	0.3349	4.7000e-004		0.0357	0.0357		0.0328	0.0328	0.0000	43.8946	43.8946	0.0135	0.0000	44.2309
Total	**0.0532**	**0.5295**	**0.3349**	**4.7000e-004**		**0.0357**	**0.0357**		**0.0328**	**0.0328**	**0.0000**	**43.8946**	**43.8946**	**0.0135**	**0.0000**	**44.2309**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6800e-003	0.0373	0.0113	7.0000e-005	1.6100e-003	3.9000e-004	2.0100e-003	4.7000e-004	3.8000e-004	8.4000e-004	0.0000	6.5098	6.5098	4.7000e-004	0.0000	6.5215
Worker	4.2500e-003	3.3800e-003	0.0332	6.0000e-005	5.2100e-003	5.0000e-005	5.2600e-003	1.3900e-003	4.0000e-005	1.4300e-003	0.0000	5.2410	5.2410	2.6000e-004	0.0000	5.2474
Total	**5.9300e-003**	**0.0407**	**0.0445**	**1.3000e-004**	**6.8200e-003**	**4.4000e-004**	**7.2700e-003**	**1.8600e-003**	**4.2000e-004**	**2.2700e-003**	**0.0000**	**11.7507**	**11.7507**	**7.3000e-004**	**0.0000**	**11.7689**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0532	0.5295	0.3349	4.7000e-004		0.0357	0.0357		0.0328	0.0328	0.0000	43.8946	43.8946	0.0135	0.0000	44.2308
Total	**0.0532**	**0.5295**	**0.3349**	**4.7000e-004**		**0.0357**	**0.0357**		**0.0328**	**0.0328**	**0.0000**	**43.8946**	**43.8946**	**0.0135**	**0.0000**	**44.2308**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Vendor	1.6800e-003	0.0373	0.0113	7.0000e-005	1.6100e-003	3.9000e-004	2.0100e-003	4.7000e-004	3.8000e-004	8.4000e-004	0.0000	6.5098	6.5098	4.7000e-004	0.0000	6.5215
Worker	4.2500e-003	3.3800e-003	0.0332	6.0000e-005	5.2100e-003	5.0000e-005	5.2600e-003	1.3900e-003	4.0000e-005	1.4300e-003	0.0000	5.2410	5.2410	2.6000e-004	0.0000	5.2474
Total	**5.9300e-003**	**0.0407**	**0.0445**	**1.3000e-004**	**6.8200e-003**	**4.4000e-004**	**7.2700e-003**	**1.8600e-003**	**4.2000e-004**	**2.2700e-003**	**0.0000**	**11.7507**	**11.7507**	**7.3000e-004**	**0.0000**	**11.7689**

3.4 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.2200e-003	0.0938	0.0659	1.0000e-004		6.0200e-003	6.0200e-003		5.5400e-003	5.5400e-003	0.0000	8.8410	8.8410	2.7500e-003	0.0000	8.9098
Total	**9.2200e-003**	**0.0938**	**0.0659**	**1.0000e-004**		**6.0200e-003**	**6.0200e-003**		**5.5400e-003**	**5.5400e-003**	**0.0000**	**8.8410**	**8.8410**	**2.7500e-003**	**0.0000**	**8.9098**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9000e-004	7.1500e-003	2.0000e-003	1.0000e-005	3.3000e-004	6.0000e-005	3.9000e-004	1.0000e-004	6.0000e-005	1.6000e-004	0.0000	1.3289	1.3289	9.0000e-005	0.0000	1.3311
Worker	7.8000e-004	6.1000e-004	5.9600e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	1.0449	1.0449	5.0000e-005	0.0000	1.0460
Total	**1.0700e-003**	**7.7600e-003**	**7.9600e-003**	**2.0000e-005**	**1.4000e-003**	**7.0000e-005**	**1.4700e-003**	**3.8000e-004**	**7.0000e-005**	**4.5000e-004**	**0.0000**	**2.3737**	**2.3737**	**1.4000e-004**	**0.0000**	**2.3771**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.2200e-003	0.0838	0.0659	1.0000e-004		6.0200e-003	6.0200e-003		5.5400e-003	5.5400e-003	0.0000	8.8410	8.8410	2.7500e-003	0.0000	8.9098
Total	**9.2200e-003**	**0.0838**	**0.0659**	**1.0000e-004**		**6.0200e-003**	**6.0200e-003**		**5.5400e-003**	**5.5400e-003**	**0.0000**	**8.8410**	**8.8410**	**2.7500e-003**	**0.0000**	**8.9098**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9000e-004	7.1500e-003	2.0000e-003	1.0000e-005	3.3000e-004	6.0000e-005	3.9000e-004	1.0000e-004	6.0000e-005	1.6000e-004	0.0000	1.3289	1.3289	9.0000e-005	0.0000	1.3311
Worker	7.8000e-004	6.1000e-004	5.9600e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	1.0449	1.0449	5.0000e-005	0.0000	1.0460
Total	**1.0700e-003**	**7.7600e-003**	**7.9600e-003**	**2.0000e-005**	**1.4000e-003**	**7.0000e-005**	**1.4700e-003**	**3.8000e-004**	**7.0000e-005**	**4.5000e-004**	**0.0000**	**2.3737**	**2.3737**	**1.4000e-004**	**0.0000**	**2.3771**

3.5 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.3000e-003	0.0219	0.0181	3.0000e-005		1.2800e-003	1.2800e-003		1.1800e-003	1.1800e-003	0.0000	2.4270	2.4270	6.8000e-004	0.0000	2.4441

Paving	1.0900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.3900e-003**	**0.0219**	**0.0181**	**3.0000e-005**		**1.2800e-003**	**1.2800e-003**		**1.1800e-003**	**1.1800e-003**	**0.0000**	**2.4270**	**2.4270**	**6.8000e-004**	**0.0000**	**2.4441**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	2.0000e-004	1.9700e-003	0.0000	3.5000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3457	0.3457	2.0000e-005	0.0000	0.3461
Total	**2.6000e-004**	**2.0000e-004**	**1.9700e-003**	**0.0000**	**3.5000e-004**	**0.0000**	**3.6000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3457**	**0.3457**	**2.0000e-005**	**0.0000**	**0.3461**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.3000e-003	0.0219	0.0181	3.0000e-005		1.2800e-003	1.2800e-003		1.1800e-003	1.1800e-003	0.0000	2.4270	2.4270	6.8000e-004	0.0000	2.4441
Paving	1.0900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.3900e-003**	**0.0219**	**0.0181**	**3.0000e-005**		**1.2800e-003**	**1.2800e-003**		**1.1800e-003**	**1.1800e-003**	**0.0000**	**2.4270**	**2.4270**	**6.8000e-004**	**0.0000**	**2.4441**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	2.0000e-004	1.9700e-003	0.0000	3.5000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3457	0.3457	2.0000e-005	0.0000	0.3461
Total	**2.6000e-004**	**2.0000e-004**	**1.9700e-003**	**0.0000**	**3.5000e-004**	**0.0000**	**3.6000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3457**	**0.3457**	**2.0000e-005**	**0.0000**	**0.3461**

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0207					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.5000e-004	5.0100e-003	4.6400e-003	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	0.6383	0.6383	6.0000e-005	0.0000	0.6398
Total	**0.0214**	**5.0100e-003**	**4.6400e-003**	**1.0000e-005**		**3.8000e-004**	**3.8000e-004**		**3.8000e-004**	**3.8000e-004**	**0.0000**	**0.6383**	**0.6383**	**6.0000e-005**	**0.0000**	**0.6398**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.3000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0576	0.0576	0.0000	0.0000	0.0577
Total	**4.0000e-005**	**3.0000e-005**	**3.3000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0576**	**0.0576**	**0.0000**	**0.0000**	**0.0577**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0207					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.5000e-004	5.0100e-003	4.6400e-003	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	0.6383	0.6383	6.0000e-005	0.0000	0.6398
Total	**0.0214**	**5.0100e-003**	**4.6400e-003**	**1.0000e-005**		**3.8000e-004**	**3.8000e-004**		**3.8000e-004**	**3.8000e-004**	**0.0000**	**0.6383**	**0.6383**	**6.0000e-005**	**0.0000**	**0.6398**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.3000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0576	0.0576	0.0000	0.0000	0.0577
Total	**4.0000e-005**	**3.0000e-005**	**3.3000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0576**	**0.0576**	**0.0000**	**0.0000**	**0.0577**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0706	0.2754	0.5933	1.1600e-003	0.0799	1.9700e-003	0.0819	0.0215	1.8600e-003	0.0234	0.0000	105.9579	105.9579	6.9100e-003	0.0000	106.1306
Unmitigated	0.0706	0.2754	0.5933	1.1600e-003	0.0799	1.9700e-003	0.0819	0.0215	1.8600e-003	0.0234	0.0000	105.9579	105.9579	6.9100e-003	0.0000	106.1306

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	215.99	215.99	215.99	215,165	215,165
Parking Lot	0.00	0.00	0.00		
Total	215.99	215.99	215.99	215,165	215,165

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00	21	51	28
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.558294	0.043613	0.174269	0.117152	0.033155	0.007464	0.028029	0.025150	0.002984	0.002020	0.005725	0.000869	0.001276
Automobile Care Center	0.558294	0.043613	0.174269	0.117152	0.033155	0.007464	0.028029	0.025150	0.002984	0.002020	0.005725	0.000869	0.001276

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	13.4551	13.4551	7.0000e-004	1.4000e-004	13.5155
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	13.4551	13.4551	7.0000e-004	1.4000e-004	13.5155
NaturalGas Mitigated	3.6000e-004	3.2700e-003	2.7500e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	3.5610	3.5610	7.0000e-005	7.0000e-005	3.5821
NaturalGas Unmitigated	3.6000e-004	3.2700e-003	2.7500e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	3.5610	3.5610	7.0000e-005	7.0000e-005	3.5821

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	66729.6	3.6000e-004	3.2700e-003	2.7500e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	3.5610	3.5610	7.0000e-005	7.0000e-005	3.5821
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**3.6000e-004**	**3.2700e-003**	**2.7500e-003**	**2.0000e-005**		**2.5000e-004**	**2.5000e-004**		**2.5000e-004**	**2.5000e-004**	**0.0000**	**3.5610**	**3.5610**	**7.0000e-005**	**7.0000e-005**	**3.5821**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	66729.6	3.6000e-004	3.2700e-003	2.7500e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	3.5610	3.5610	7.0000e-005	7.0000e-005	3.5821
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**3.6000e-004**	**3.2700e-003**	**2.7500e-003**	**2.0000e-005**		**2.5000e-004**	**2.5000e-004**		**2.5000e-004**	**2.5000e-004**	**0.0000**	**3.5610**	**3.5610**	**7.0000e-005**	**7.0000e-005**	**3.5821**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	21216.4	5.3832	2.8000e-004	6.0000e-005	5.4074
Parking Lot	31816.2	8.0719	4.2000e-004	9.0000e-005	8.1082
Total		**13.4551**	**7.0000e-004**	**1.5000e-004**	**13.5155**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	21216.4	5.3832	2.8000e-004	6.0000e-005	5.4074
Parking Lot	31816.2	8.0719	4.2000e-004	9.0000e-005	8.1082

Total		13.4551	7.0000e-004	1.5000e-004	13.5155

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0143	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005
Unmitigated	0.0143	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.0700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0122					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005
Total	**0.0143**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.0000**	**6.0000e-005**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.0700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0122					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-005	6.0000e-005	0.0000	0.0000	6.0000e-005
Total	**0.0143**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.0000**	**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.5297	7.7500e-003	1.9000e-004	0.7793
Unmitigated	0.5297	7.7500e-003	1.9000e-004	0.7793

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.237084 / 0.14531	0.5297	7.7500e-003	1.9000e-004	0.7793
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.5297**	**7.7500e-003**	**1.9000e-004**	**0.7793**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.237084 / 0.14531	0.5297	7.7500e-003	1.9000e-004	0.7793
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.5297**	**7.7500e-003**	**1.9000e-004**	**0.7793**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.9548	0.1155	0.0000	4.8429

Unmitigated	1.9548	0.1155	0.0000	4.8429

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	9.63	1.9548	0.1155	0.0000	4.8429
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**1.9548**	**0.1155**	**0.0000**	**4.8429**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	9.63	1.9548	0.1155	0.0000	4.8429
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**1.9548**	**0.1155**	**0.0000**	**4.8429**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Rohnert Park Express Car Wash

Sonoma-San Francisco County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	0.83	Acre	0.83	36,154.80	0
Automobile Care Center	2.52	1000sqft	0.06	2,520.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	75
Climate Zone	4			**Operational Year**	2019
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	559.32	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity adjusted based on 25% RPS

Land Use - Building size ~126' x 20' = 2,520 sf; Parking lot assumed to be rest of parcel (0.83 ac)

Grading - Assumed whole site to be graded

Vehicle Trips - ITE trip rate for Self Service Carwash = 108 trips/wash station. Doubled trips to account for potential greater throughput from wash tunnel

Table Name	Column Name	Default Value	New Value
tblGrading	AcresOfGrading	0.00	0.89
tblProjectCharacteristics	CO2IntensityFactor	641.35	559.32
tblProjectCharacteristics	OperationalYear	2018	2019
tblVehicleTrips	ST_TR	23.72	85.71

tblVehicleTrips	SU_TR	11.88	85.71
tblVehicleTrips	WD_TR	23.72	85.71

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	1.4255	13.7172	9.1632	0.0145	1.3068	0.8697	2.0393	0.4865	0.8005	1.1850	0.0000	1,488.3267	1,488.3267	0.3764	0.0000	1,497.7367
2018	8.5883	11.9249	8.7086	0.0145	0.1718	0.7171	0.8890	0.0465	0.6600	0.7065	0.0000	1,464.5072	1,464.5072	0.3746	0.0000	1,473.8722
Maximum	**8.5883**	**13.7172**	**9.1632**	**0.0145**	**1.3068**	**0.8697**	**2.0393**	**0.4865**	**0.8005**	**1.1850**	**0.0000**	**1,488.3267**	**1,488.3267**	**0.3764**	**0.0000**	**1,497.7367**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	1.4255	13.7172	9.1632	0.0145	1.3068	0.8697	2.0393	0.4865	0.8005	1.1850	0.0000	1,488.3267	1,488.3267	0.3764	0.0000	1,497.7367
2018	8.5883	11.9249	8.7086	0.0145	0.1718	0.7171	0.8890	0.0465	0.6600	0.7065	0.0000	1,464.5072	1,464.5072	0.3746	0.0000	1,473.8722
Maximum	**8.5883**	**13.7172**	**9.1632**	**0.0145**	**1.3068**	**0.8697**	**2.0393**	**0.4865**	**0.8005**	**1.1850**	**0.0000**	**1,488.3267**	**1,488.3267**	**0.3764**	**0.0000**	**1,497.7367**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0781	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.3000e-004	7.3000e-004	0.0000		7.8000e-004
Energy	1.9700e-003	0.0179	0.0151	1.1000e-004		1.3600e-003	1.3600e-003		1.3600e-003	1.3600e-003		21.5083	21.5083	4.1000e-004	3.9000e-004	21.6362
Mobile	0.4403	1.4762	3.1133	6.6500e-003	0.4590	0.0107	0.4697	0.1231	0.0102	0.1332		671.9362	671.9362	0.0407		672.9537
Total	**0.5204**	**1.4941**	**3.1287**	**6.7600e-003**	**0.4590**	**0.0121**	**0.4711**	**0.1231**	**0.0115**	**0.1346**		**693.4452**	**693.4452**	**0.0411**	**3.9000e-004**	**694.5907**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0781	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.3000e-004	7.3000e-004	0.0000		7.8000e-004
Energy	1.9700e-003	0.0179	0.0151	1.1000e-004		1.3600e-003	1.3600e-003		1.3600e-003	1.3600e-003		21.5083	21.5083	4.1000e-004	3.9000e-004	21.6362
Mobile	0.4403	1.4762	3.1133	6.6500e-003	0.4590	0.0107	0.4697	0.1231	0.0102	0.1332		671.9362	671.9362	0.0407		672.9537
Total	**0.5204**	**1.4941**	**3.1287**	**6.7600e-003**	**0.4590**	**0.0121**	**0.4711**	**0.1231**	**0.0115**	**0.1346**		**693.4452**	**693.4452**	**0.0411**	**3.9000e-004**	**694.5907**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/1/2017	9/1/2017	5	1	
2	Grading	Grading	9/2/2017	9/5/2017	5	2	
3	Building Construction	Building Construction	9/6/2017	1/23/2018	5	100	
4	Paving	Paving	1/24/2018	1/30/2018	5	5	
5	Architectural Coating	Architectural Coating	1/31/2018	2/6/2018	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.89

Acres of Paving: 0.83

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,780; Non-Residential Outdoor: 1,260; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	16.00	6.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.8524	10.5148	4.3533	9.7700e-003		0.4726	0.4726		0.4347	0.4347		999.5201	999.5201	0.3063		1,007.1764
Total	**0.8524**	**10.5148**	**4.3533**	**9.7700e-003**	**0.5303**	**0.4726**	**1.0028**	**0.0573**	**0.4347**	**0.4920**		**999.5201**	**999.5201**	**0.3063**		**1,007.1764**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0327	0.0227	0.2611	4.7000e-004	0.0411	3.6000e-004	0.0414	0.0109	3.4000e-004	0.0112		46.2759	46.2759	2.2300e-003		46.3315
Total	**0.0327**	**0.0227**	**0.2611**	**4.7000e-004**	**0.0411**	**3.6000e-004**	**0.0414**	**0.0109**	**3.4000e-004**	**0.0112**		**46.2759**	**46.2759**	**2.2300e-003**		**46.3315**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.8524	10.5148	4.3533	9.7700e-003		0.4726	0.4726		0.4347	0.4347	0.0000	999.5201	999.5201	0.3063		1,007.1764
Total	**0.8524**	**10.5148**	**4.3533**	**9.7700e-003**	**0.5303**	**0.4726**	**1.0028**	**0.0573**	**0.4347**	**0.4920**	**0.0000**	**999.5201**	**999.5201**	**0.3063**		**1,007.1764**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0327	0.0227	0.2611	4.7000e-004	0.0411	3.6000e-004	0.0414	0.0109	3.4000e-004	0.0112		46.2759	46.2759	2.2300e-003		46.3315
Total	**0.0327**	**0.0227**	**0.2611**	**4.7000e-004**	**0.0411**	**3.6000e-004**	**0.0414**	**0.0109**	**3.4000e-004**	**0.0112**		**46.2759**	**46.2759**	**2.2300e-003**		**46.3315**

3.3 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.2247	0.0000	1.2247	0.4647	0.0000	0.4647			0.0000			0.0000
Off-Road	1.2100	10.4978	7.9182	0.0120		0.7318	0.7318		0.6978	0.6978		1,179.3075	1,179.3075	0.2319		1,185.1047
Total	**1.2100**	**10.4978**	**7.9182**	**0.0120**	**1.2247**	**0.7318**	**1.9565**	**0.4647**	**0.6978**	**1.1625**		**1,179.3075**	**1,179.3075**	**0.2319**		**1,185.1047**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0654	0.0454	0.5223	9.3000e-004	0.0822	7.3000e-004	0.0829	0.0218	6.7000e-004	0.0225		92.5518	92.5518	4.4500e-003		92.6631
Total	**0.0654**	**0.0454**	**0.5223**	**9.3000e-004**	**0.0822**	**7.3000e-004**	**0.0829**	**0.0218**	**6.7000e-004**	**0.0225**		**92.5518**	**92.5518**	**4.4500e-003**		**92.6631**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.2247	0.0000	1.2247	0.4647	0.0000	0.4647			0.0000			0.0000

Off-Road	1.2100	10.4978	7.9182	0.0120		0.7318	0.7318		0.6978	0.6978	0.0000	1,179.3075	1,179.3075	0.2319		1,185.1047
Total	**1.2100**	**10.4978**	**7.9182**	**0.0120**	**1.2247**	**0.7318**	**1.9565**	**0.4647**	**0.6978**	**1.1625**	**0.0000**	**1,179.3075**	**1,179.3075**	**0.2319**		**1,185.1047**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0654	0.0454	0.5223	9.3000e-004	0.0822	7.3000e-004	0.0829	0.0218	6.7000e-004	0.0225		92.5518	92.5518	4.4500e-003		92.6631
Total	**0.0654**	**0.0454**	**0.5223**	**9.3000e-004**	**0.0822**	**7.3000e-004**	**0.0829**	**0.0218**	**6.7000e-004**	**0.0225**		**92.5518**	**92.5518**	**4.4500e-003**		**92.6631**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2812	12.7589	8.0700	0.0114		0.8591	0.8591		0.7904	0.7904		1,165.9164	1,165.9164	0.3572		1,174.8473
Total	**1.2812**	**12.7589**	**8.0700**	**0.0114**		**0.8591**	**0.8591**		**0.7904**	**0.7904**		**1,165.9164**	**1,165.9164**	**0.3572**		**1,174.8473**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0398	0.8856	0.2576	1.6400e-003	0.0404	9.4300e-003	0.0498	0.0116	9.0200e-003	0.0206		174.3275	174.3275	0.0120		174.6286
Worker	0.1046	0.0727	0.8357	1.4900e-003	0.1314	1.1600e-003	0.1326	0.0349	1.0800e-003	0.0359		148.0828	148.0828	7.1200e-003		148.2609
Total	**0.1444**	**0.9582**	**1.0932**	**3.1300e-003**	**0.1718**	**0.0106**	**0.1824**	**0.0465**	**0.0101**	**0.0566**		**322.4103**	**322.4103**	**0.0192**		**322.8895**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2812	12.7589	8.0700	0.0114		0.8591	0.8591		0.7904	0.7904	0.0000	1,165.9164	1,165.9164	0.3572		1,174.8473
Total	**1.2812**	**12.7589**	**8.0700**	**0.0114**		**0.8591**	**0.8591**		**0.7904**	**0.7904**	**0.0000**	**1,165.9164**	**1,165.9164**	**0.3572**		**1,174.8473**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Vendor	0.0398	0.8856	0.2576	1.6400e-003	0.0404	9.4300e-003	0.0498	0.0116	9.0200e-003	0.0206		174.3275	174.3275	0.0120		174.6286
Worker	0.1046	0.0727	0.8357	1.4900e-003	0.1314	1.1600e-003	0.1326	0.0349	1.0800e-003	0.0359		148.0828	148.0828	7.1200e-003		148.2609
Total	**0.1444**	**0.9582**	**1.0932**	**3.1300e-003**	**0.1718**	**0.0106**	**0.1824**	**0.0465**	**0.0101**	**0.0565**		**322.4103**	**322.4103**	**0.0192**		**322.8895**

3.4 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520		1,146.5323	1,146.5323	0.3569		1,155.4555
Total	**1.0848**	**11.0316**	**7.7512**	**0.0114**		**0.7087**	**0.7087**		**0.6520**	**0.6520**		**1,146.5323**	**1,146.5323**	**0.3569**		**1,155.4555**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0336	0.8297	0.2217	1.6400e-003	0.0404	7.3300e-003	0.0477	0.0116	7.0100e-003	0.0186		173.8115	173.8115	0.0114		174.0964
Worker	0.0937	0.0835	0.7357	1.4500e-003	0.1314	1.1000e-003	0.1325	0.0349	1.0200e-003	0.0359		144.1634	144.1634	6.2700e-003		144.3203
Total	**0.1273**	**0.9133**	**0.9574**	**3.0900e-003**	**0.1718**	**8.4300e-003**	**0.1803**	**0.0465**	**8.0300e-003**	**0.0545**		**317.9749**	**317.9749**	**0.0177**		**318.4167**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520	0.0000	1,146.5323	1,146.5323	0.3569		1,155.4555
Total	**1.0848**	**11.0316**	**7.7512**	**0.0114**		**0.7087**	**0.7087**		**0.6520**	**0.6520**	**0.0000**	**1,146.5323**	**1,146.5323**	**0.3569**		**1,155.4555**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0336	0.8297	0.2217	1.6400e-003	0.0404	7.3300e-003	0.0477	0.0116	7.0100e-003	0.0186		173.8115	173.8115	0.0114		174.0964
Worker	0.0937	0.0635	0.7357	1.4500e-003	0.1314	1.1000e-003	0.1325	0.0349	1.0200e-003	0.0359		144.1634	144.1634	6.2700e-003		144.3203
Total	**0.1273**	**0.8933**	**0.9574**	**3.0900e-003**	**0.1718**	**8.4300e-003**	**0.1803**	**0.0465**	**8.0300e-003**	**0.0545**		**317.9749**	**317.9749**	**0.0177**		**318.4167**

3.5 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9202	8.7447	7.2240	0.0113		0.5109	0.5109		0.4735	0.4735		1,070.1372	1,070.1372	0.3017		1,077.6798

Paving	0.4349					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.3551	8.7447	7.2240	0.0113		0.5109	0.5109		0.4735	0.4735		1,070.1372	1,070.1372	0.3017		1,077.6798

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1054	0.0715	0.8277	1.6300e-003	0.1479	1.2400e-003	0.1491	0.0392	1.1500e-003	0.0404		162.1839	162.1839	7.0600e-003		162.3603
Total	0.1054	0.0715	0.8277	1.6300e-003	0.1479	1.2400e-003	0.1491	0.0392	1.1500e-003	0.0404		162.1839	162.1839	7.0600e-003		162.3603

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9202	8.7447	7.2240	0.0113		0.5109	0.5109		0.4735	0.4735	0.0000	1,070.1372	1,070.1372	0.3017		1,077.6798
Paving	0.4349					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.3551	8.7447	7.2240	0.0113		0.5109	0.5109		0.4735	0.4735	0.0000	1,070.1372	1,070.1372	0.3017		1,077.6798

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1054	0.0715	0.8277	1.6300e-003	0.1479	1.2400e-003	0.1491	0.0392	1.1500e-003	0.0404		162.1839	162.1839	7.0600e-003		162.3603
Total	**0.1054**	**0.0715**	**0.8277**	**1.6300e-003**	**0.1479**	**1.2400e-003**	**0.1491**	**0.0392**	**1.1500e-003**	**0.0404**		**162.1839**	**162.1839**	**7.0600e-003**		**162.3603**

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	8.2721					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.1171
Total	**8.5707**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0176	0.0119	0.1380	2.7000e-004	0.0246	2.1000e-004	0.0249	6.5400e-003	1.9000e-004	6.7300e-003		27.0306	27.0306	1.1800e-003		27.0601
Total	**0.0176**	**0.0119**	**0.1380**	**2.7000e-004**	**0.0246**	**2.1000e-004**	**0.0249**	**6.5400e-003**	**1.9000e-004**	**6.7300e-003**		**27.0306**	**27.0306**	**1.1800e-003**		**27.0601**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	8.2721					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**8.5707**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0176	0.0119	0.1380	2.7000e-004	0.0246	2.1000e-004	0.0249	6.5400e-003	1.9000e-004	6.7300e-003		27.0306	27.0306	1.1800e-003		27.0601
Total	**0.0176**	**0.0119**	**0.1380**	**2.7000e-004**	**0.0246**	**2.1000e-004**	**0.0249**	**6.5400e-003**	**1.9000e-004**	**6.7300e-003**		**27.0306**	**27.0306**	**1.1800e-003**		**27.0601**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4403	1.4762	3.1133	6.6500e-003	0.4590	0.0107	0.4697	0.1231	0.0102	0.1332		671.9362	671.9362	0.0407		672.9537
Unmitigated	0.4403	1.4762	3.1133	6.6500e-003	0.4590	0.0107	0.4697	0.1231	0.0102	0.1332		671.9362	671.9362	0.0407		672.9537

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	215.99	215.99	215.99	215,165	215,165
Parking Lot	0.00	0.00	0.00		
Total	215.99	215.99	215.99	215,165	215,165

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00	21	51	28
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.558294	0.043613	0.174269	0.117152	0.033155	0.007464	0.028029	0.025150	0.002984	0.002020	0.005725	0.000869	0.001276
Automobile Care Center	0.558294	0.043613	0.174269	0.117152	0.033155	0.007464	0.028029	0.025150	0.002984	0.002020	0.005725	0.000869	0.001276

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.9700e-003	0.0179	0.0151	1.1000e-004		1.3600e-003	1.3600e-003		1.3600e-003	1.3600e-003		21.5083	21.5083	4.1000e-004	3.9000e-004	21.6362
NaturalGas Unmitigated	1.9700e-003	0.0179	0.0151	1.1000e-004		1.3600e-003	1.3600e-003		1.3600e-003	1.3600e-003		21.5083	21.5083	4.1000e-004	3.9000e-004	21.6362

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	182.821	1.9700e-003	0.0179	0.0151	1.1000e-004		1.3600e-003	1.3600e-003		1.3600e-003	1.3600e-003		21.5083	21.5083	4.1000e-004	3.9000e-004	21.6362
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.9700e-003**	**0.0179**	**0.0151**	**1.1000e-004**		**1.3600e-003**	**1.3600e-003**		**1.3600e-003**	**1.3600e-003**		**21.5083**	**21.5083**	**4.1000e-004**	**3.9000e-004**	**21.6362**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	0.182821	1.9700e-003	0.0179	0.0151	1.1000e-004		1.3600e-003	1.3600e-003		1.3600e-003	1.3600e-003		21.5083	21.5083	4.1000e-004	3.9000e-004	21.6362
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.9700e-003**	**0.0179**	**0.0151**	**1.1000e-004**		**1.3600e-003**	**1.3600e-003**		**1.3600e-003**	**1.3600e-003**		**21.5083**	**21.5083**	**4.1000e-004**	**3.9000e-004**	**21.6362**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0781	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.3000e-004	7.3000e-004	0.0000		7.8000e-004
Unmitigated	0.0781	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.3000e-004	7.3000e-004	0.0000		7.8000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0113					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Consumer Products	0.0667					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.0000e-005	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.3000e-004	7.3000e-004	0.0000		7.8000e-004
Total	**0.0781**	**0.0000**	**3.5000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**7.3000e-004**	**7.3000e-004**	**0.0000**		**7.8000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0113					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0667					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.0000e-005	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.3000e-004	7.3000e-004	0.0000		7.8000e-004
Total	**0.0781**	**0.0000**	**3.5000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**7.3000e-004**	**7.3000e-004**	**0.0000**		**7.8000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Rohnert Park Express Car Wash

Sonoma-San Francisco County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	0.83	Acre	0.83	36,154.80	0
Automobile Care Center	2.52	1000sqft	0.06	2,520.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	75
Climate Zone	4			**Operational Year**	2019
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	559.32	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity adjusted based on 25% RPS

Land Use - Building size ~126' x 20' = 2,520 sf; Parking lot assumed to be rest of parcel (0.83 ac)

Grading - Assumed whole site to be graded

Vehicle Trips - ITE trip rate for Self Service Carwash = 108 trips/wash station. Doubled trips to account for potential greater throughput from wash tunnel

Table Name	Column Name	Default Value	New Value
tblGrading	AcresOfGrading	0.00	0.89
tblProjectCharacteristics	CO2IntensityFactor	641.35	559.32
tblProjectCharacteristics	OperationalYear	2018	2019
tblVehicleTrips	ST_TR	23.72	85.71

tblVehicleTrips	SU_TR	11.88	85.71
tblVehicleTrips	WD_TR	23.72	85.71

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	1.4365	13.7504	9.1912	0.0144	1.3068	0.8699	2.0393	0.4865	0.8007	1.1850	0.0000	1,474.5501	1,474.5501	0.3772	0.0000	1,483.9808
2018	8.5897	11.9531	8.7285	0.0143	0.1718	0.7173	0.8891	0.0465	0.6602	0.7066	0.0000	1,450.8241	1,450.8241	0.3754	0.0000	1,460.2079
Maximum	**8.5897**	**13.7504**	**9.1912**	**0.0144**	**1.3068**	**0.8699**	**2.0393**	**0.4865**	**0.8007**	**1.1850**	**0.0000**	**1,474.5501**	**1,474.5501**	**0.3772**	**0.0000**	**1,483.9808**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	1.4365	13.7504	9.1912	0.0144	1.3068	0.8699	2.0393	0.4865	0.8007	1.1850	0.0000	1,474.5501	1,474.5501	0.3772	0.0000	1,483.9808
2018	8.5897	11.9531	8.7285	0.0143	0.1718	0.7173	0.8891	0.0465	0.6602	0.7066	0.0000	1,450.8241	1,450.8241	0.3754	0.0000	1,460.2079
Maximum	**8.5897**	**13.7504**	**9.1912**	**0.0144**	**1.3068**	**0.8699**	**2.0393**	**0.4865**	**0.8007**	**1.1850**	**0.0000**	**1,474.5501**	**1,474.5501**	**0.3772**	**0.0000**	**1,483.9808**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0781	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.3000e-004	7.3000e-004	0.0000		7.8000e-004
Energy	1.9700e-003	0.0179	0.0151	1.1000e-004		1.3600e-003	1.3600e-003		1.3600e-003	1.3600e-003		21.5083	21.5083	4.1000e-004	3.9000e-004	21.6362
Mobile	0.3882	1.5400	3.5406	6.2900e-003	0.4590	0.0110	0.4700	0.1231	0.0104	0.1335		634.0838	634.0838	0.0439		635.1802
Total	**0.4682**	**1.5579**	**3.5560**	**6.4000e-003**	**0.4590**	**0.0124**	**0.4714**	**0.1231**	**0.0118**	**0.1349**		**655.5929**	**655.5929**	**0.0443**	**3.9000e-004**	**656.8171**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0781	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.3000e-004	7.3000e-004	0.0000		7.8000e-004
Energy	1.9700e-003	0.0179	0.0151	1.1000e-004		1.3600e-003	1.3600e-003		1.3600e-003	1.3600e-003		21.5083	21.5083	4.1000e-004	3.9000e-004	21.6362
Mobile	0.3882	1.5400	3.5406	6.2900e-003	0.4590	0.0110	0.4700	0.1231	0.0104	0.1335		634.0838	634.0838	0.0439		635.1802
Total	**0.4682**	**1.5579**	**3.5560**	**6.4000e-003**	**0.4590**	**0.0124**	**0.4714**	**0.1231**	**0.0118**	**0.1349**		**655.5929**	**655.5929**	**0.0443**	**3.9000e-004**	**656.8171**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/1/2017	9/1/2017	5	1	
2	Grading	Grading	9/2/2017	9/5/2017	5	2	
3	Building Construction	Building Construction	9/6/2017	1/23/2018	5	100	
4	Paving	Paving	1/24/2018	1/30/2018	5	5	
5	Architectural Coating	Architectural Coating	1/31/2018	2/6/2018	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.89

Acres of Paving: 0.83

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,780; Non-Residential Outdoor: 1,260; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	16.00	6.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.8524	10.5148	4.3533	9.7700e-003		0.4726	0.4726		0.4347	0.4347		999.5201	999.5201	0.3063		1,007.1764
Total	**0.8524**	**10.5148**	**4.3533**	**9.7700e-003**	**0.5303**	**0.4726**	**1.0028**	**0.0573**	**0.4347**	**0.4920**		**999.5201**	**999.5201**	**0.3063**		**1,007.1764**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0355	0.0281	0.2589	4.3000e-004	0.0411	3.6000e-004	0.0414	0.0109	3.4000e-004	0.0112		43.0242	43.0242	2.1700e-003		43.0784
Total	**0.0355**	**0.0281**	**0.2589**	**4.3000e-004**	**0.0411**	**3.6000e-004**	**0.0414**	**0.0109**	**3.4000e-004**	**0.0112**		**43.0242**	**43.0242**	**2.1700e-003**		**43.0784**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.8524	10.5148	4.3533	9.7700e-003		0.4726	0.4726		0.4347	0.4347	0.0000	999.5201	999.5201	0.3063		1,007.1764
Total	**0.8524**	**10.5148**	**4.3533**	**9.7700e-003**	**0.5303**	**0.4726**	**1.0028**	**0.0573**	**0.4347**	**0.4920**	**0.0000**	**999.5201**	**999.5201**	**0.3063**		**1,007.1764**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0355	0.0281	0.2589	4.3000e-004	0.0411	3.6000e-004	0.0414	0.0109	3.4000e-004	0.0112		43.0242	43.0242	2.1700e-003		43.0784
Total	**0.0355**	**0.0281**	**0.2589**	**4.3000e-004**	**0.0411**	**3.6000e-004**	**0.0414**	**0.0109**	**3.4000e-004**	**0.0112**		**43.0242**	**43.0242**	**2.1700e-003**		**43.0784**

3.3 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.2247	0.0000	1.2247	0.4647	0.0000	0.4647			0.0000			0.0000
Off-Road	1.2100	10.4978	7.9182	0.0120		0.7318	0.7318		0.6978	0.6978		1,179.3075	1,179.3075	0.2319		1,185.1047
Total	**1.2100**	**10.4978**	**7.9182**	**0.0120**	**1.2247**	**0.7318**	**1.9565**	**0.4647**	**0.6978**	**1.1625**		**1,179.3075**	**1,179.3075**	**0.2319**		**1,185.1047**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0562	0.5178	8.7000e-004	0.0822	7.3000e-004	0.0829	0.0218	6.7000e-004	0.0225		86.0484	86.0484	4.3400e-003		86.1569
Total	**0.0709**	**0.0562**	**0.5178**	**8.7000e-004**	**0.0822**	**7.3000e-004**	**0.0829**	**0.0218**	**6.7000e-004**	**0.0225**		**86.0484**	**86.0484**	**4.3400e-003**		**86.1569**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.2247	0.0000	1.2247	0.4647	0.0000	0.4647			0.0000			0.0000

Off-Road	1.2100	10.4978	7.9182	0.0120		0.7318	0.7318		0.6978	0.6978	0.0000	1,179.3075	1,179.3075	0.2319		1,185.1047
Total	**1.2100**	**10.4978**	**7.9182**	**0.0120**	**1.2247**	**0.7318**	**1.9565**	**0.4647**	**0.6978**	**1.1625**	**0.0000**	**1,179.3075**	**1,179.3075**	**0.2319**		**1,185.1047**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0562	0.5178	8.7000e-004	0.0822	7.3000e-004	0.0829	0.0218	6.7000e-004	0.0225		86.0484	86.0484	4.3400e-003		86.1569
Total	**0.0709**	**0.0562**	**0.5178**	**8.7000e-004**	**0.0822**	**7.3000e-004**	**0.0829**	**0.0218**	**6.7000e-004**	**0.0225**		**86.0484**	**86.0484**	**4.3400e-003**		**86.1569**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2812	12.7589	8.0700	0.0114		0.8591	0.8591		0.7904	0.7904		1,165.9164	1,165.9164	0.3572		1,174.8473
Total	**1.2812**	**12.7589**	**8.0700**	**0.0114**		**0.8591**	**0.8591**		**0.7904**	**0.7904**		**1,165.9164**	**1,165.9164**	**0.3572**		**1,174.8473**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0419	0.9016	0.2926	1.6100e-003	0.0404	9.6200e-003	0.0500	0.0116	9.2000e-003	0.0208		170.9563	170.9563	0.0131		171.2826
Worker	0.1135	0.0899	0.8285	1.3900e-003	0.1314	1.1600e-003	0.1326	0.0349	1.0800e-003	0.0359		137.6774	137.6774	6.9400e-003		137.8510
Total	**0.1554**	**0.9915**	**1.1212**	**3.0000e-003**	**0.1718**	**0.0108**	**0.1826**	**0.0465**	**0.0103**	**0.0568**		**308.6337**	**308.6337**	**0.0200**		**309.1336**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2812	12.7589	8.0700	0.0114		0.8591	0.8591		0.7904	0.7904	0.0000	1,165.9164	1,165.9164	0.3572		1,174.8473
Total	**1.2812**	**12.7589**	**8.0700**	**0.0114**		**0.8591**	**0.8591**		**0.7904**	**0.7904**	**0.0000**	**1,165.9164**	**1,165.9164**	**0.3572**		**1,174.8473**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Vendor	0.0419	0.9016	0.2926	1.6100e-003	0.0404	9.6200e-003	0.0500	0.0116	9.2000e-003	0.0208		170.9563	170.9563	0.0131		171.2826
Worker	0.1135	0.0899	0.8285	1.3900e-003	0.1314	1.1600e-003	0.1326	0.0349	1.0800e-003	0.0359		137.6774	137.6774	6.9400e-003		137.8510
Total	**0.1554**	**0.9915**	**1.1212**	**3.0000e-003**	**0.1718**	**0.0106**	**0.1826**	**0.0465**	**0.0103**	**0.0568**		**308.6337**	**308.6337**	**0.0200**		**309.1336**

3.4 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520		1,146.5323	1,146.5323	0.3569		1,155.4555
Total	**1.0848**	**11.0316**	**7.7512**	**0.0114**		**0.7087**	**0.7087**		**0.6520**	**0.6520**		**1,146.5323**	**1,146.5323**	**0.3569**		**1,155.4555**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0353	0.8428	0.2523	1.6000e-003	0.0404	7.4900e-003	0.0479	0.0116	7.1600e-003	0.0188		170.2860	170.2860	0.0123		170.5943
Worker	0.1013	0.0787	0.7251	1.3500e-003	0.1314	1.1000e-003	0.1325	0.0349	1.0200e-003	0.0359		134.0058	134.0058	6.0900e-003		134.1581
Total	**0.1366**	**0.9215**	**0.9773**	**2.9500e-003**	**0.1718**	**8.5900e-003**	**0.1804**	**0.0465**	**8.1800e-003**	**0.0547**		**304.2918**	**304.2918**	**0.0184**		**304.7523**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520	0.0000	1,146.5323	1,146.5323	0.3569		1,155.4555
Total	**1.0848**	**11.0316**	**7.7512**	**0.0114**		**0.7087**	**0.7087**		**0.6520**	**0.6520**	**0.0000**	**1,146.5323**	**1,146.5323**	**0.3569**		**1,155.4555**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0353	0.8428	0.2523	1.6000e-003	0.0404	7.4900e-003	0.0479	0.0116	7.1600e-003	0.0188		170.2860	170.2860	0.0123		170.5943
Worker	0.1013	0.0787	0.7251	1.3500e-003	0.1314	1.1000e-003	0.1325	0.0349	1.0200e-003	0.0359		134.0058	134.0058	6.0900e-003		134.1581
Total	**0.1366**	**0.9215**	**0.9773**	**2.9500e-003**	**0.1718**	**8.5900e-003**	**0.1804**	**0.0465**	**8.1800e-003**	**0.0547**		**304.2918**	**304.2918**	**0.0184**		**304.7523**

3.5 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9202	8.7447	7.2240	0.0113		0.5109	0.5109		0.4735	0.4735		1,070.1372	1,070.1372	0.3017		1,077.6798

Paving	0.4349					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3551**	**8.7447**	**7.2240**	**0.0113**		**0.5109**	**0.5109**		**0.4735**	**0.4735**		**1,070.1372**	**1,070.1372**	**0.3017**		**1,077.6798**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1140	0.0885	0.8157	1.5200e-003	0.1479	1.2400e-003	0.1491	0.0392	1.1500e-003	0.0404		150.7566	150.7566	6.8500e-003		150.9278
Total	**0.1140**	**0.0885**	**0.8157**	**1.5200e-003**	**0.1479**	**1.2400e-003**	**0.1491**	**0.0392**	**1.1500e-003**	**0.0404**		**150.7566**	**150.7566**	**6.8500e-003**		**150.9278**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9202	8.7447	7.2240	0.0113		0.5109	0.5109		0.4735	0.4735	0.0000	1,070.1372	1,070.1372	0.3017		1,077.6798
Paving	0.4349					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3551**	**8.7447**	**7.2240**	**0.0113**		**0.5109**	**0.5109**		**0.4735**	**0.4735**	**0.0000**	**1,070.1372**	**1,070.1372**	**0.3017**		**1,077.6798**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1140	0.0885	0.8157	1.5200e-003	0.1479	1.2400e-003	0.1491	0.0392	1.1500e-003	0.0404		150.7566	150.7566	6.8500e-003		150.9278
Total	**0.1140**	**0.0885**	**0.8157**	**1.5200e-003**	**0.1479**	**1.2400e-003**	**0.1491**	**0.0392**	**1.1500e-003**	**0.0404**		**150.7566**	**150.7566**	**6.8500e-003**		**150.9278**

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	6.2721					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.1171
Total	**6.5707**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0190	0.0148	0.1360	2.5000e-004	0.0246	2.1000e-004	0.0249	6.5400e-003	1.9000e-004	6.7300e-003		25.1261	25.1261	1.1400e-003		25.1546
Total	**0.0190**	**0.0148**	**0.1360**	**2.5000e-004**	**0.0246**	**2.1000e-004**	**0.0249**	**6.5400e-003**	**1.9000e-004**	**6.7300e-003**		**25.1261**	**25.1261**	**1.1400e-003**		**25.1546**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	8.2721					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**8.5707**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0190	0.0148	0.1360	2.5000e-004	0.0246	2.1000e-004	0.0249	6.5400e-003	1.9000e-004	6.7300e-003		25.1261	25.1261	1.1400e-003		25.1546
Total	**0.0190**	**0.0148**	**0.1360**	**2.5000e-004**	**0.0246**	**2.1000e-004**	**0.0249**	**6.5400e-003**	**1.9000e-004**	**6.7300e-003**		**25.1261**	**25.1261**	**1.1400e-003**		**25.1546**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3882	1.5400	3.5406	6.2900e-003	0.4590	0.0110	0.4700	0.1231	0.0104	0.1335		634.0838	634.0838	0.0439		635.1802
Unmitigated	0.3882	1.5400	3.5406	6.2900e-003	0.4590	0.0110	0.4700	0.1231	0.0104	0.1335		634.0838	634.0838	0.0439		635.1802

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	215.99	215.99	215.99	215,165	215,165
Parking Lot	0.00	0.00	0.00		
Total	215.99	215.99	215.99	215,165	215,165

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00	21	51	28
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.558294	0.043613	0.174269	0.117152	0.033155	0.007464	0.028029	0.025150	0.002984	0.002020	0.005725	0.000869	0.001276
Automobile Care Center	0.558294	0.043613	0.174269	0.117152	0.033155	0.007464	0.028029	0.025150	0.002984	0.002020	0.005725	0.000869	0.001276

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.9700e-003	0.0179	0.0151	1.1000e-004		1.3600e-003	1.3600e-003		1.3600e-003	1.3600e-003		21.5083	21.5083	4.1000e-004	3.9000e-004	21.6362
NaturalGas Unmitigated	1.9700e-003	0.0179	0.0151	1.1000e-004		1.3600e-003	1.3600e-003		1.3600e-003	1.3600e-003		21.5083	21.5083	4.1000e-004	3.9000e-004	21.6362

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	182.821	1.9700e-003	0.0179	0.0151	1.1000e-004		1.3600e-003	1.3600e-003		1.3600e-003	1.3600e-003		21.5083	21.5083	4.1000e-004	3.9000e-004	21.6362
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.9700e-003**	**0.0179**	**0.0151**	**1.1000e-004**		**1.3600e-003**	**1.3600e-003**		**1.3600e-003**	**1.3600e-003**		**21.5083**	**21.5083**	**4.1000e-004**	**3.9000e-004**	**21.6362**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	0.182821	1.9700e-003	0.0179	0.0151	1.1000e-004		1.3600e-003	1.3600e-003		1.3600e-003	1.3600e-003		21.5083	21.5083	4.1000e-004	3.9000e-004	21.6362
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.9700e-003**	**0.0179**	**0.0151**	**1.1000e-004**		**1.3600e-003**	**1.3600e-003**		**1.3600e-003**	**1.3600e-003**		**21.5083**	**21.5083**	**4.1000e-004**	**3.9000e-004**	**21.6362**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0781	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.3000e-004	7.3000e-004	0.0000		7.8000e-004
Unmitigated	0.0781	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.3000e-004	7.3000e-004	0.0000		7.8000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0113					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Consumer Products	0.0667					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.0000e-005	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.3000e-004	7.3000e-004	0.0000		7.8000e-004
Total	**0.0781**	**0.0000**	**3.5000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**7.3000e-004**	**7.3000e-004**	**0.0000**		**7.8000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0113					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0667					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.0000e-005	0.0000	3.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		7.3000e-004	7.3000e-004	0.0000		7.8000e-004
Total	**0.0781**	**0.0000**	**3.5000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**7.3000e-004**	**7.3000e-004**	**0.0000**		**7.8000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

CalEEMod Version: CalEEMod.2016.3.1

Date: 6/14/2017 11:25 AM

Rohnert Park Express Car Wash

Sonoma-San Francisco County, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	1	No Change	0.00
Cement and Mortar Mixers	Diesel	No Change	0	4	No Change	0.00
Concrete/Industrial Saws	Diesel	No Change	0	1	No Change	0.00
Cranes	Diesel	No Change	0	1	No Change	0.00
Forklifts	Diesel	No Change	0	2	No Change	0.00
Graders	Diesel	No Change	0	1	No Change	0.00
Pavers	Diesel	No Change	0	1	No Change	0.00
Rollers	Diesel	No Change	0	1	No Change	0.00

Rubber Tired Dozers	Diesel	No Change	0	1	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	6	No Change	0.00

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Unmitigated tons/yr						Unmitigated mt/yr					
Air Compressors	7.50000E-004	5.01000E-003	4.64000E-003	1.00000E-005	3.80000E-004	3.80000E-004	0.00000E+000	6.38310E-001	6.38310E-001	6.00000E-005	0.00000E+000	6.39830E-001
Cement and Mortar Mixers	4.40000E-004	2.76000E-003	2.31000E-003	1.00000E-005	1.10000E-004	1.10000E-004	0.00000E+000	3.43710E-001	3.43710E-001	4.00000E-005	0.00000E+000	3.44600E-001
Concrete/Industrial Saws	5.80000E-004	4.26000E-003	3.75000E-003	1.00000E-005	3.10000E-004	3.10000E-004	0.00000E+000	5.37660E-001	5.37660E-001	5.00000E-005	0.00000E+000	5.38840E-001
Cranes	1.61700E-002	1.92150E-001	6.91800E-002	1.40000E-004	8.53000E-003	7.85000E-003	0.00000E+000	1.33449E+001	1.33449E+001	4.10000E-003	0.00000E+000	1.34474E+001
Forklifts	1.54000E-002	1.33770E-001	9.32000E-002	1.10000E-004	1.09800E-002	1.01000E-002	0.00000E+000	1.06029E+001	1.06029E+001	3.26000E-003	0.00000E+000	1.06843E+001
Graders	2.70000E-004	3.74000E-003	9.80000E-004	0.00000E+000	1.20000E-004	1.10000E-004	0.00000E+000	3.09010E-001	3.09010E-001	9.00000E-005	0.00000E+000	3.11380E-001
Pavers	7.10000E-004	7.89000E-003	6.40000E-003	1.00000E-005	3.90000E-004	3.50000E-004	0.00000E+000	9.38920E-001	9.38920E-001	2.90000E-004	0.00000E+000	9.46220E-001
Rollers	5.60000E-004	5.45000E-003	4.23000E-003	1.00000E-005	3.80000E-004	3.50000E-004	0.00000E+000	5.23710E-001	5.23710E-001	1.60000E-004	0.00000E+000	5.27790E-001
Rubber Tired Dozers	1.50000E-004	1.67000E-003	5.80000E-004	0.00000E+000	8.00000E-005	8.00000E-005	0.00000E+000	9.91100E-002	9.91100E-002	3.00000E-005	0.00000E+000	9.98600E-002
Tractors/Loaders/Backhoes	3.20300E-002	3.09190E-001	2.48310E-001	3.20000E-004	2.30300E-002	2.11900E-002	0.00000E+000	2.99860E+001	2.99860E+001	9.21000E-003	0.00000E+000	3.02164E+001

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Air Compressors	7.50000E-004	5.01000E-003	4.64000E-003	1.00000E-005	3.80000E-004	3.80000E-004	0.00000E+000	6.38310E-001	6.38310E-001	6.00000E-005	0.00000E+000	6.39830E-001
Cement and Mortar Mixers	4.40000E-004	2.76000E-003	2.31000E-003	1.00000E-005	1.10000E-004	1.10000E-004	0.00000E+000	3.43710E-001	3.43710E-001	4.00000E-005	0.00000E+000	3.44600E-001
Concrete/Industrial Saws	5.80000E-004	4.26000E-003	3.75000E-003	1.00000E-005	3.10000E-004	3.10000E-004	0.00000E+000	5.37660E-001	5.37660E-001	5.00000E-005	0.00000E+000	5.38840E-001
Cranes	1.61700E-002	1.92150E-001	6.91800E-002	1.40000E-004	8.53000E-003	7.85000E-003	0.00000E+000	1.33449E+001	1.33449E+001	4.10000E-003	0.00000E+000	1.34474E+001
Forklifts	1.54000E-002	1.33770E-001	9.32000E-002	1.10000E-004	1.09800E-002	1.01000E-002	0.00000E+000	1.06029E+001	1.06029E+001	3.26000E-003	0.00000E+000	1.06843E+001
Graders	2.70000E-004	3.74000E-003	9.80000E-004	0.00000E+000	1.20000E-004	1.10000E-004	0.00000E+000	3.09010E-001	3.09010E-001	9.00000E-005	0.00000E+000	3.11380E-001
Pavers	7.10000E-004	7.89000E-003	6.40000E-003	1.00000E-005	3.90000E-004	3.50000E-004	0.00000E+000	9.38920E-001	9.38920E-001	2.90000E-004	0.00000E+000	9.46220E-001
Rollers	5.60000E-004	5.45000E-003	4.23000E-003	1.00000E-005	3.80000E-004	3.50000E-004	0.00000E+000	5.23710E-001	5.23710E-001	1.60000E-004	0.00000E+000	5.27790E-001
Rubber Tired Dozers	1.50000E-004	1.67000E-003	5.80000E-004	0.00000E+000	8.00000E-005	8.00000E-005	0.00000E+000	9.91100E-002	9.91100E-002	3.00000E-005	0.00000E+000	9.98600E-002

Tractors/Loaders/Backhoes	3.20300E-002	3.09190E-001	2.48310E-001	3.20000E-004	2.30300E-002	2.11900E-002	0.00000E+000	2.99860E+001	2.99860E+001	9.21000E-003	0.00000E+000	3.02163E+001

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Cement and Mortar Mixers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Concrete/Industrial Saws	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Cranes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.49870E-006	1.49870E-006	0.00000E+000	0.00000E+000	1.48728E-006
Forklifts	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	9.43142E-007	9.43142E-007	0.00000E+000	0.00000E+000	9.35954E-007
Graders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Pavers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rollers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Tractors/Loaders/Backhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.00047E-006	1.00047E-006	0.00000E+000	0.00000E+000	9.92840E-007

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input		Mitigation Input		Mitigation Input	
No	Soil Stabilizer for unpaved Roads	PM10 Reduction		PM2.5 Reduction			
No	Replace Ground Cover of Area Disturbed	PM10 Reduction		PM2.5 Reduction			
No	Water Exposed Area	PM10 Reduction		PM2.5 Reduction		Frequency (per day)	
No	Unpaved Road Mitigation	Moisture Content %		Vehicle Speed (mph)			
No	Clean Paved Road	% PM Reduction	0.00				

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5

Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.01	0.00	0.01	0.00	0.00	0.00
Grading	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Grading	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.05	0.23		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			
No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.00			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"				
No	Commute	Workplace Parking Charge				

No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program				
	Commute	Commute Subtotal	0.00			
No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.00			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	150.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
No	Use Low VOC Paint (Non-residential Exterior)	150.00
No	Use Low VOC Paint (Parking)	150.00
No	% Electric Lawnmower	
No	% Electric Leafblower	
No	% Electric Chainsaw	

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		

No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape		

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

APPENDIX B

CTS Habitat Assessment

DUDEK

853 LINCOLN WAY, SUITE #208
AUBURN, CALIFORNIA 95603
T 530.887.8500 | F 530.887.8777

June 15, 2017

Jeffrey Beiswenger
Planning Manager, City of Rohnert Park
Rohnert Park, CA 94928

Subject: **Preliminary California tiger salamander (*Ambystoma californiense*) habitat assessment for the proposed Express Car Wash Site Located in Rohnert Park, Sonoma County, California**

Dear Mr. Beiswenger:

The results of the preliminary California tiger salamander (*Ambystoma californiense*) (CTS) habitat assessment conducted on April 28, 2017 for the proposed Express Car Wash site is provided below.

INTRODUCTION

This memo provides a preliminary habitat assessment for the federal and state endangered Sonoma Distinct Population Segment of CTS within and adjacent to the ±0.89-acre proposed Express Car Wash project site located on Redwood Drive. The purpose of this preliminary assessment is to determine the potential for presence of CTS within and adjacent to the proposed Express Car Wash site.

The site is located in the City of Rohnert Park (Cotati, USGS 7.5 Minute Quadrangle), California (Figure 1) on the east side of Redwood Drive just south of the Hinebaugh Creek and America's Tire Store, and just southwest of the Hampton Inn (Figure 2). This preliminary assessment includes: an evaluation of background information obtained from the California Natural Diversity Data Base (CNDDB) administered by the California Department of Fish and Wildlife and other sources to determine the number and distribution of documented CTS occurrences within 2 kilometers (~1.3 miles) of the site boundary as required by the USFWS *Programmatic biological opinion for U.S. Army Corps of Engineers (Corps) permitted projects that may affect California tiger salamander and three endangered plant species on the Santa Rosa Plain, California* (PBO) (USFWS November 9, 2007) and the Santa Rosa Plain Conservation Strategy. A reconnaissance level site investigation was then conducted to assess the potential for CTS habitat; and prepare descriptions of aquatic features (if any) and upland areas; and a summary of potential constraints relative to development of the site.

Environmental Setting

The site is located within the Santa Rosa Plain within an area of flat relief with an elevation range of about 92 to 98 feet above mean sea level. The site, as well as the surrounding area (Hampton Inn and America's Tire Store area) was originally graded in 2004 (Google Earth 2004). In 2007, during the construction of the Hampton Inn, the area now occupied by

SOURCE: Esri Basemaps (2017)

FIGURE 1
Regional Map

DUDEK

Express Car Wash Project

SOURCE: SOURCE: Bing Maps (Accessed 2017)

DUDEK

FIGURE 2
Vicinity Map

Express Car Wash Project

America's Tire Store and the area currently proposed for the Express Car Wash site, was regraded and used for equipment storage and as laydown areas for the construction of the Hampton Inn (Google Earth 2007). Additionally, these areas appear to have been mowed annually from 2012 through 2015; and in 2016, the America's Tire Store was constructed. In summary, the site for the proposed Express Car Wash Project has been repeatedly disturbed by grading, used as an equipment storage and laydown area for construction, and periodically mowed since 2004.

CTS Range, Distribution, and Habitat

The California tiger salamander is most commonly associated with annual grassland habitats but may also occur within open woodland areas of low hills and valleys. Necessary habitat components for CTS include suitable underground retreats and breeding ponds. Tiger salamanders spend most of their adult life within suitable underground refugia, such as the burrows of California ground squirrel and pocket gopher, or other small mammal burrows. Suitable breeding sites include vernal pools, seasonal wetlands, stock ponds, or slow-moving streams that do not support fish, although streams are rarely used for reproduction. This species may use permanent man-made ponds if predatory species (e.g., fish, crayfish) are absent.

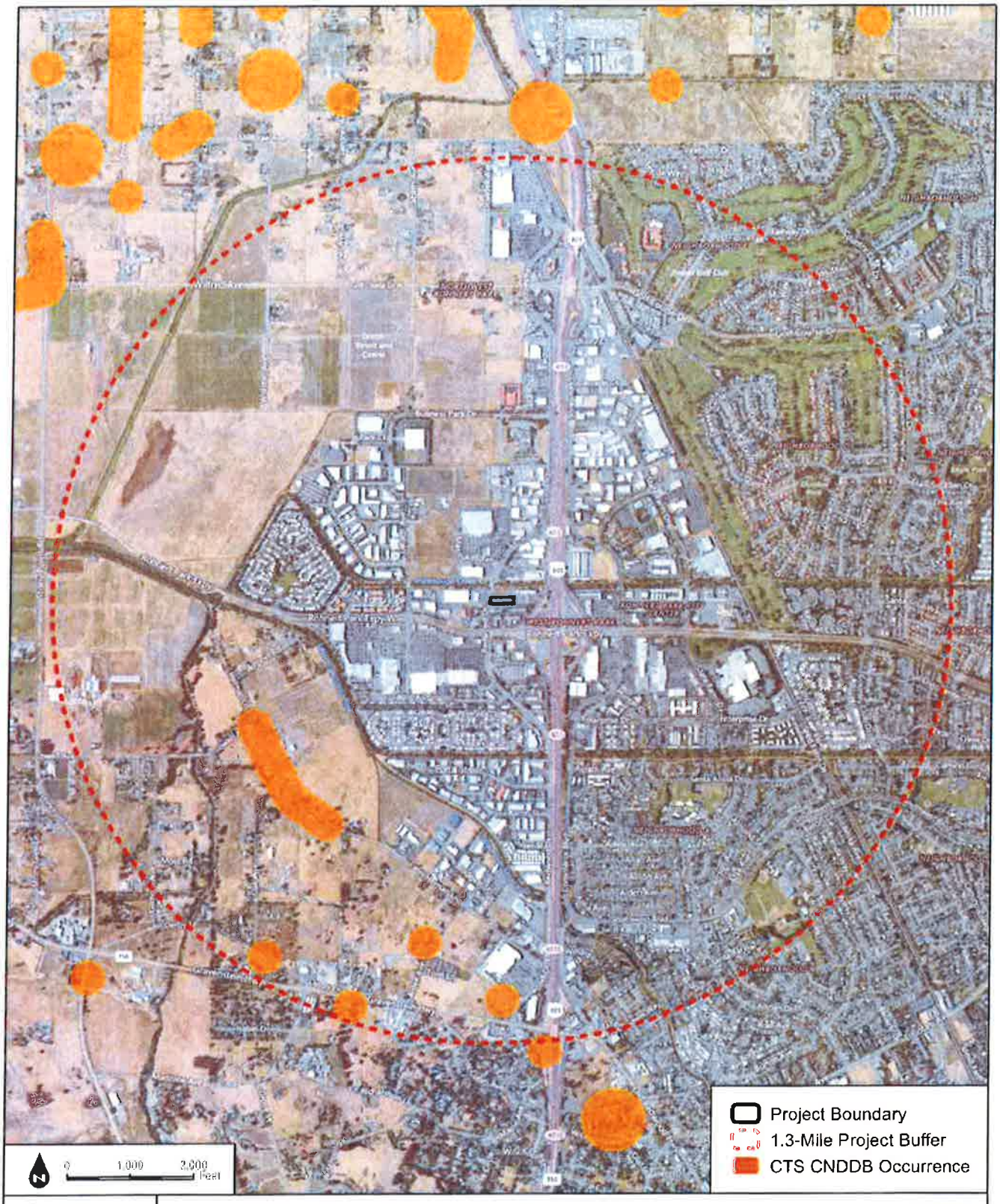
Adult tiger salamanders, which are generally nocturnal, may migrate over distances up to 1.6 km (1.0 mi) from underground refuges to breeding ponds (USFWS 2003). Breeding and egg laying typically occurs between November and February following relatively warm rain events. Eggs are laid singly or in clumps on both submerged and emergent vegetation and submerged debris in shallow water. Adult females will usually remain at the pond for only a few days following egg laying, whereas adult males may stay for several weeks.

CTS larvae feed on various planktonic aquatic invertebrates and occasionally larvae of other amphibian species. The salamander larvae metamorphose during late spring or early summer, usually by the first week of July. The minimum length of time required for egg laying through metamorphosis is 10 weeks (continuous inundation), extending into April. However, 12 weeks is more typical with a range of 3 to 6 months (USFWS 2003).

Adults and post-metamorphic tiger salamanders spend most of the year in underground refugia, especially burrows of California ground squirrels, gophers, and other small mammals, and will occasionally utilize man-made structures.

CTS Occurrence Records within 2 kilometers (~1.3 miles) of the Site

The California Department of Fish and Wildlife's CNDDB (CDFG 2003, June 2017 update) was queried for CTS occurrences within 1.3 miles of the site. Five documented CTS occurrence records were found within 1.3 miles of the site; although all but one of these records are located approximately 1.05 to 1.3 miles from the project boundary (Figure 3). The closest occurrence record (#395) is located approximately 0.75 miles southwest of the site along Helman Lane and represents two adult salamanders and eggs found in a roadside ditch. The second closest occurrence record (#648) is located approximately 1.05 miles south-southwest of the site, and represents eggs found in a roadside ditch along Alder Avenue. Occurrence Record #1016 is located approximately 1.25 miles southwest of the site and represents an adult found along Derby Lane near vernal pool grassland habitat. Occurrence Record #521 is located



DUDEK

SOURCE: Bing Maps (Acccessed 2017); CNDDB (2016)

FIGURE 3
CNDDB Map

Express Car Wash Project

approximately 1.2 miles south of the site and northwest of the Highway 116 and Highway 101 crossing and represents an adult CTS. Occurrence Record #935 is located approximately 1.25 miles south-southwest of the site, just south of Highway 116, and represents a juvenile observed in a drainage ditch. All of these records are considered to be extant (species still present).

The site is located within Sonoma California tiger salamander Critical Habitat Unit 1; with the southern property boundary for the Express Car Wash site denoting the southern extent of critical habitat.

METHODS

Habitat information for CTS was based on data collected during the habitat assessment conducted on April 28, 2017 by Dudek senior aquatic ecologist Craig Seltenrich. The habitat assessment was based primarily on habitat requirements as described in the October 2003 U.S. Fish and Wildlife Service *Interim Guidance on Site Assessment and Field Surveys for Determining Presence or A Negative Finding of the California Tiger Salamander* (USFWS 2003). Aquatic habitats were evaluated by assessing their potential to support breeding; and adjacent upland areas were evaluated relative to providing suitable upland habitat, and as potential dispersal/movement areas for adult and juvenile salamanders. In addition, habitats were also evaluated based on personal knowledge and experience with CTS in northern and central California.

A CTS habitat assessment form was completed for aquatic habitats that appear to remain inundated through spring and early summer during normal and wetter water years (based on estimated maximum depth) that could provide potential CTS breeding habitat. The maximum depth of aquatic features was estimated using visible debris lines around the feature and/or the point where plant assemblages transitioned from hydrophytic-dominant to upland dominant. Information collected during the habitat assessment included data on the following characteristics:

- Aquatic habitat type and seasonality (permanent, intermittent, ephemeral)
- Water depth, estimated maximum pool depth, bank gradient, and substrate type(s)
- Approximate drying date of water body, if applicable
- Upland vegetation type and/or plant communities
- Land use – historic and current for the project area and adjacent lands
- Potential barriers to CTS movement or dispersal
- Potential underground refugia and summer aestivation habitat

RESULTS

Aquatic Habitats

No aquatic habitats or signatures of vernal pools/seasonal wetlands or other aquatic features were observed on the project site.

Upland Habitats

The ±0.89-acre site consists entirely of upland habitat, and with the exception of one species,

all plants observed on-site are non-native species and are associated with disturbed conditions (Attachment A). During the site assessment, the entire area was walked to evaluate the general presence and distribution of underground refugia (i.e., small mammal burrows, cracks, and other sources of cover). Based on the results of this preliminary assessment, no small mammal activity and associated refugia was observed within the site. As a result, suitable underground refugia for CTS is not present within the project area.

Vegetation on the site consists of non-native annual grasses as well as a few ruderal species. The majority of the site is dominated by Italian ryegrass (*Festuca perennis*), although other non-native and ruderal species were also observed including spring vetch (*Vicia sativa*), curly dock (*Rumex crispus*), black mustard (*Brassica nigra*), bristly ox-tongue (*Helminthotheca eschioides*), cheese mallow (*Malva parviflora*), black mustard (*Brassica nigra*), and wild oats (*Avena fatua*). The only native species observed on the site was bedstraw (*Galium aparine*). Even though species that often occur in wetter areas (Italian ryegrass) were present, there was no evidence that any portion of the site is inundated in the winter or spring.

Aquatic Features (that may provide suitable breeding habitat) within 2 kilometers (~1.3 miles) of the Site

Based on aerial photography, the closest aquatic feature to the site is Hinebaugh Creek, which occurs approximately 200 feet north of the northern property boundary and north of the America's Tire Store. However, the creek does not provide suitable CTS breeding habitat and likely contains non-native predatory fish species. With the exception of Hinebaugh Creek and the Stadium Lands site to the northwest, the project site is surrounded by commercial development on the north, east, south, and west. Areas to the west and northwest of the site consist of commercial development and residential housing for a distance of about 0.7 mile. The area southwest and south of the site consists of fairly dense development (e.g., commercial, residential housing) for a distance of about 0.5 to 0.7 mile. Areas to the southeast of the site consist of Highway 101 and commercial and residential development for a distance of over 1 mile. Highway 101 and commercial and residential development (as well as a golf course) also occurs to the east and northeast of the site for a distance of about 1.75 miles. The area north of the site consists of commercial development for a distance of about 0.6 mile, with agricultural land and annual grassland habitat occupying the land further to the north. Based on current and historical aerial photography, potentially suitable aquatic habitats are not present within any of the above areas surrounding the project site.

Potentially suitable and documented breeding habitats are present to the south and southwest in a few locations approximately 0.75 miles and greater from the site in fragmented annual grassland habitat. All of these documented and potential breeding locations are isolated from the project site by at least 0.5 mile of commercial and residential development. As a result, documented and potential CTS breeding habitat within 1.3 miles of the property is restricted to a few locations south and southwest of the site; however, these areas are located at least 0.7 mile from the site and are buffered from the site by approximately 0.5 miles of dense development.

SUMMARY

- The property is located within the historical range of the Sonoma CTS; however, the

general area surrounding the site has been extensively developed and the remaining potential habitat has been substantially fragmented.

- The site is located along the southern margin of Sonoma California tiger salamander Critical Habitat Unit 1.
- There are five documented CTS occurrences within 1.3 miles of the site and all of these records are located at least 0.75 miles to the south and southwest of the site.
- Extensive commercial development surrounds the site for a minimum of approximately 0.5 miles in all directions.
- The site has been disturbed by past activities and currently supports primarily non-native annual grasses and ruderal plant species. Only one native plant species was identified in the project area.
- There are no aquatic or potential CTS breeding habitats in the project area or within 0.75 mile of the site.
- Suitable CTS upland habitat consisting of small mammal burrows or other suitable underground refugia (sufficiently deep cracks in the earth, cover objects, etc.) is not present on the site.
- A few seasonal wetlands are present to the south and southwest of the site at distances of 0.75 mile and greater, and a seasonal impoundment located approximately 1.0 mile west of the site. All of these locations are within 1.3 miles of the site and some of these may provide potentially suitable CTS breeding habitat.

CONCLUSIONS

The site is located within the historical and current range of the Sonoma CTS and just within the margin of Critical Habitat Unit 1. Areas immediately to the north and east of the site are also located within critical habitat but these areas have been developed and no longer provide suitable habitat for the species. As a result, essential habitat characteristics required by CTS for survival (breeding pools with adjacent suitable upland habitat) are no longer present in the area surrounding the site.

There are five documented CTS occurrences within 1.3-miles of the site; however, all of these occurrences are located at least 0.75 miles from the site and are outside of the 0.5-mile wide development zone that surrounds the property. Due to the presence of this development zone around the site, salamanders at these occurrence locations as well as at other potential breeding features to the west, south, and southwest of the development would not be able to access the site.

Results of the site assessment showed that potentially suitable breeding and upland habitat (containing small mammal burrows or other underground refugia [e.g., wide, deep cracks or cover objects] are not present within or adjacent to this highly disturbed site. In addition, the presence of substantial commercial and residential development (and lack of suitable CTS habitat) surrounding the site for at least 0.5 miles in all directions, virtually eliminates the potential for any CTS occurring beyond this distance to access the site even if suitable habitat was present.

Based on the above information, there is no risk for CTS to be present within or adjacent to the site.

If you have any questions regarding this assessment, please phone me at (530) 863-4646.

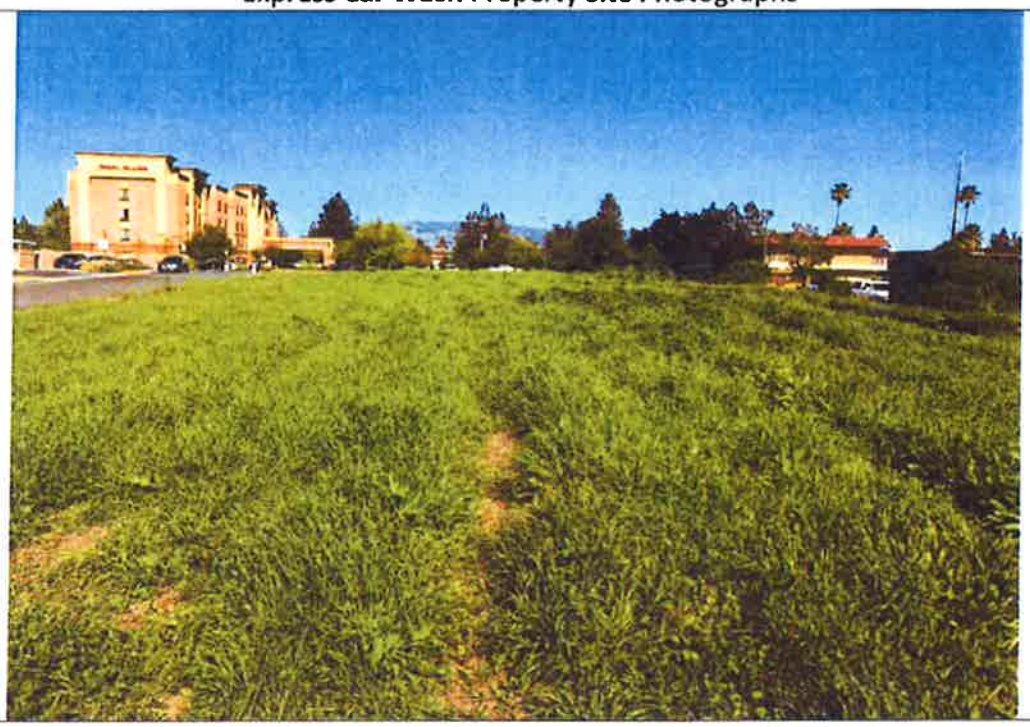
Sincerely,

Craig Seltenrich
Senior Aquatic Ecologist

Attachment A: Representative Site Photographs

Attachment A

Express Car Wash Property Site Photographs



1. Express Car Wash site looking east from the west end of the site

2. Western end of the site adjacent to Redwood Drive

3. Northern portion of site immediately south of America's Tire Store

4. Eastern end of the site near the Hampton Inn

PLANNING COMMMISSION RESOLUTION NO. 2018-05

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROHNERT PARK, CALIFORNIA, APPROVING A CONDITIONAL USE PERMIT, SITE PLAN AND ARCHITECTURAL REVIEW FOR THE FUTURE EXPRESS CAR WASH COMMERCIAL PROJECT (APN 143-391-091)

WHEREAS, the applicant, Edwin Blair for Tunnel Vision, filed Planning Application No. PLSU17-0001 for a Conditional Use Permit and Site Plan and Architectural Review for construction of a car wash on property located at 6258 Redwood Drive north of the intersection of Rohnert Park Expressway and Redwood Drive (APN 143-391-091), in accordance with the City of Rohnert Park Municipal Code;

WHEREAS, Planning Application No. PLSU17-0001 was processed in the time and manner prescribed by State and local law;

WHEREAS, on September 14, 2017, the Planning Commission conducted a Study Session for Planning Application No. PLSU17-0001 at which time interested persons had an opportunity to provide comments on the project;

WHEREAS, public hearing notices were transmitted to all property owners within a 300-foot radius of the subject property and to all agencies and interested parties as required by California State Planning Law, and a public hearing notice was published in the *Community Voice* for a minimum of 10 days prior to the first public hearing;

WHEREAS, on January 25, 2018, the Planning Commission reviewed Planning Application No. PLSU17-0001 at which time interested persons had an opportunity to testify either in support of or opposition to the project; and,

WHEREAS, at the January 25, 2018, Planning Commission meeting, upon considering all testimony and arguments, if any, of all persons desiring to be heard, the Commission considered all the facts relating to Planning Application No. PLSU17-0001.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF ROHNERT PARK DOES RESOLVE, DETERMINE AND ORDER AS FOLLOWS:

Section 1. That the above recitations are true and correct.

Section 2. Findings considered. The Planning Commission, in approving the Conditional Use Permit, makes the following factors, to wit:

A. *The proposed location of the conditional use is consistent with the objectives of the Zoning Ordinance and the purposes of the district in which the site is located.*

Criteria Satisfied. The project is located immediately adjacent to other existing commercial buildings and properties on the west side of the City. The building design will be consistent

with commercial structures in the immediate area. The proposed car wash is located on a vacant, undeveloped infill site. The proposed car wash use is consistent with the intent of the C-R Zoning District and complies with all Zoning Ordinance Section 17.10 – Development Standards, including; height, setbacks, parking, lighting and landscaping. The proposed architecture, landscaping choices, lighting elements, and overall site design components give the car wash and surrounding commercial structures a consistent look and feel.

B. *That the proposed location of the Conditional Use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity, and the operation and maintenance of the Conditional Use will be compatible with the surrounding uses.*

Criteria Satisfied. The proposed Future Express Car Wash use will be located adjacent to existing commercial uses in the immediate vicinity. The proposed car wash use is a conditionally-permitted use within the C-R Zoning District and is a similar use to the surrounding commercial businesses. As proposed and conditioned in Exhibit A, the new car wash would be in compliance with Zoning Ordinance Section 17.10 – Development Standards; therefore, the operation of the car wash will not result in a negative impact on the public health, safety or welfare or be materially injurious to properties or improvements in the vicinity. The operation of the new car wash use would be compatible with the existing C-R Zoning District commercial uses in the immediate vicinity.

C. *The proposed Conditional Use will comply with each of the applicable provisions of this title.*

Criteria Satisfied. As proposed and conditioned in Exhibit A, the proposed drive-through use is in compliance with all of the provisions of the Zoning Ordinance, including Section 17.10 – Development Standards and Conditional Use Permit standards.

Section 3. Findings considered: The Planning Commission, in approving Site Plan and Architectural Review, PLSU17-0001, makes the following factors, to wit:

1. *That the development's general appearance is compatible with existing development and enhances the surrounding neighborhood.*

Criteria Satisfied. The project is located immediately adjacent to other existing commercial buildings and properties on the west side of the City. The building design will be consistent with commercial structures in the immediate area. The proposed car wash use is consistent with the intent of the C-R Zoning District and complies with all Zoning Ordinance Section 17.10 – Development Standards, including; height, setbacks, parking, lighting and landscaping. The proposed architecture, landscaping choices, lighting elements, and overall site design components give the car wash and surrounding commercial structures a consistent look and feel. This proposed car wash building and facilities are of a commensurate scale in terms of height and massing, and is compatible with existing and planned development in the surrounding regional commercial district. As proposed and

planned, the car wash commercial building fits within the type and uses of buildings in the immediate surrounding area in terms of building typology (e.g. appearance of building).

2. *That the development incorporates a variation from adjacent on-site and off-site structures in height, bulk, and area; arrangement on the parcel; openings or breaks in the façade facing the street; and/or the line and pitch of the roof.*

   Criteria Satisfied. The new building has an attractive appearance with a variety of materials including white and cypress colored cement plaster walls with dark bronze metal cap flashing, dark bronze aluminum storefront windows, and slate stone veneer foundation cap. There is articulation in the building walls including setback and variations in the roof height. The variation in bulk and façade depth further enhances the buildings attractiveness. The style and colors of the building will be compatible with the adjacent commercial structures giving the commercial property a consistent appearance with its surroundings.

3. *That the development will be located and oriented in such a manner so as to provide pedestrian, bicycle and vehicular connections with adjacent properties, as appropriate, and avoids indiscriminate location and orientation.*

   Criteria Satisfied. A network of sidewalks, crosswalks, pedestrian signals, and curb ramps provide access for pedestrians in the immediate vicinity of the proposed project site. In the project area, Class II bike lanes exist along Redwood Drive and Rohnert Park Expressway. The Hinebaugh Creek path is located north of America's Tires and the project site, connecting Redwood Drive to Rohnert Park Expressway. The private access driveway off Redwood Drive will provide pedestrian and cyclists safe access to the car wash facility. The proposed project would add two (2) new 'U-shaped' bicycle racks that could accommodate up to 4 bicycles. Vehicle and pedestrian connections currently exist on the subject commercial property and will not be altered by the proposed project. The building and vehicle entries are well defined and visible from both Redwood Drive and the private drive access to the car wash facility. This is complemented by the proposed lighting, landscaping, and planned signage.

Section 4. Environmental Clearance. A Mitigate Negative Declaration was prepared for the car wash project in conformance with the California Environmental Quality Act (CEQA).

NOW THEREFORE BE IT RESOLVED, that the Planning Commission does hereby approve Planning Application No. PLSU17-0001 subject to the following conditions attached as **Exhibit A.**

BE IT FURTHER RESOLVED that said action shall not be deemed final until the appeal period has expired and that the appeal period shall be ten (10) working days from the date of said action. No building permits shall be issued until the appeal period has expired, providing there are no appeals.

DULY AND REGULARLY ADOPTED on this 25th day of January, 2018 by the City of Rohnert Park Planning Commission by the following vote:

AYES: _____ NOES:_____ ABSENT:_____ ABSTAIN:_____

ADAMS____BLANQUIE _____BORBA_____GIUDICE____HAYDON____

_____
Chairperson, Rohnert Park Planning Commission

Attest: _____
Susan Azevedo, Recording Secretary

Exhibit A

ADOPTED PER PLANNING COMMISSION RESOLUTION No. 2018-05

Conditions of Approval

Site Plan and Architectural Review: Future Express Car Wash

The conditions below shall apply to the Future Express Car Wash project located at 6258 Redwood Drive (PLSU17-0001).

General Conditions

1. The Site Plan and Architectural Review approval shall expire one year from the Planning Commission approval date, unless prior to the expiration a building permit is issued and construction is commenced and diligently pursued toward completion and the use is initiated, or an extension is requested and approved.

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

3. The violation of any condition listed herein shall constitute a nuisance and a violation of the RPMC. In conformity with Chapter 1.16 of the RPMC, a violation of the RPMC may be an infraction or a misdemeanor and shall be punishable as provided by law. In addition to criminal penalties, the City may seek injunctive relief. The Applicant agrees to pay for all attorney's fees and costs, including, but not limited to, staff time incurred by the City in obtaining injunctive relief against the Applicant as a result of a failure of the Applicant to fully perform and adhere to all of the Conditions of Approval.

4. The Applicant agrees to defend, indemnify, hold harmless and release the City of Rohnert Park, its agents, officers, attorneys and employees from any claim, action or proceedings brought against any of the above, the purpose of which is to attack, set aside, void, or annul the approval of this application or certification of the environmental document which accompanies it. This indemnification obligation shall include but not be limited to, damages, costs, expenses, attorneys', or expert witness fees that may be asserted by any person or entity, including the Applicant, whether or not there is concurrent passive or active negligence on the part of the City, its agents, officers, attorneys or employees.

5. Place Conditions of Approval on general notes on plan sheets.

6. Applicant shall comply with any and all mitigation measures contained within the project's Mitigated Negative Declaration document, including any Federal and State resource agency requirements.

Design Conditions

7. The project shall be designed and improved and installed to be consistent with the related Mitigated Negative Declaration and the associated mitigation measures.

8. The Project is approved as shown in Exhibits A through D attached to the Planning Commission Site Plan and Architectural Review approval resolution except as conditioned or modified below.

9. All exterior lighting shall be LED including wall lights on the building.

10. The parcel owner shall enter into a Master Maintenance Agreement with the City; An executed agreement shall be executed prior to temporary certificate of occupancy.

11. Landscaping shall be constructed in accordance with the State's Model Water Efficient Landscaping Ordinance (MWELO), or in accordance with water conservation standards which meet or exceed the requirements of the MWELO. The Applicant shall submit a landscaping and irrigation plan that identifies landscape material types and locations, irrigation, water usage calculations, and other information as required. The plan shall be submitted to and reviewed and approved by the Development Services Department prior to construction. All costs for review of the requirements of the MWELO shall be borne by the Applicant. All landscaping and irrigation subject to the MWELO shall be substantially complete prior to the issuance of a Certificate of Occupancy.

12. Landscaping shall be irrigated using recycled water, to the extent that recycled water is available. The project shall apply for and comply with the City's standard Recycled Water Use Agreement.

13. Any new trees within five (5) feet of the public right-of-way or within five (5) feet of any paved areas within the project shall have root barriers that are approved by the City Engineer.

Public Safety

14. Code Compliance shall be in accordance with: 2016 California Fire Code, 2016 California Building Code, City of Rohnert Park Fire Division Code Ordinance #920, and NFPA

15. Illuminated addresses shall be plainly visible from the street. Monument sign per local code.

16. Fire extinguishers shall be installed per the Fire Code.

17. All work shall be performed in accordance with NFPA standards. The buildings shall have fire alarms, standpipe and sprinklers per model and local codes.

18. The location of fire riser and fire department connections shall be indicated on Improvement Plans.

19. All work shall comply with all codes, ordinances and standards, whether shown on the plans or not.

20. Additional Operational Permits may be required prior to occupancy.

21. Additional permits may be required by the Sonoma County Emergency Services Department for hazardous materials.

22. Upon completion of work, the Design Professional shall submit complete record drawings on an approved electronic format, such as a disc or portable external drive.

Grading and Improvement Plan Requirements

23. All improvements shall be designed in conformance with: the City of Rohnert Park, Manual of Standards, Details and Specifications in effect at the time of development.

24. The Project benchmark shall be based on a City approved USGS benchmark.

25. The applicant shall provide a geotechnical report, and shall abide by its recommendations as a condition of development at the project site.

26. The grading plan shall be prepared by a Registered Civil Engineer, licensed in the State of California and shall be submitted for review and approval by the City Engineer.

27. The grading plan shall clearly show all existing survey monuments and property corners and shall state that they shall be protected and preserved.

28. The Grading Plans shall include the following required notes:

    a. "Any excess materials shall be considered the property of the contractor and shall be disposed of away from the job side in accordance with applicable local, state and federal regulations."

    b. "During construction, the Contractor shall be responsible for controlling noise, odors, dust and debris to minimize impacts on surrounding properties and roadways. Contractor shall be responsible that all construction equipment is equipped with manufacturers approved muffler's baffles. Failure to do so may result in the issuance of an order to stop work."

    c. "If at any time during earth disturbing activities a concentration of artifacts or a cultural deposit is encountered, work shall stop in the immediate area and the construction manager shall contact the City and a qualified archeologist."

    d. "If human remains are encountered anywhere on the project site, all work shall stop in the immediate area and the construction manager shall contact the City, the County Coroner and a qualified archeologist."

e. "If paleontological resources or unique geologic features are encountered during construction, all work shall stop in the immediate area and the construction manager shall contact the City and a qualified paleontologist."

f. "Construction work hours shall be consistent with the Rohnert Park Municipal Code, Noise Ordinance.

g. "All proposed on-site utilities shall be placed underground. This does not include surface mounted transformers, pedestal mounted terminal boxes and meter cabinets."

h. "If hazardous materials are encountered during construction, the contractor will halt construction immediately, notify the City of Rohnert Park, and implement remediation (as directed by the City or its agent) in accordance with any requirements of the North Coast Regional Water Quality Control Board."

Site Civil and Landscape Plans

29. Sidewalk transitions shall be provided to allow a clear five-foot walkway at all locations, including areas where mailboxes, streetlights, street signs and fire hydrants are to be installed.

30. The improvement plans shall illustrate accessible ramps and parking as required by State of California Title 24.

31. Site photometrics are to be submitted with the Site Civil Drawings for review and approval.

32. Landscape plans shall be submitted with the grading permit plans. Sidewalk alignment shall be shown on both the civil and landscape plans.

33. The landscape planting plans need to be compared with the civil engineering utility plans and confirmed no trees and large shrubs are proposed over water, sewer and storm drain pipes.

34. Provide a signature line on front sheet of the grading plans for the project geotechnical engineer's review and approval of the civil engineering site plans.

Hydrology, Storm Water and Storm Drain

35. The storm drain system shall be designed to meet the requirements of the Sonoma County Water Agency Flood Control Design Criteria (latest revision), specific to the Project and these conditions. Provide an approval letter from the Sonoma County Water Agency prior to grading permit issuance.

36. The applicant shall prepare and implement a site-specific storm water pollution prevention plan acceptable to the City that identifies best management practices for effectively reducing discharges of storm water containing sediment and construction wastes resulting from site construction activities. The applicant shall also include 5-mm trash screens at the outfall in

conformance with trash capture requirements adopted by the State Water Resources Control Board in April 2015.

37. The site shall be in conformance with the City of Santa Rosa Storm Water Low Impact Development Technical Design Manual (latest edition).

38. The project shall apply for and comply with the City's standard Master Maintenance Agreement for all onsite storm water best management practices. A specific maintenance agreement for the site shall be compiled prior to the Certificate of Occupancy.

39. Discharge of runoff onto pavement should be avoided.

40. Plans and certifications shall demonstrate compliance of all improvements, including building pads and finished floor elevations, with the City's Flood Plain Ordinance, to the satisfaction of the Building Official and City Engineer. Pad elevations shall be constructed at a minimum of 1 foot above the 100-year Floodplain as determined by the City and certified by the project engineer.

41. Site drainage design must include facilities for the containment of recycled water runoff due to over irrigation, system leakage or control failure.

42. Grading plans shall include an erosion control (winterization) plan. The plan must include an order of work and staging/scheduling component indicating when facilities must be installed and when they may be removed. A separate Rain Event Action Plan (REAP) shall be required and prepared as part of the Storm Water Pollution Prevention Plan (SWPPP). A copy of the REAP shall be kept on-site throughout the duration of construction activities. Provide the WDID number on the front page of the grading plans.

43. The trash dumpster enclosure shall be provided with a floor drain connected to the sanitary sewer system, not the storm drain.

Water System Requirements

44. The grading plans shall show backflow prevention devices in accordance with the requirements of the City of Rohnert Park's Backflow Prevention Ordinance.

45. All City water meters shall be located within the right-of-way unless otherwise approved by the Development Services Department. The grading plans shall show fire protection in accordance with the requirements of Rohnert Park Fire Department.

46. The grading plans shall show hydrants placed per the direction of the Rohnert Park Fire Division.

47. The grading plans shall include a note that states "All hydrants shall be covered with bags indicating that the hydrant is not active until flow tests are completed by the City and the hydrants are approved."

48. The on-site fire sprinkler system services shall be separated from the fire hydrants by a single-check valve per City Standard STD-879. The Fire Marshall shall be consulted on this item.

Sewer System Requirements

49. Sewer grades must be designed such that ultimate finished floors are a minimum of 12" above upstream manhole or clean-out rim elevations.

50. The pool shall be plumbed to drain/back wash into the sanitary sewer system. This shall be clearly shown on the pool construction plans.

Recycled Water System Requirements

51. The grading plans shall show recycled water use for irrigation.

52. The recycled water system improvements shall be designed in accordance with the City of Santa Rosa's Recycled Water Users Guide, the City of Santa Rosa and City of Rohnert Park standards, Title 22 of the California Code of Regulations and the requirements of the North Coast Regional Water Quality Control Board.

53. All recycled water mains, service laterals, plumbing, valves, pipes, appurtenances, irrigation parts, vaults and boxes must be purple. Recycled water notification signs shall be installed as directed by the City Engineer. Recycled water spray, mists and ponding must not be present in any designated eating area. All drinking fountains must be positioned or shielded to eliminate any exposure to recycled water sprays or mists.

54. Recycled water/potable water dual plumbing design and layout, construction-installation and final inspection review for individual lots or grouping of lots must be performed by an AWWA certified Cross Connection Specialist and all deficiencies must be corrected at the applicant's expense. Written reports of the Cross Connection Specialist's finding must be submitted to and approved by the City.

Dry Utility System Requirements

55. All onsite utilities shall be placed underground.

56. Show all dry utilities on the grading plans.

Prior to the Issuance of Grading Permits and/or Improvement Agreements

57. No construction activity may commence until the applicant has demonstrated to the City that it has filed a Notice of Intent to comply with the Terms of General Permit to Discharge Storm Water Associated with Construction Activity (NOI) with the State of California Water Resources Control Board.

58. The applicant shall secure an encroachment permit from the City prior to performing any work within the City right of way or constructing a City facility within a City easement.

59. If the site will require import or export of dirt, the applicant shall submit in writing the proposed haul routes for the trucks and equipment. The haul routes must be approved by the City prior to import/export work commencing.

60. For a grading permit, the applicant shall secure an approval of a grading plan prepared by a Registered Civil Engineer licensed in the State of California and pay all required fees.

61. The applicant shall provide the city with signed deeds for all on-site and off-site easements associated with the project.

62. All grading plans shall conform to the City's Municipal code, please refer to Chapter 15.50 and 15.52 for required submittals.

Prior to the Issuance of the First Building Permit

63. The applicant shall provide pad certifications for the site on which the building permit is requested.

During Construction

64. All construction shall conform to the City's most current Manual of Standards, Details, and Specifications latest edition, all City Ordinances and State Map Act and the approved plan.

65. Provide the final Storm Water Mitigation Plan for review and approval by the City.

66. The applicant shall complete all water and wastewater improvements, including pressure and bacterial testing and raising manholes and cleanouts to grade prior to connection of any improvements to the City water or wastewater systems.

67. If any hazardous waste is encountered during the construction of this project, all work shall be immediately stopped and the Sonoma County Environmental Health Department, the Fire Department, the Police Department, and the Development Services Inspector shall be notified immediately. Work shall not proceed until clearance has been issued by all of these agencies.

68. The applicant shall be responsible to provide erosion and pollution control in accordance with the approved plans and permits.

69. The applicant shall keep adjoining public streets free and clean of project dirt, mud, materials, and debris during the construction period.

70. If grading is to take place between October 15 and April 15, both temporary and permanent erosion control measures, conforming to the project erosion control plans shall be in place before October 1st. Erosion control measures shall be monitored and maintained continuously throughout the storm season.

71. Post-construction storm water BMPs shall be installed in conformance with the City of Santa Rosa stormwater calculator: http://srcity.org/departments/utilities/stormwatercreeks/swpermit/Pages/swLIDtechManual.aspx

72. A SUSMP shall be provided for the property.

73. The following minimum Best Management Practices (BMPs) shall be required during construction:
    a. Construction crews shall be instructed in preventing and minimizing pollution on the job.
    b. Construction entrances/exits shall be stabilized to prevent tracking onto roadway.
    c. Exposed slopes shall be protected from erosion through preventative measures.
    d. Use brooms and shovels when possible to maintain a clean site
    e. Designate a concrete washout area. Maintain washout area and dispose of concrete waste on a regular basis.
    f. Protect drain inlets from receiving polluted storm water through the use of filters such as fabrics, gravel bags or straw wattles.
    g. Have necessary materials onsite before the rainy season
    h. Inspect all BMPs before and after each storm event. Maintain BMPs on a regular basis and replace as necessary, through the entire course of construction.
    i. All construction implementation measures as outlined in the approved Mitigation Monitoring and Reporting Program.

74. Where soil or geologic conditions encountered in grading operations are different from that anticipated in the soil and/or geologic investigation report, or where such conditions warrant changes to the recommendations contained in the original soil investigation, a revised soil or geologic report shall be submitted for approval by the City Engineer. It shall be accompanied by an engineering and geological opinion as to the safety of the site from hazards of land slippage, liquefaction, erosion, settlement, and seismic activity.

75. Hours of work shall be limited to between 8 a.m. to 6 p.m. Monday through Friday. Work on Saturday or Sunday will only be permitted with written permission from the City. Requests for extended hours must be submitted 72 hours in advance.

76. Throughout the construction of the project, dust control shall be maintained to the satisfaction of the City. At a minimum the dust control measures will include:
    - Cover all trucks hauling construction and demolition debris from the site.
    - Water on a continuous as-needed basis all earth surfaces during clearing, grading, earthmoving, and other site preparation activities.

- Use watering to control dust generation during demolition...
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved parking areas and staging areas.
- Sweep daily (with water sweepers) all paved areas and staging areas.
- Provide daily clean-up of mud and dirt carried onto paved streets from the site.
- Properly maintain all construction equipment.
- For construction sites near sensitive receptors (or if residential development occurs prior to commencement of commercial development):
- Install wheel washers for all existing trucks, or wash off the tires or tracks of trucks and equipment leaving the site.
- Suspend dust-producing activities during periods when instantaneous gusts exceed 25 mph when dust control measures are unable to avoid visible dust plumes.
- Limit the area subject to excavation, grading and other construction or demolition activity at any one time.

77. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, § 2485 of California Code of Regulations). Clear signage regarding idling restrictions shall be provided for construction workers at all access points.

78. The applicant shall post a publicly visible sign with the telephone number and person to contact at the construction site and at the City of Rohnert Park regarding dust complaints. The applicant shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management District's phone number shall also be visible to ensure compliance with applicable regulations.

79. Public improvements will include bringing both curb ramps up to current City standards. An encroachment permit will need to be obtained prior to beginning work within the City's right-of-way.

80. The applicant shall post signs of possible health risk during construction. The applicant is responsible for compliance with the Bay Area Air Quality management District's rule regarding cutback and emulsified asphalt paving materials.

81. The applicant shall repair all construction related damage to existing public facilities (streets, sidewalks, utilities etc.) at no cost to the City.

82. If, during construction, the contractor damages any existing facilities on the neighboring properties (i.e. fences, gates, landscaping, walls, etc.) contractor shall be responsible to replace all damaged facilities.

Prior to Occupancy

83. Prior to final occupancy the project shall provide onsite bicycle spaces for the car wash in compliance with Section 17.16.140 of the City of Rohnert Park Zoning Code.

84. All water system improvements necessary to provide fire flows and pressures shall be installed and operational

85. All improvements shown in the improvement plans deemed necessary for the health, safety and welfare of the occupant and general public shall be completed.

86. All permanent BMPs shall be installed that capture all tributary areas relating to the car wash runoff.

87. The applicant shall have entered into the City's standard Master Maintenance Agreement with the City to address long term maintenance of, among other things, the storm water BMPs.

88. The applicant shall have entered into the City's standard Recycled Water Agreement, designate site supervisor(s) and undertake any other activities necessary.

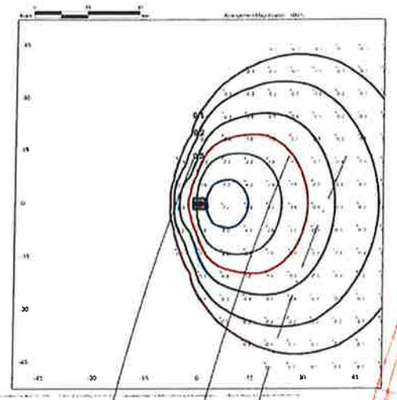
89. The applicant shall provide a written statement signed by his or her engineer verifying that the grading and/or drainage improvements are completed in accordance with the plans approved by the Sonoma County Water Agency, the City Engineer, and the Building Official.

90. A complete set of As-Built or Record, improvement plans on the standard size sheets shall be certified by the Civil Engineer licensed in the State of California and returned to the City Engineer's office prior to final acceptance of the public improvement. These shall show all constructive changes from the original plans including substantial changes in the size, alignment, grades, etc. during construction. Approved Record Drawings shall be provided to the City geo-referenced in Autocad DWG and & PDF File formats.

EXHIBIT A

THOMAS M. REDDY
ARCHITECT
301 East Street / Healdsburg California 95448
T / 707-431-1848 E / tmr-arch@comcast.net

Future Wash
Car Wash
6258 Redwood Drive / Rohnert Park, California 94928



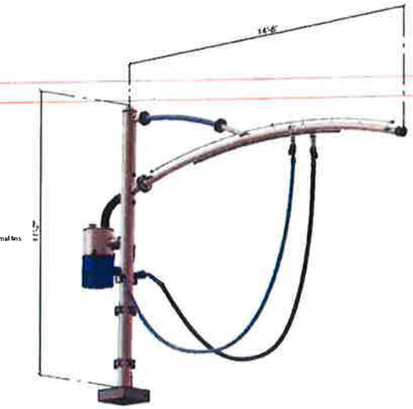
EXTERIOR POLE LIGHT PHOTOMETRICS

Color: Bronze

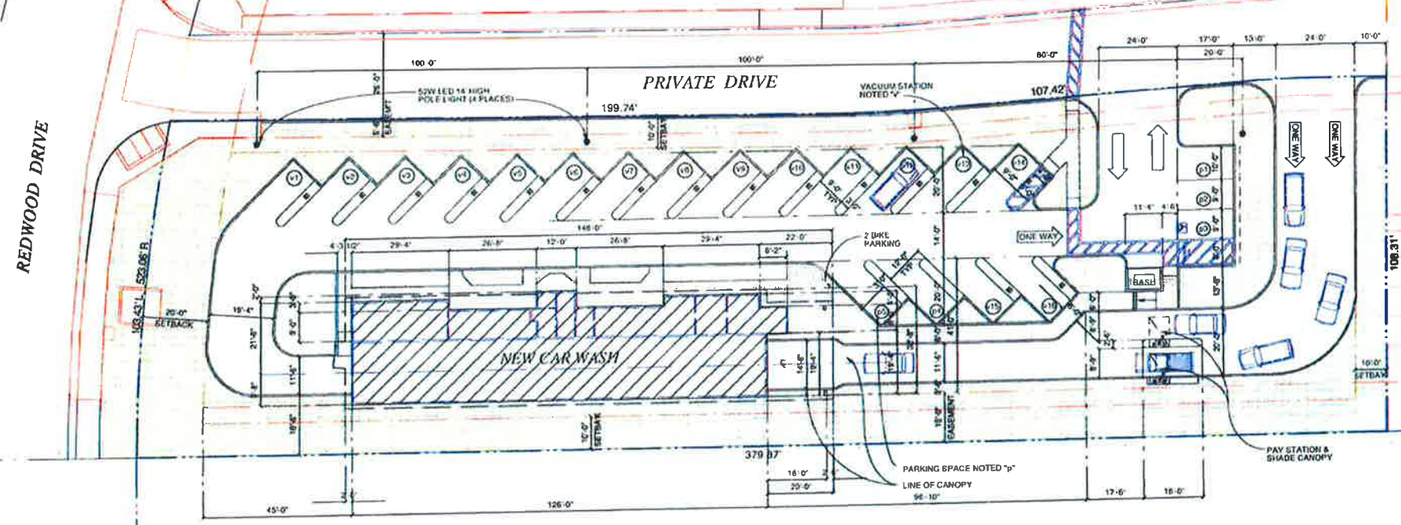
ALED52N

High output LED light engine
Maximum fully functional lumens at 100,000 hours
Weatherproof high temperature silicone gaskets
Superior heat sinking with die-cast Aluminum housing and external fins

EXTERIOR POLE LIGHT FIXTURE



EXTERIOR VACUUM UNIT



1 SITE PLAN
1" = 20'-0"

PROJECT *DATA*

A.P. NO.:	143-391-012-000	
ZONING:	I	
OCCUPANCY:	B	
TYPE CONSTR.:	II-B & V-B	
PARCEL AREA:	0.89 ACRES ± / 0.76 ACRES ± NET	
BUILDING AREA:	**RECEPTION & OFFICE** (CONDITIONED)	311.0± SQ. FT.
	CAR WASH (UNCONDITIONED)	
	GRADE LEVEL	3,411.0± SQ. FT.
	ATTIC / MECHANICAL & STORAGE	631.1± SQ. FT.
	CANOPIES	
	ENTRANCE	605.8± SQ. FT.
	EXIT	73.2± SQ. FT.
	VENDING	74.6± SQ. FT.
PARKING & VACUUM:	VACUUM STATIONS: 16 SPACES	STANDARD 15 ACCESSIBLE 1
	PARKING: 5 SPACES	STANDARD 4 ACCESSIBLE 1

PROJECT *TEAM*

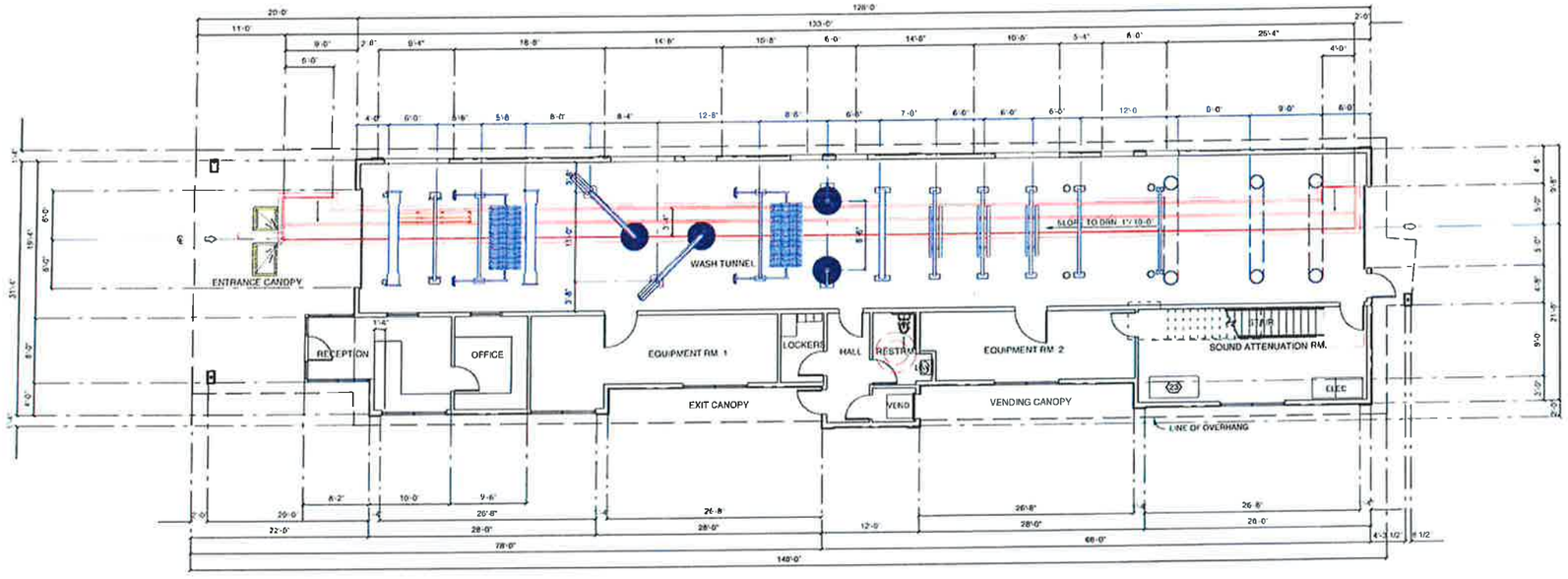
OWNER:	**RP EXPRESS, LLC** 1973 GARDENVIEW DRIVE SANTA ROSA, CALIFORNIA 95403	E / uwtools@yahoo.com T / 619-806-0798 C / 619-806-0798
CIVIL ENGINEER:	**ADOBE ASSOCIATES, INC.** 1220 N. DUTTON AVENUE SANTA ROSA, CALIFORNIA 95401	E / dbrown@adobeinc.com T / 707-541-2300 F / 707-541-2301
STRUCTURAL ENGINEER:	**TBD** XXX SANTA ROSA, CALIFORNIA 954	E / xx@xx T / 707-xx F / 707-xx
TITLE 24 COMPLIANCE:	**SOL DATA ENERGY CONSULTING** 2235 CHALLENGER WAY, SUITE 103 SANTA ROSA, CALIFORNIA 95407	E / shawnc@soldata.com T / 707-545-4440 F / 707-545-4447
LANDSCAPE ARCHITECT:	**PHIL MANOUKIAN** 3725 DRY CREEK ROAD HEALDSBURG, CALIFORNIA 95448	E /armaniac@sonic.net T / 707-433-1112
ARCHITECT:	**THOMAS M. REDDY ARCHITECT** 301 EAST STREET HEALDSBURG, CALIFORNIA 95448	E / tmr-arch@comcast.net T / 707-431-1848 C / 707-338-5619

A 1.0

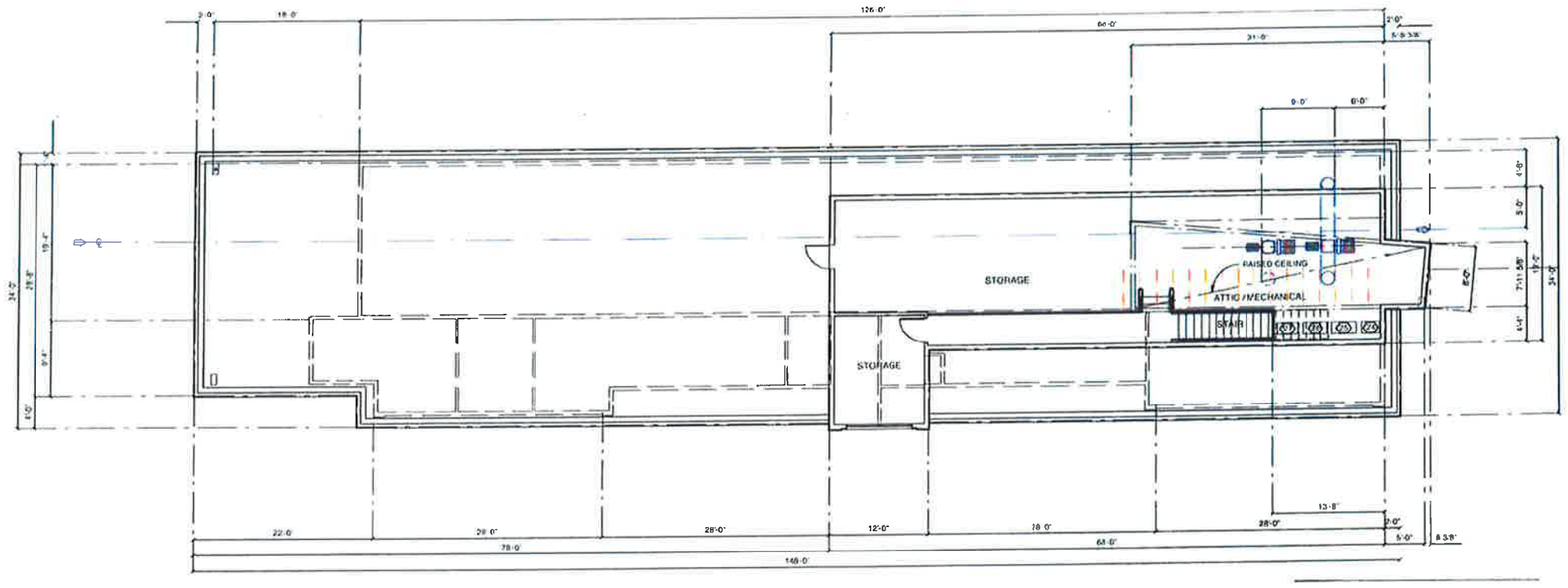
Nov. 28 / 16
Dec. 7 / 16
Jan. 9 / 17
Jan. 10 / 17
Feb. 13 / 17
April 3 / 17
April 12 / 17
May 24 / 17
June 23 / 17

THOMAS M. REDDY
ARCHITECT
303 East Street / Healdsburg, California 95448
T / 707-431-1848 E / tmr-arch@comcast.net

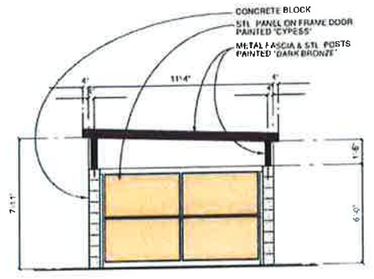
Future Wash
Car Wash
6258 Redwood Drive / Rohnert Park, California 94928



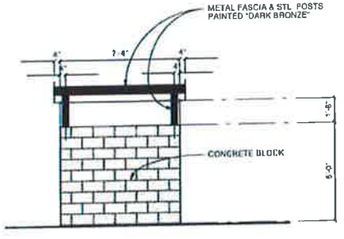
1 GRADE LEVEL PLAN
1/8" = 1'-0"



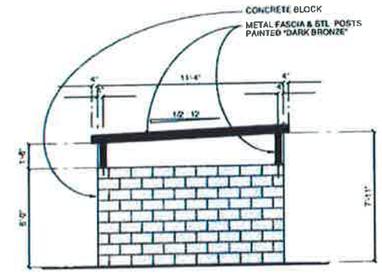
2 ROOF / ATTIC MECHANICAL PLAN
1/8" = 1'-0"



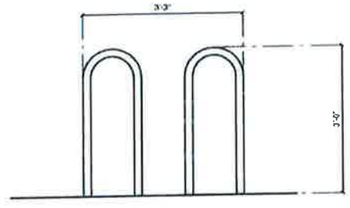
3 TRASH ENCLOSURE
NORTH ELEVATION
1/8" = 1'-0"



4 TRASH ENCLOSURE
EAST/WEST ELEVATION
1/8" = 1'-0"



5 TRASH ENCLOSURE
SOUTH ELEVATION
1/8" = 1'-0"



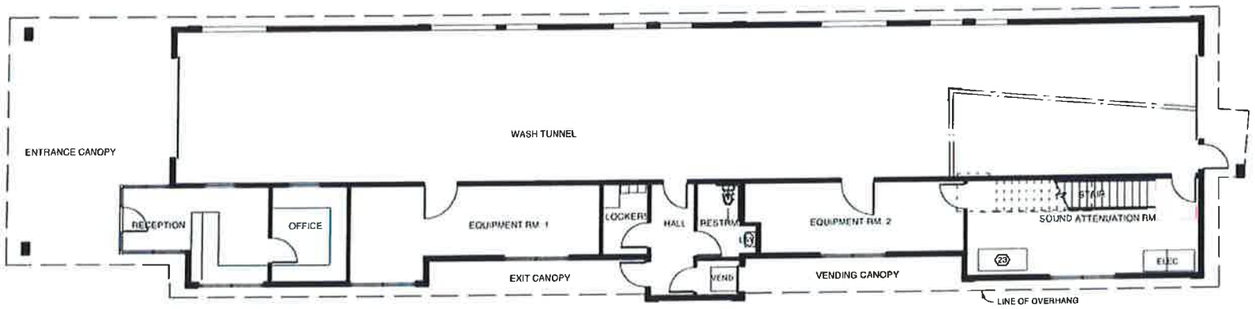
3 BIKE 5 SPACE PARKING
3/4" = 1'-0"

A 2.0

Nov. 28 / 16
Jan. 9 / 17
Jan. 11 / 17
Jan. 30 / 17
Feb. 2 / 17
Feb. 13 / 17
April 3 / 17
April 12 / 17
June 23 / 17
June 26 / 17

THOMAS M. REDDY
ARCHITECT
301 East Street / Healdsburg, California 95448
T / 707 431-1868 E / tmr-arch@sbcglobal.net

Future Wash
Car Wash
6258 Redwood Drive / Rohnert Park, California 94928

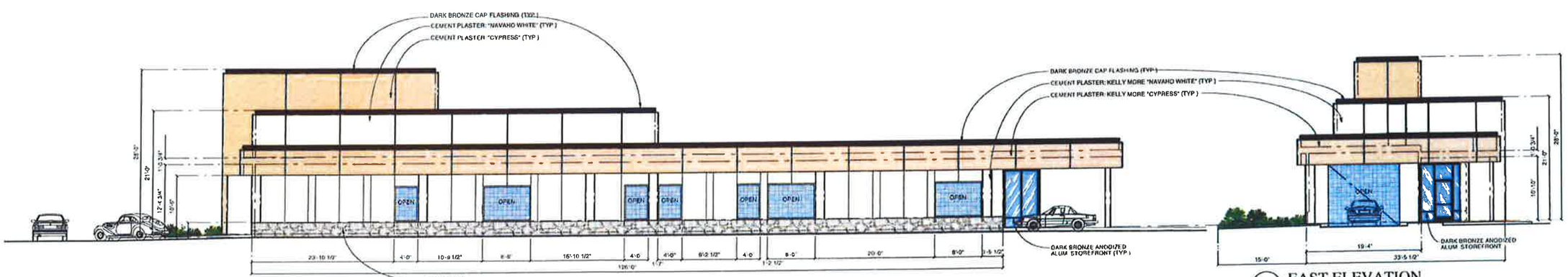


6 PAY STATION CANOPY
PAY STATION CANOPY COLOR TO BE "CREAM" SHOWN BLACK FOR CLARITY

1 GRADE LEVEL ELEVATION REFERANCE PLAN
1/8" = 1'-0"

2 NORTH ELEVATION
1/8" = 1'-0"

3 WEST ELEVATION
1/8" = 1'-0"



4 SOUTH ELEVATION
1/8" = 1'-0"

5 EAST ELEVATION
1/8" = 1'-0"

A 3.0

Nov. 28 / 16
Jan. 9 / 17
Jan. 11 / 17
Jan. 30 / 17
Feb. 2 / 17
Feb. 13 / 17
April 3 / 17
April 12 / 17
June 23 / 17
June 26 / 17

HATCHING LEGEND:

- AC OVER CL II AB
- HARDSCAPE (SLD)
- BIO-RETENTION AREA
- LANDSCAPE AREA

KEY NOTES:

1. VACUUM STATIONS
2. PARKING SPACES
3. R5-1 PER FHWA MUTCD "DO NOT ENTER"
4. R99 PER FHWA MUTCD, DISABLED PARKING SIGN
5. R100B PER FHA MUTCD, DISABLE TOWAWAY WARNING SIGN
6. TRUNCATED DOMES
7. BIKE RACK
8. TRASH ENCLOSURE

PARKING SPACE TABLE

TYPE	NO. OF SPACES
STANDARD	4
ACCESSIBLE	1
VACUUM STATIONS	16

Revisions

No.	Date	Description	Approved

adobe associates, inc.
civil engineering | land surveying | wastewater
1220 N. Dutton Ave., Santa Rosa, CA 95401
P: (707) 541-2300 F: (707) 541-2301
Website: www.adobeinc.com
"A Service You Can Count On!"

Timothy L. Schrem, RCE 57890
My license expires 6/30/2017

FUTURE WASH
CONDITIONAL USE PERMIT & SITE PLAN AND ARCHITECTURAL REVIEW
6258 Redwood Dr
Rohnert Park, California
APN 143-391-091

SCALE: AS NOTED
Date: April 13, 2017
Design by: AM
Drawn by: AM
Checked by: JJ

Sheet
C1.0
1 of 1 Sheets
Job 16322

LEGEND

∴	#1	Olea 'Swan Hill'	Swan Hill Olive	#24 multi
▲	#2	Acer 'October Glory'	Red Maple	#15
■	#3	Quercus lobata	Valley Oak	#15
+		Existing site trees, (mostly Live Oak)		
•		PYRUS 'CAPITAL'	FLOWERING PEAR	#15
	A	Escallonia 'Fradesi'	Escallonia	#5
	B	Arbutus uhedo	Strawberry	#5
	C	Cornus subirica	Red Twig Dogwood	#5
	D	Rusa spp.	Carpet Rose	#5 red
	E	Pittosporum tobira 'WHEELER'S DWARF'	Tobira DWARF TOBIRA	#5
	F	Eunonymous 'Silver Queen'	Variegated Euonymous	#5
	G	Carex fuminicola	Sedge	#1
	H	Juncus 'Elk Blue'	Elk Blue Rush	#1
	I	Agapanthus africanus	Lily-of-the-Nile	#1
	J	Phormium 'Yellow Wave'	Dwarf Yellow Stripe Flax-#5	
	K	Cotoneaster 'Lowfast'	Creeping Cotoneaster	#1 @5' o/c

This PRELIMINARY PLANTING PLAN is to show design intent. A full set of Landscape Plans, (Planting, Irrigation, details, specifications, water use calculations/WUCOLS, shall be provided upon acceptance of this plan.

1 SITE PLAN
1" = 20'-0"

PHIL MANOUKIAN + ASSOCIATES
PMA
Healdsburg, CA 95448
(707) 433-1112
Site Planning Landscape Architecture

Future Wash
Car Wash
6258 Redwood Drive / Rohnert Park, California

PRELIMINARY PLANTING PLAN

FUTURE WASH
CONDITIONAL USE PERMIT & SITE PLAN AND ARCHITECTURAL REVIEW
6258 Redwood Dr
Rohnert Park, California

Nov. 28 / 16
Dec. 7 / 16
Jan. 9 / 17
Jan. 10 / 17
Feb. 13 / 17
April 3 / 17
April 12 / 17
May 24 / 17
JUNE 6/2017

200' 100' 0 100' 200' 400' 600'

Graphic Scale: 1" = 200'

January 30, 2017

LEGEND:

(1) PHOTO NUMBER, APPROXIMATE LOCATION MARKER AND DIRECTION WHERE PHOTO WAS TAKEN

NEIGHBORHOOD CONTEXT MAP

Future Wash
6258 Redwood Dr, Rohnert Park CA
APN: 143-391-091

adobe associates, inc.
civil engineering | land surveying | wastewater
1220 N. Dutton Ave., Santa Rosa, CA 95401
P. (707) 541-2300 F. (707) 541-2301
Website: www.adobeinc.com
"A Service You Can Count On!"

EXHIBIT B

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

January 16, 2018

SCH # 2017122064
04-SON-2017-00223
GTS ID 9039

Mr. Jeffrey Beiswenger
City of Rohnert Park
Development Services
130 Avram Avenue
Rohnert Park, CA 94928

Future Express Car Wash – Mitigated Negative Declaration (MND)

Dear Mr. Beiswenger:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Travelled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the MND.

Project Understanding

The applicant proposes to construct a self-service car wash consisting of a 4,350 square foot (sf) building, a 126-foot wash tunnel with fully automated conveyer wash system, a small office and reception area, restrooms, vending area, equipment and storage space. The project will construct 16 outdoor vacuuming stations/parking spaces, four standard spaces, and one accessible space. The anticipated hours of operation would be 7:00 a.m. to 9:00 p.m., seven days per week, weather permitting. Access to the project site would be provided via an existing driveway on Redwood Drive. The site is located approximately 0.3 miles northwest of the US 101/Rohnert Park Expressway interchange.

Travel Demand Analysis

In Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, this project falls under **Place Type 4 Suburban Communities – Corridors**, which includes areas with a low level of integration of housing with jobs, retail service, poorly connected street networks, low levels of transit service, a large amount of surface parking, and inadequate walkability, moderate community design and variable regional accessibility.

Travel Demand Fees
Given the potential of increased levels of VMT and proximity to US 101, the project should be conditioned to contribute fair share impact fees. These contributions would be used to lessen future traffic congestion and improve multimodal forms of transportation in the project vicinity. The fair share information should also be presented in the final environmental document.

Lead Agency
As the Lead Agency, the City of Rohnert Park is responsible for all project mitigation, including any needed improvements to the STN. The project's financing, scheduling, implementation responsibilities and monitoring should be fully discussed for all proposed mitigation measures.

Should you have any questions regarding this letter, please contact Stephen Conteh at (510) 286-5534 or stephen.conteh@dot.ca.gov.

Sincerely,

Patc

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review