

**ENVIRONMENT | PLANNING | DEVELOPMENT
SOLUTIONS, INC.**

Date: July 5, 2026
Prepared by: Clara Eddy, Project Coordinator, EPD Solutions
Reviewed by: Konnie Dobрева, JD, Vice President of Environmental Planning, EPD Solutions
To: City of Costa Mesa - Economic & Development Services Department
Site: 2045 Harbor Boulevard, Costa Mesa, CA
Subject: **CEQA Guidelines 15332 Consistency Review for the Proposed 2045 Harbor Padel Up Project**

The applicant for the proposed Project is requesting approval of a conditional use permit (CUP) from the City of Costa Mesa to develop an outdoor recreational padel club facility with five (5) padel courts on a 0.82-acre site located at 2045 Harbor Boulevard. The City of Costa Mesa is the Lead Agency for the proposed Project. The Lead Agency will utilize this document as evidence that the proposed Project qualifies for the Class 32 Infill Exemption, which is further described below.

PURPOSE OF NOTICE OF EXEMPTION

Article 19 of the California Environmental Quality Act (CEQA) Guidelines includes, as required by Public Resources Code Section 21084, a list of classes of projects which have been determined not to have a significant effect on the environment. This document demonstrates that the proposed Project qualifies for a CEQA Exemption as an Infill Development Project (Class 32 Exemption), consistent with the provisions of CEQA Guidelines Sections 15332 and 15300.2 and provides information for City decision-makers to find that the proposed Project is exempt under CEQA.

Pursuant to CEQA Guidelines Section 15332, the Project qualifies for a Class 32 Exemption because it is: (1) consistent with the General Plan designation and policies and zoning regulations; (2) is located within the City limits, surrounded by urban uses and is less than 5 acres in size; (3) has no value for endangered, rare or threatened species; (4) would not result in any significant effects related to traffic, noise, air quality or water quality; and (5) can be adequately served by all required utilities and public services. Additionally, this document demonstrates that the Project and its circumstances would not result in any exceptions identified in CEQA Guidelines Section 15300.2.

PROPOSED PROJECT

Location: The 2045 Harbor Padel Up Project (Project) site is approximately 0.82 acres located in the southern portion of the City of Costa Mesa within Orange County, California. The Project site is located at 2045 Harbor Boulevard, north of Bernard Street, east of Charle Street, south of Hamilton Street, and west of Harbor Boulevard. The site comprises two parcels identified as Assessor's Parcel Numbers (APN) 422-091-17 and 422-091-18.

Existing Site: The Project site is currently developed with an existing outdoor vehicle storage parking lot. Existing improvements include five floodlights located along the northern, eastern, and southern property lines; three vehicle gates, including one at the existing driveway from Harbor Boulevard, one within the eastern portion of the site, and one at the secondary driveway from Charle Street; two ancillary storage structures located at the southern property line on either side of the onsite vehicle gate; and perimeter fencing along the site boundaries, as well as onsite fencing that bisects the eastern portion of the site. Existing landscaping is located along the Harbor Boulevard frontage north of the existing driveway and along the western property line adjacent to Charle Street on either side of the secondary driveway.

Existing General Plan Land Use and Zoning Designations: The proposed Project site is currently designated as General Commercial in the City of Costa Mesa’s General Plan and is zoned General Business (C-2). The General Commercial land use designation is intended to permit a wide range of commercial uses that serve both local and regional needs, including markets, drug stores, retail shops, financial institutions, service establishments, and support office uses (as detailed in the Neighborhood Commercial land use designation), as well as smaller retail stores, theaters, restaurants, hotels and motels, and automobile sales and service establishments. As complementary uses, residential and other non-commercial uses may be allowed through the Planned Development process.

The C-2 zone is intended to provide for uses that offer a wide range of goods and services, which are generally less compatible with more sensitive land uses of a residential or institutional nature. Pursuant to Table 13-30, *Land Use Matrix*, of the City of Costa Mesa Municipal Code (Chapter IV, *Citywide Land Use Matrix*), the list of uses permitted, conditionally permitted, or prohibited in the C-2 zoning district does not include recreational facilities or any uses similar in nature to the Project’s proposed use, outdoor spectator sports (Padel Court). Pursuant to Municipal Code Section 13-30(d), any proposed use not listed in the Land Use Matrix, shall require approval of a conditional use permit prior to establishment of the proposed use.

Surrounding Land uses: Table 1, *Surrounding Existing Land Use, Zoning, and Specific Plan Designations*, below describes the existing surrounding uses, land uses and zoning designations.

Table 1: Surrounding Existing Land Use, Zoning, and Specific Plan Designations

Direction	Existing Use	General Plan Land Use	Zoning
North	Commercial and residential uses	General Commercial	General Business (C-2)
East	Harbor Boulevard followed by commercial uses	General Commercial, Residential Incentive Overlay (40 du/ac)	Local Business (C-1)
South	Commercial and residential uses	General Commercial	General Business (C-2)
West	Charle Street followed by residential uses	High Density Residential (20 du/ac)	Multifamily Residential (R-3)

Project Summary: The Project applicant requests approval of a CUP from the City of Costa Mesa to develop the approximately 0.82-acre site with Padel Up, an outdoor recreational padel club facility with five padel courts. The padel courts would be regulation sized (65 feet, 7 inches by 32 feet, 10 inches) and

installed directly on the site's existing asphalt surface. The Project also includes the relocation and use of the two existing ancillary storage structures as a staffed check-in area for guest reception, court reservations, limited retail sales, and equipment rentals, as well as the installation of new ADA-compliant prefabricated restroom facilities. All existing and proposed structures would be prefabricated and subject to review through the City's building permit process. No demolition of existing structures is proposed.

Parking and Access: Primary access to the Project site would be provided via the existing 32-foot-wide driveway from Harbor Boulevard, and emergency access would be provided via the existing 28-foot-wide driveway from Charle Street. Ingress and egress from the primary driveway along Harbor Boulevard would remain unchanged from existing conditions, with the exception of removal of the existing vehicle access gate located at the Harbor Boulevard driveway.

The Project would provide a total of 13 passenger vehicle parking spaces, including one ADA-accessible parking space, as well as bicycle parking. Pedestrian access would be provided via the existing sidewalk along the Project frontage on Harbor Boulevard. Pedestrian circulation within the site would be ADA compliant and designed in accordance with applicable City of Costa Mesa standards for sidewalks, driveways, and site access.

Landscaping, Fencing, and Lighting: The existing landscaping and trees located along the eastern and western boundaries of the site would remain. The Project would install additional landscaping within the proposed parking lot along the eastern portion of the northern property line and provide new artificial turf and 60-inch potted trees along the western portion of the northern property line.

The existing perimeter fencing and vehicle gates would remain in place, with the exception of removal of the existing vehicle gate located at the Harbor Boulevard driveway and installation of a new Knox Box and Knox Switch associated with the Charle Street vehicle access gate. No additional modifications to the existing fencing system or new fencing are proposed.

The Project would utilize the five existing floodlights currently onsite. No lighting modifications or improvements are proposed, and the existing lighting would continue to comply with applicable City photometric requirements.

Infrastructure and Utilities: The proposed Project would be serviced by Southern California Edison (SCE) for electricity. The proposed prefabricated restrooms and relocated ancillary storage structures, which would be used as the facility check-in area, would connect to the existing water and sewer lines in Harbor Boulevard and electrical service would continue to be provided through the existing 200-amp electrical connection.

Construction: Construction activities for the proposed Project would occur over one phase lasting approximately one month, beginning September 2026 and ending October 2026. Construction would occur in the following stages: (1) trenching; (2) grading; (3) paving; and (4) architectural coatings. Construction activities would be limited to between the hours of 7:00 AM and 7:00 PM Monday through Friday, and between the hours of 9:00 AM and 6:00 PM on Saturdays, pursuant to the City's Municipal Code Section 13-279(b).

Operations: The proposed Project is anticipated to be operational by 2027 and would operate as Padel Up, an outdoor recreational padel club with five padel courts. The facility would operate seven days a week from 7:00 AM to 11:00 PM. The facility would be staffed with one to two employees responsible for customer check-in, access control, court monitoring, customer assistance, and facility maintenance. Court reservations would be scheduled in one- to two-hour reservation increments, staggering player arrivals and departures to regulate occupancy and minimize congestion. Typical occupancy would range from approximately 15 customers during off-peak periods to 30 customers during peak hours (generally 4:00 p.m. to 9:00 p.m.), with four players per court and limited spectator activity. The facility would primarily serve local residents seeking recreational and fitness opportunities and would offer coaching, private lessons, clinics, open play, group instruction, youth programming, and skill-level based play sessions. Limited retail sales of padel equipment would be provided, and the facility may host approximately five to six small recreational tournaments or community events annually, typically lasting four to eight hours, concluding by 6:00 PM, and with minimal spectator attendance. Pursuant to Costa Mesa Municipal Code Article 111/2: Regulatory Permits for Special Events, any special event subject to the provisions of Article 111/2 and not expressly exempt would be required to obtain a valid special event permit from the City of Costa Mesa Parks and Community Services Department.

Discretionary Actions: In accordance with CEQA Guidelines Sections 15050 and 15367, the City is the designated Lead Agency for the proposed Project and has principal authority and jurisdiction for CEQA actions and Project approval. The following discretionary approvals, permits, and studies are anticipated to be necessary for implementation of the proposed Project:

City of Costa Mesa

- Approval of Conditional Use Permit (CUP)
- Approvals and permits necessary to execute the proposed Project, including but not limited to, grading permits, building permits, etc.

CLASS 32 INFILL EXEMPTION REQUIREMENTS

Article 19 of the California Environmental Quality Act (CEQA Guidelines Sections 15300 to 15333), includes a list of classes of projects that have been determined to not have a significant effect on the environment and as a result, are exempt from review under CEQA.

Class 32 Infill Exemption

One of the classes of projects exempt from CEQA review are projects that are specified as urban infill development. CEQA Guidelines Section 15332 defines the Class 32 Infill Exemption as a project that meets the following five requirements:

- a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- c) The project site has no value as habitat for endangered, rare or threatened species.

- d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- e) The site can be adequately served by all required utilities and public services.

Exceptions

In addition to meeting the five requirements stated above, the CEQA Guidelines Section 15300.2 provides specific instances where exceptions apply to a project that would otherwise meet the requirements for an exemption. These exceptions are:

- a) Location: Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- b) Cumulative Impact: All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
- c) Significant Effects: A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- d) Scenic Highways: A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.
- e) Hazardous Waste Sites: A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- f) Historical Resources: A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resources.

PROPOSED CEQA EXEMPTION

The analysis presented in Table 2, *Class 32 Infill Exemption Qualification Analysis*, along with the supporting information provided in the technical studies prepared for the proposed Project, provides substantial evidence that the proposed Project properly qualifies for an exemption under CEQA Guidelines Section 15332 (i.e., Class 32) and, as a result, would not have a significant effect on the environment.

The following technical studies have been prepared for the proposed Project:

- Trip Generation and Vehicle Miles Traveled (VMT) Screening Study, prepared by LIN Consulting, Inc., June 11, 2026, included as Appendix A to this document.
- Noise Impact Study, prepared by MD Acoustics, LLC., July 28, 2026, included as Appendix B to this document.
- Focused Air Quality, Greenhouse Gas, and Energy Impact Study, prepared by MD Acoustics, LLC., July 17, 2026, included as Appendix C to this document.

Exceptions for Exemptions

Additionally, the analysis presented in Table 3, *Class 32 Infill Exemption Exception Analysis*, along with the supporting information provided in the technical studies prepared for the proposed Project, demonstrates that there are no exceptions to qualifying for the categorical exemption, as identified in CEQA Guidelines Section 15300.2.

CONCLUSION

On the basis of the evidence provided in Tables 2 and 3 below and the technical studies referenced, the Project is eligible for a Class 32 Categorical Exemption in accordance with Section 15332, *Infill Development Projects*, of the CEQA Guidelines. Because the proposed Project meets the criteria for categorically exempt infill development projects listed in CEQA Guidelines Section 15332 and it would not have a significant effect on the environment, this analysis finds that a Notice of Exemption may be prepared for the Project.

TABLE 2: CLASS 32 INFILL EXEMPTION QUALIFICATION ANALYSIS

CEQA Guidelines Section 15332 Qualifying Criteria	Proposed Project	Qualifying Criterion Satisfied? Y/N
a) Criterion Section 15332(a): General Plan and Zoning Consistency: The Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.	Upon approval of the requested Conditional Use Permit (CUP), the Project's proposed outdoor recreational use would be consistent with the site's General Commercial General Plan land use designation and C-2 zoning designation, as well as all applicable General Plan policies and zoning regulations. Consistency would be established through the City's discretionary review and approval of the CUP and ensured through the City's development review and permitting process. Therefore, the proposed Project satisfies Criterion Section 15332(a).	Y
b) Criterion Section 15332(b): Project Location, Size, and Context: The proposed development occurs within City limits on a Project site of no more than five acres substantially surrounded by urban uses.	The Project is located on an approximately 0.82-acre site within the incorporated limits of the City of Costa Mesa. The Project site is substantially surrounded by existing urban development, as summarized in Table 1. Therefore, the proposed Project satisfies Criterion Section 15332(b).	Y
c) Criterion Section 15332(c): Endangered, Rare, or Threatened Species: The Project site was determined to have no value as habitat for endangered, rare or threatened species.	The Project site is currently developed with an outdoor vehicle storage parking lot and has been substantially disturbed by previous development activities. The site is primarily characterized by paved asphalt, two electronic vehicle gates, two ancillary storage structures, perimeter fencing, and ornamental landscaping. The Project site is located within a fully urbanized area and is surrounded by existing development, as summarized in Table 1. Due to the developed and disturbed condition of the site and the absence of native habitat, the Project site does not provide suitable habitat for endangered, rare, or threatened species. However, the existing ornamental vegetation, including grasses and trees, has the potential to provide nesting habitat for migratory birds. The California Fish and Game Code (Sections 3503, 3503.5, and 3513) and the federal Migratory Bird Treaty Act (MBTA) protect active nests, eggs, and nesting birds, and all construction projects are required to comply with these regulations by avoiding impacts to nesting birds during the breeding season. Compliance with these regulatory requirements would avoid impacts to nesting birds and raptors that may utilize vegetation on or adjacent to the Project site for nesting during construction. Therefore, the proposed Project satisfies Criterion Section 15332(c).	Y
d) Criterion Section 15332(d): Significant Effects: Approval of the Project would not result in any	TRAFFIC: As demonstrated by the Trip Generation and Vehicle Miles Traveled (VMT) Screening Study prepared for the Project, included as Appendix A, approval of the proposed Project would not result in significant traffic impacts. The proposed Project is anticipated to generate approximately 131 net weekday daily trips after applying a 21-	Y

TABLE 2: CLASS 32 INFILL EXEMPTION QUALIFICATION ANALYSIS

CEQA Guidelines Section 15332 Qualifying Criteria	Proposed Project	Qualifying Criterion Satisfied? Y/N
significant effects relating to traffic, noise, air quality, or water quality.	trip credit for removal of the existing truck and trailer parking use, with approximately 22 peak-hour trips, which is below the City of Costa Mesa's 50-trip threshold requiring a Traffic Impact Analysis. Additionally, because the Project site is located within both a City-designated Low VMT Area and a Transit Priority Area, it qualifies for VMT screening under the City's Transportation Impact Analysis Guidelines and is presumed to result in a less-than-significant VMT impact. Therefore, the proposed Project satisfies Criterion Section 15332(d).	
	NOISE: As demonstrated by the Noise Impact Study prepared for the Project, included as Appendix B, approval of the proposed Project would not result in significant noise impacts. Construction noise would range from 80 to 88 dBA at the nearest sensitive receptors, which is below the Federal Transit Administration's 90 dBA daytime residential threshold; therefore, construction noise impacts would be less than significant. Additionally, as detailed in the Project Summary above, construction activities would comply with the City's Municipal Code by occurring only during permitted construction hours. Operational noise generated by the Project would range from 40 to 46 dBA L50 and 63 to 67 dBA Lmax at adjacent residential receptors, remaining at least 5 dBA below the City's daytime exterior noise limits for residential uses. Project operation would increase ambient noise levels by up to 4 dBA L50 and 1 dBA Lmax, resulting in a less-than-significant operational noise impact. As such, the proposed Project satisfies Criterion Section 15332(d).	Y
	AIR QUALITY: As demonstrated by the Focused Air Quality, Greenhouse Gas, and Energy Impact Study prepared for the Project, included as Appendix C, approval of the proposed Project would not result in significant air quality impacts. Construction-related emissions would not exceed the South Coast Air Quality Management District's (SCAQMD) regional daily significance thresholds, as shown in Table 1 of Appendix C, and none of the analyzed criteria pollutants would exceed the Localized Significance Thresholds (LSTs) at the nearest sensitive receptors, as shown in Table 3 of Appendix C. Accordingly, construction-related air quality impacts would be less than significant. Additionally, as shown in Table 4 of Appendix C, operational emissions would not exceed the SCAQMD's regional significance thresholds. Because the proposed Project is a recreational use that would not include stationary emission sources or heavy-duty truck activity capable of generating localized operational emissions, a long-term LST analysis is not required. As such, implementation of the Project would not result in	Y

TABLE 2: CLASS 32 INFILL EXEMPTION QUALIFICATION ANALYSIS

CEQA Guidelines Section 15332 Qualifying Criteria	Proposed Project	Qualifying Criterion Satisfied? Y/N
	significant air quality impacts. Therefore, the proposed Project satisfies Criterion Section 15332(d).	
	WATER QUALITY: As detailed in the Project Summary above, the proposed padel courts would be installed directly on the site's existing asphalt surface. All proposed structures would be prefabricated and subject to review through the City's building permit process, and no demolition of existing structures is proposed. Any minor trenching, grading, or paving associated with Project construction would not substantially alter existing site drainage patterns. In addition, any construction effects would be temporary, confined to the Project vicinity, and reduced to a less-than-significant level by implementing existing applicable regulatory requirements. As such, the Project would not result in changes to onsite drainage or stormwater flows that could result in significant water quality impacts. Therefore, the proposed Project satisfies Criterion Section 15332(d).	Y
e) Criterion Section 15332(e): Utilities: The site can be adequately served by all required utilities and public services.	As detailed in the Project Summary above, the Project would connect to the existing water and sewer lines in Harbor Boulevard, and electrical service would continue to be provided through the site's existing 200-amp electrical connection. Given the Project's size and location within an urban area currently served by existing utilities and public services, the site can be adequately served by all required utilities and services. Therefore, the proposed Project satisfies Criterion Section 15332(e).	Y

TABLE 3: CLASS 32 INFILL EXEMPTION EXCEPTION ANALYSIS

CEQA Guidelines Section 15300.2 Exception Criteria	Proposed Project	Exception Criterion Applicable? Y/N
a) Criterion 15300.2(a): Location: Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.	The proposed Project does not qualify for an exception under Classes 3, 4, 5, 6, or 11. The proposed Project is located within a developed urban area and is not located within a sensitive environment. In addition, the proposed Project would not result in any impact on an environmental resource of hazardous or critical concern. Therefore, the exception under criterion 15300.2(a) is not applicable to the proposed Project.	N
b) Criterion 15300.2(b): Cumulative Impact: All exemptions for these classes are inapplicable when the cumulative impact of successive projects with similar uses over a similar geological area over time is significant.	As demonstrated in Table 2 above and in the technical studies prepared for the proposed Project (Appendices A, B, and C), the Project satisfies all of the criteria set forth in CEQA Guidelines Section 15332. Accordingly, the Project impacts would be less than significant and not cumulatively considerable. No known or reasonably foreseeable successive projects of the same or similar use in the vicinity would combine with the proposed Project to result in significant cumulative impacts. Furthermore, as discussed throughout this document, the proposed Project would not result in significant environmental impacts that could combine with impacts from other projects to create a cumulatively considerable impact. Therefore, the exception under criterion 15300.2(b) is not applicable to the proposed Project.	N
c) Criterion 15300.2(c): Significant Effects: A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.	There are no known unusual circumstances that are applicable to the proposed Project, and which may result in a significant effect on the environment. Upon approval of the requested CUP, the proposed Project would be consistent with the City’s General Plan and the Municipal Code; thus, the provision of an outdoor recreational padel club facility would not introduce a new activity to the area that could result in a significant effect on the environment. Therefore, the exception under criterion 15300.2(c) is not applicable to the proposed Project.	N
d) Criterion 15300.2(d): Scenic Highways: A categorical exemption shall not be used for a project which may result in damage to scenic	The Project site is not located within a State Scenic Highway corridor. The nearest Officially Designated State Scenic Highway to the Project site is a section of State Route 91 (SR-91) (California Department of Transportation, 2018). This section of SR-91 is	N

TABLE 3: CLASS 32 INFILL EXEMPTION EXCEPTION ANALYSIS

CEQA Guidelines Section 15300.2 Exception Criteria	Proposed Project	Exception Criterion Applicable? Y/N
resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.	located approximately 14.5 linear miles northeast of the Project site and is not visible from the site. Therefore, the exception under criterion 15300.2(d) is not applicable to the proposed Project.	
e) Criterion 15300.2(e): Hazardous Waste Sites: Hazardous Waste Sites: A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.	Based on a review of the lists compiled pursuant to Section 65962.5 of the California Government Code ¹ , the Project site is not located on a listed hazardous waste site. Therefore, the exception under criterion 15300.2(e) is not applicable to the proposed Project.	N
f) Criterion 15300.2(f): Historical Resources: A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.	The Project site is currently developed with an outdoor vehicle storage parking lot and is primarily characterized by paved asphalt, two electronic vehicle gates, two ancillary storage structures, perimeter fencing, and ornamental landscaping. As described in the Project Summary above, no demolition of existing structures is proposed. A review of historical aerial imagery indicates that the two ancillary storage structures were installed between January and April 2025, making them approximately one to two years old. Accordingly, these structures are not eligible for listing in the California Register of Historical Resources or any local historic register. The Project site does not contain historical resources, and implementation of the Project would not result in a substantial adverse change to the significance of a historical resource. Therefore, the exception under criterion 15300.2(f) is not applicable to the proposed Project.	N

¹ (California Environmental Protection Agency, 2026)
2045 Harbor Boulevard Padel Up Project, City of Costa Mesa
Page | 11

REFERENCES

LIN Consulting, Inc. (2026). *Trip Generation and Vehicle Miles Traveled (VMT) Screening Study*. **Appendix A.**

California Department of Transportation. (2018). *California State Scenic Highways*. Retrieved July 2026, from <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>

California Environmental Protection Agency. (2026). *Cortese List Data Resources*. Retrieved July 2026, from <https://calepa.ca.gov/sitecleanup/corteselist/>

MD Acoustics, LLC. (2026). *Focused Air Quality, Greenhouse Gas, and Energy Impact Study*. **Appendix C.**

MD Acoustics, LLC. (2026). *Noise Impact Study*. **Appendix B.**