

PLANNING COMMISSION AGENDA April 17, 2024 CITY COUNCIL CHAMBERS 6:30 p.m. 50 Natoma Street Folsom, California 95630

CALL TO ORDER PLANNING COMMISSION: James Ortega, Mathew Herrera, Daniel West, Bill Miklos, Ralph Peña, Bill Romanelli, Eileen Reynolds

The Planning Commission has a policy that no new item will begin after 10:30 p.m. Therefore, if you are here for an item that has not been heard by 10:30 p.m., you may leave, as the item will be continued to a future Planning Commission Meeting.

Any documents produced by the City and distributed to the Planning Commission regarding any item on this agenda will be made available upon request at the Community Development Counter at City Hall located at 50 Natoma Street, Folsom, California. The meeting is available to view via webcast on the City's website the day after the meeting.

PLEDGE OF ALLEGIANCE

CITIZEN COMMUNICATION: The Planning Commission welcomes and encourages participation in City Planning Commission meetings and will allow up to five minutes for expression on a non-agenda item. Matters under the jurisdiction of the Commission, and not on the posted agenda, may be addressed by the public, however, California law prohibits the Commission from taking action on any matter which is not on the posted agenda unless it is determined to be an emergency by the Commission.

MINUTES

The minutes of the March 20, 2024, meeting will be presented for approval.

SPECIAL PRESENTATION

Commission Resolution Recognizing Principal Planner, Steven Banks, for His Service to the City of Folsom

NEW BUSINESS

1. DRCL23-00197: Waterfly Express Carwash and Determination that the Project is Exempt from CEQA

A Public Meeting to consider a request from Joseph Bermudez for approval of a Design Review application for a 4,963-sqaure-foot drive-thru carwash facility located at 1011 Riley Street. The site is zoned C-2 (PD) (Community Commercial, Planned Development) and has a General Plan designation of CC (Community Commercial), within the East Bidwell Mixed Use Overlay. The project is categorically exempt under Section 15303 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act (CEQA) Guidelines. (Project Planner: Josh Kinkade / Applicant: Joseph Bermudez)

PLANNING COMMISSION / PLANNING MANAGER REPORT

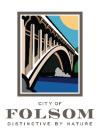
The next Planning Commission meeting is scheduled for <u>May 15, 2024</u>. Additional non-public hearing items may be added to the agenda; any such additions will be posted on the bulletin board in the foyer at City Hall at least 72 hours prior to the meeting.

Persons having questions on any of these items can visit the Community Development Department during normal business hours (8:00 a.m. to 5:00 p.m.) at City Hall, 2nd Floor, 50 Natoma Street, Folsom, California, prior to the meeting. The phone number is (916) 461-6200 and FAX number is (916) 355-7274.

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in the meeting, please contact the Community Development Department at (916) 461-6200, (916) 355-7274 (fax) or ksanabria@folsom.ca.us. Requests must be made as early as possible and at least two full business days before the start of the meeting.

NOTICE REGARDING CHALLENGES TO DECISIONS

The appeal period for Planning Commission Action: Any appeal of a Planning Commission action must be filed in writing with the City Clerk's Office no later than ten (10) days from the date of the action pursuant to Resolution No. 8081. Pursuant to all applicable laws and regulations, including without limitation, California Government Code Section 65009 and or California Public Resources Code Section 21177, if you wish to challenge in court any of the above decisions (regarding planning, zoning and/or environmental decisions), you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice/agenda, or in written correspondence delivered to the City at, or prior to, the public hearing.



PLANNING COMMISSION MINUTES March 20, 2024 CITY COUNCIL CHAMBERS 6:30 P.M. 50 Natoma Street Folsom, CA 95630

CALL TO ORDER PLANNING COMMISSION:

The regular Planning Commission Meeting was called to order at 6:31 p.m. with Chair Eileen Reynolds presiding.

PLEDGE OF ALLEGIANCE: The Pledge of Allegiance was recited.

ROLL CALL:

Commissioners Present: Bill Romanelli, Commissioner

James Ortega, Commissioner Mathew Herrera, Commissioner

Daniel West, Vice Chair Bill Miklos, Commissioner Ralph Peña, Commissioner Eileen Reynolds, Chair

Commissioners Absent: None

CITIZEN COMMUNICATION:

- Carrie Lane addressed the Commission to bring awareness regarding the Sales Tax Measure in Folsom.
- Justin Raithel addressed the Commission to speak about how the proposed tax measure can help with rezone of the Central Business District.
- YK Chalamcherla spoke to the Commission about locations of Post Boxes and future species of trees being planted in newly developed areas.

MINUTES:

The minutes of the February 21, 2024, Regular Meeting were approved with an amendment made to the date the Chair and Vice Chair will serve.

NEW BUSINESS

1. PDEV23-00129: Alder Creek Marketplace Tentative Parcel Map and Planned Development Permit and Determination that the Project is Exempt from the California Environmental Quality Act

A Public Hearing to consider a request from Hunter Properties for approval of a Tentative Parcel Map and Planned Development Permit Modification for development of a 95,000-square-foot shopping center (Alder Creek Marketplace) on a 15.1-acre site located on the southwest corner of the intersection of East Bidwell Street and Alder Creek Parkway within the Folsom Plan Area. The General Plan Land Use designation for the project site is GC (General Commercial), while the Specific Plan land use designation is SP-GC-PD (Specific Plan-General Commercial-Planned Development). The City, as lead agency, has determined that the Alder Creek Marketplace project is entirely consistent with the Folsom Plan Area Specific Plan (FPASP) and, as a result, is exempt from further environmental review pursuant to Public Resources Code section 21083.3 and CEQA Guidelines section 15183. (Project Planner: Steve Banks/Applicant: Hunter Properties)

COMMISSIONER WEST MOVED.

- TO APPROVE A VESTING TENTATIVE PARCEL MAP AND PLANNED DEVELOPMENT PERMIT FOR THE ALDER CREEK MARKETPLACE PROJECT AS ILLUSTRATED ON ATTACHMENTS 5-18.
- THIS APPROVAL IS BASED ON THE FINDINGS (FINDINGS A-Z) AND SUBJECT TO THE CONDITIONS OF APPROVAL (CONDITIONS 1-50) ATTACHED TO THIS REPORT WITH THE FOLLOWING MODIFICATIONS:

CONDITION NO. 39 MODIFIED

TRASH/RECYCLING

THE FINAL LOCATION, ORIENTATION, DESIGN, MATERIALS, AND COLORS OF THE TRASH/RECYCLING ENCLOSURES IS SUBJECT TO REVIEW AND APPROVAL BY THE COMMUNITY DEVELOPMENT DEPARTMENT. THE TRASH/RECYCLING ENCLOSURES SHALL BE FINISHED WITH BRICK VENEER TO MATCH THE DESIGN OF THE BRICK UTILIZED ON THE RETAIL BUILDINGS WITHIN THE SHOPPING CENTER TO THE SATISFACTION OF THE COMMUNITY DEVELOPMENT DEPARTMENT (THIS CONDITION WAS MODIFIED BY THE PLANNING COMMISSION AT ITS MARCH 20, 2024 MEETING).

CONDITION NO. 44 MODIFIED

ON-SITE SIGNING AND PAVEMENT MARKINGS SHALL BE ADDED FOR THE BUILDING P4 DRIVE-THRU IN ORDER TO DETER VEHICLES WITHIN THE DRIVE-THRU LANE FROM QUEUING INTO THE DRIVE AISLE THAT PROVIDES ACCESS TO THE EASTERNMOST OLD RANCH WAY DRIVEWAY. IMPLEMENTATION OF SPEED BUMPS, SPEED TABLES, OR OTHER SPEED MITIGATION FEATURES AT THE MAIN ENTRY DRIVE AISLE IN FRONT OF THE GROCERY STORE BUILDING BETWEEN DISCOVERY DRIVE AND EAST BIDWELL STREET IS REQUIRED. THE FORM OF THE SPEED MITIGATION FEATURES IS SUBJECT TO REVIEW AND APPROVAL BY THE COMMUNITY DEVELOPMENT DEPARTMENT (THIS CONDITION WAS MODIFIED BY THE PLANNING COMMISSION AT ITS MARCH 20, 2024, MEETING).

CONDITION NO. 45 MODIFIED

VEHICLE AND BICYCLE PARKING

A MINIMUM OF 389 VEHICLE PARKING SPACES SHALL BE PROVIDED FOR THE PROJECT INCLUDING 20 FAST CHARGING ELECTRIC VEHICLE CHARGING STATIONS. IN ADDITION, A MINIMUM OF 38 BICYCLE PARKING SPACES EVENLY DISTRIBUTED THROUGHOUT THE PROJECT SITE SHALL BE PROVIDED TO SERVE THE ALDER CREEK MARKETPLACE. ENHANCED LANDSCAPING SHALL BE PLANTED ALONG EAST BIDWELL STREET ADJACENT TO THE ELECTRIC VEHICLE (EV) PARKING LOT AREA IN ORDER TO SCREEN THE ELECTRIC VEHICLE CHARGING EQUIPMENT TO THE SATISFACTION OF THE COMMUNITY DEVELOPMENT DEPARTMENT (THIS CONDITION WAS MODIFIED BY THE PLANNING COMMISSION AT ITS MARCH 20, 2024 MEETING).

COMMISSIONER PEÑA SECONDED THE MOTION.

AYES: ROMANELLI, ORTEGA, HERRERA, WEST, MIKLOS, PEÑA, REYNOLDS

NOES: NONE

Planning Commission Minutes March 20, 2024 Page 2 of 3 RECUSED: NONE ABSENT: NONE

MOTION PASSED

PLANNING COMMISSION / PLANNING MANAGER REPORT

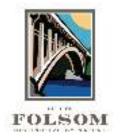
Planning Manager, Desmond Parrington, shared the following with the Commission:

- The Commission was notified that the next meeting will be on April 17, 2024.
- A summary of staff-level design reviews done since the last Commission was provided including an update on the new Crawdad's project on Greenback Drive.
- The schedule for the General Plan and Folsom Plan Area Specific Plan amendments and EIR was shared with the Commission.
- A brief update on the River District Master Plan and the Central Business District Master Plan was provided.
- An update on the General Plan and Housing Element Annual Report was provided.
- An update on the Phase 2 backbone infrastructure project for the Folsom Plan Area was provided.
- An update on staff's grant application with Sacramento Regional Transit to plan for a new transit line for the Folsom Plan Area.
- Staff discussed a recent reduction in the number of tentative subdivision maps submitted for review.
- The results of the March 12th Council workshop on the Community Development Department's user fee study was presented.

ADJOURNMENT

There being no further business to come before the Folsom Planning Commission, Chair Eileen Reynolds adjourned the meeting at 9:16 p.m.

RESPECTFULLY SUBMITTED,
Karen Sanabria, ADMINISTRATIVE ASSISTANT
APPROVED:
Eileen Reynolds, CHAIR



AGENDA ITEM NO. 1 Type: Public Hearing Date: April 17, 2024

Planning Commission Staff Report

50 Natoma Street, Council Chambers Folsom, CA 95630

Project: Waterfly Express Carwash

File #: DRCL23-00197
Request: Design Review
Location: 1011 Riley Street
Parcel(s): 071-0690-042-0000

Staff Contact: Josh Kinkade, Associate Planner, 916-461-6209,

jkinkade@folsom.ca.us

Property Owner Applicant

Name: Tas Cal Properties, Inc. Name: Joseph Bermudez

Address: 31 Rulla Road Address: 3015 Highland Pkwy, Ste 850

Sisters Creek, Tasmania 7235, Australia Downers Grove, IL 60515

Recommendation: Conduct a public meeting and upon conclusion approve the Design Review application for a 4,963 square-foot drive-thru carwash facility located at 1011 Riley Street (DRCL23-00197) based on the findings included in this report (Findings A-G) and subject to the attached conditions of approval (Conditions 1-60).

Project Summary: The proposed project consists of Design Review for development of a 4,963 square-foot drive-thru carwash facility (Waterfly Express) on a 1.01-acre parcel located at 1011 Riley Street. The project also includes additional site improvements such as site lighting and landscaping.

Table of Contents/Attachments:

- 1. Description/Summary Analysis
- 2. Detailed Analysis
- 3. Conditions of Approval
- 4. Vicinity Map
- 5. Plan Set
- 6. Applicant's Narrative
- 7. Environmental Noise Assessment, dated November 16, 2023
- 8. Folsom Waterfly Carwash Queueing Evaluation, dated March 19, 2024
- 9. SMUD Conditions of Approval, dated February 6, 2024
- 10. Site Photos

Submitted,

PAM JOHNS

Community Development Director

ATTACHMENT 1 DESCRIPTION/SUMMARY ANALYSIS

APPLICANT'S PROPOSAL

The applicant, Joseph Bermudez, is requesting approval of a Design Review application to construct a 4,963 square foot drive-thru carwash facility (Waterfly Express) on a 1.01-acre parcel located at 1011 Riley Street. The proposed building consists of a 139-foot carwash tunnel, 413 square feet in customer service, office, break room and restroom space and 894 square feet of equipment electrical and vacuum rooms. The existing vacant restaurant building would be demolished as part of this proposal. The proposed carwash facility includes 19 vacuum stalls, and 3 drive-thru carwash lanes. Access to the project site is via an off-site adjacent driveway to the southeast, with the site itself containing two driveways, one designated for entrance and one for exit. The carwash building is proposed to be 29.5 feet in height and sided in white fiber cement paneling with blue and grey accents and metal slats colored pewter. Site improvements include landscaping, site lighting, and a waste enclosure. Project plans and renderings are included in Attachment 5.

The applicant has stated that the business will utilize a water reclamation system in which approximately 60 percent of water coming through the carwash tunnel is reclaimed and filtered back into the system. Other water would be discharged through sand/oil water separators to capture debris, then through a grease interceptor before routing back out to the sewer system. The applicant also stated that the business would utilize the latest in soap and chemicals that are more environmentally friendly to help minimize impacts to public systems.

SUMMARY ANALYSIS

As described in the detailed analysis in Attachment 2 below, the proposed project is seeking Design Review approval of a proposed drive-thru carwash business. The project is located within the C-2 (Central Business) zone, which allows for carwash uses by right. The project meets all development standards of the C-2 zone. The project is consistent with the floor area ratio standards of the CC General Plan designation as well. Staff determined that the proposed project is compatible with the surrounding mixed commercial and residential uses as designed.

Architecturally, staff determined that the proposed project will be compatible with existing buildings within the area. Staff found that the proposed project incorporates a significant number of unique design elements, creates significant visual interest through the use of multiple building materials, and includes colors and materials that are reflective of the urban character of the existing vicinity and complement designs of the surrounding existing commercial buildings. As such, staff recommends approval of the proposed building design as conditioned. Signage is not proposed at this time and will be subject to future staff-level review.

Staff recommends that the applicant provide a complete geotechnical report, a drainage study and lighting plans as part of site work approvals. Lighting is conditioned to be shielded downward into the project site. The project includes a masonry waste enclosure painted to match the proposed main building. Specifications of the enclosure have been approved by City of Folsom's Waste and Recycling Division.

Hours of construction are controlled by the Folsom Municipal Code. A noise study prepared for the project determined that a sound wall and quieter dryer are needed on the northern project boundary adjacent to a multi-family residential site to meet the City's noise standards, and the applicant has included these features as part of their project narrative. Staff has included these requirements as conditions of approval and has conditioned that the wall include decorative pilasters.

A queueing evaluation determined that the proposed project is not anticipated to exceed the proposed vehicle storage capacity or hinder on-site operations. The study also recommended that an employee be stationed at the merge point between the automated pay station and the automated carwash tunnel entrance during peak periods of demand. Staff included this recommendation as a condition of approval. In terms of parking regulations, the applicant is required to provide five vehicle parking spaces. While they requested to utilize the proposed vacuum stalls as parking spaces, staff conditioned that three of those vacuum stalls be converted into conventional parking spaces and that employees may park in the remaining vacuum stalls as necessary. Staff also conditioned that five bicycle parking spaces be provided to meet City code.

Construction of the project would include removal of several trees, subject to the issuance of a tree permit. New trees are proposed to cover 40 percent of the parking lot, and new water-efficient landscaping is proposed to be included on at least 5 percent of the parking lot to meet City code, subject to review and approval by the City Arborist.

Staff recommends that the Commission approve the proposed Design Review application as conditioned. Staff also recommends that the Commission finds that the project is exempt from CEQA under Section 15303 (New Construction or Conversion of Small Structures).

ATTACHMENT 2 DETAILED ANALYSIS

BACKGROUND

In 1991, Planning Commission approved a Planned Development Permit and Use Permit for the development of the K-Mart Shopping Center located at 1013 Riley Street. The 11.45-acre site included a 107,807-square-foot building for the primary tenant, an attached 13,300-square-foot retail building, and a 3,600-square-foot pad building. In 1992, the Planning Commission approved a Planned Development Permit Modification for a larger 6,500-square-foot footprint and additional allowable maximum signage for the satellite pad (Red Robin Restaurant). In 2003, the Planning Commission approved a Planned Development Modification for exterior changes to the anchor tenant to convert it into a Kohl's department store. In 2014, the detached Red Robin building was converted into a Denny's restaurant, which closed in 2020. The restaurant building has not been in operation since Denny's closed.

Bidwell Mixed Use Overlay

ZONING C-2 (PD) (Central Business, Planned

Development)

ADJACENT LAND USES/ZONING North: Bidwell Place Apartments (MU)

South: Riley Street with the existing retail uses

(C-2 PD) beyond

East: Kohl's Shopping Center (C-2 PD)

West: Former Folsom Lake High School site

(MU)

SITE CHARACTERISTICS The 1.01-acre parcel is built out with a 6,436-

square-foot restaurant pad, parking lot and landscaping. A black open-view fence is on the north property line adjacent to the Bidwell Place

apartments.

APPLICABLE CODES FMC Chapter 17.06, Design Review

FMC Chapter 17.37, Commercial Land Use

Zones

FMC Chapter 17.38, Planned Development

District

FMC Chapter 17.57, Parking Requirements

FMC Chapter 17.59 Signs

POLICY/RULE

The <u>Folsom Municipal Code</u> (<u>FMC</u>) requires that Design Review applications for office, industrial, and commercial development of 1,000 square feet or greater in size be forwarded to the Planning Commission for final action. Application review for the Planning Commission is covered by <u>FMC</u> Section 17.06.030. <u>FMC</u> Section 17.06.080 states that, in approving, conditionally approving, or denying an application for design review under this chapter, the community development director or the planning commission shall make the following findings:

- 1. Project compliance with the general plan and any applicable specific plans and zoning ordinances;
- 2. Conformance with any adopted city-wide design guidelines;
- 3. Conformance with any project-specific design guidelines and standards approved through the planned development permit process or similar review process;
- 4. Compatibility of building materials, textures and colors with surrounding development and consistency with the general design theme of the neighborhood.

General Plan and Zoning Consistency

The General Plan land use designation of the site is CC (Community Commercial), within the East Bidwell Corridor (EBC) overlay. The proposed project is consistent with the CC General Plan land use designation which calls for community-based retail and service uses intended to serve residential neighborhoods within the city. It is also consistent with the uses described in the EBC overlay, which include multifamily housing, shops, restaurants, services, offices, and other compatible uses. The CC designation requires a Floor Area Ratio (FAR) of 0.2-0.5 and the EBC overlay expands allowable FAR to up to 1.5. The overall development, including the existing Kohls, its attached retail building, and the proposed carwash project, will result in an overall FAR of 0.23 for the center. As such, development of the proposed project would meet current FAR standards.

The zoning designation for the project site is C-2 (PD) (Central Business - Planned Development). Self-service and automatic auto wash facilities are allowed by right in the C-2 zone per FMC Section 17.22.030(E).

Staff notes that the project site is located within the Central Business District Master Plan area. While this master plan has not been adopted, staff plans to recommend that future uses within the master plan area are not auto oriented in nature since the area is intended to serve multi-modal transportation uses to encourage walking and cycling. However, because no plan is currently in place, the proposed carwash facility currently remains

allowed by right.

Land Use Compatibility/Site Considerations

In reviewing the proposed project with respect to land use compatibility, City staff took into consideration existing land uses in the project vicinity. The project is within the Kohl's shopping center, which is developed with a single-story department store and an attached retail wing. Retail and restaurant uses are located across Riley Street to the south. Two mixed-use parcels, one vacant and one occupied by an apartment complex, are located directly adjacent to the project site to the north. The Waterfly Carwash facility would blend into the commercial and mixed-use nature of the project area and has a height compatible with surrounding uses. Based on the existing land uses present in the project vicinity and taking into consideration the intent of the EBC overlay (creation of a mix of retail, restaurant, service, office, and residential uses), staff has determined that the proposed project is compatible with existing land uses in the project vicinity.

Development Standards

Under the Planned Development overlay, development standards for the lot only reflect those of the C-2 zone. The following table shows that the proposed project meets all required C-2 development standards:

Development Standards Waterfly Express Carwash								
	Lot Area	Lot Width	Building Coverage	Front Yard Setback	Rear Yard Setback	Side Yard Setbacks	Building Height Limit	
C-2 Development Standards	n/a	n/a	n/a	n/a	12 feet	n/a	50 feet (four stories)	
Proposed Project	43,996 sqft	108 to 144 feet	4%	71.7 feet	176.5 feet	12.8 feet and 63.4 feet	29.5 feet (one story)	

Architecture and Design

The carwash building is proposed to be sided in white fiber cement paneling with blue and grey accents and metal slats colored pewter. Metal canopies are proposed over the building entrances. The building is proposed to be one story in height and feature a flat roof with tower elements extending to a maximum of 29.5 feet in height that would cover rooftop mechanical equipment from view. Proposed building elevations, renderings and colors and materials board are provided in Attachment 5.

Staff determined that the architecture and design of the proposed building incorporates a significant number of unique design elements, including the use of different forms and shapes to break up massing, distinguished entry features, windows and design elements around the entries that create visual interest, and the use of multiple roof heights. Staff also determined that the proposed project would create significant visual interest through

the use of multiple building materials. Lastly, staff determined that the proposed colors and materials are reflective of the urban character of the existing vicinity and complement designs of the surrounding existing commercial buildings. As a result, staff recommends approval of the applicant's building design with the following conditions:

- 1. This approval is for a 4,963-square foot drive-thru carwash facility and associated site work for the Waterfly Express Carwash project. The applicant shall submit building plans that comply with this approval, including the site plans and building elevations included in Attachment 5.
- 2. The design, materials, and colors of the proposed building shall be consistent with the building elevations, color renderings, materials samples, and color board provided in Attachment 5, to the satisfaction of the Community Development Department.
- 3. Roof-mounted mechanical equipment, including satellite dish antennas, shall not be visible above the height of the parapet walls and shall be screened from view from the adjacent public rights-of-way to the satisfaction of the Community Development Department. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features.
- 4. Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and or landscaping.
- 5. The final design of any building-attached light fixtures shall be subject to review and approval by the Community Development Department to ensure architectural consistency with the building.
- 6. The final location, design, height, material, and colors for any walls and/or fences shall be subject to review and approval by the Community Development Department.

These recommendations are included in the conditions of approval (Condition No. 40) presented for consideration by the Planning Commission.

Signage

The project is subject to the requirements established by the Folsom Municipal Code (FMC Chapter 17.59, Signs), which allows for up to 150 square feet of wall signage. The code also allows for up to 24 square feet of this allowable wall signage to instead be used for freestanding monument signage with a maximum height of 6 feet. While the proposed elevations show wall signs and the site plan shows a location for a monument sign, no details or measurements were provided for these signs as part of this entitlement. Signs that meet the requirements of the FMC are reviewed at a staff level, and the applicant has been made aware of the sign standards. Staff has provided Condition No. 41, which requires the applicant to obtain a sign permit.

Grading and Drainage

As part of the demolition of the existing structure and the installation of the proposed improvements, the project site will involve grading, including movement of soils (cutting, filling, and leveling) and compaction of said materials. The applicant will be required to provide a complete geotechnical report before the design of building foundations is finalized. Condition No. 11 is included to reflect this requirement.

Public storm drainage facilities are provided to accommodate runoff for the surrounding land uses, but limited information on existing infrastructure currently exists within the project site itself. Staff has therefore recommended Condition No. 13, which states that a drainage report is required prior to the issuance of improvement plans. The drainage study is required to demonstrate that peak flows leaving the site do not exceed pre-project levels. The applicant will be required to construct any necessary drainage facilities to ensure this requirement is met.

Site Lighting

The existing project site includes several pole-mounted parking lot lights. All proposed lighting is designed to minimize light/glare impacts to the adjacent properties by ensuring that all exterior lighting is shielded and directed downward. Staff recommends that the final lighting plans be submitted for review and approval by Community Development Department for location, height, aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. In addition, staff recommends that all new lighting is designed to be shielded and directed downward onto the project site and away from adjacent properties and public rights-of-way. Condition No. 21 is included to reflect these requirements.

Trash/Recycling/Organic Waste

As shown on the Site Plan (within Attachment 5), the proposed project includes a waste enclosure. The location and specifications of the enclosure were reviewed and deemed adequate by the City's Waste and Recycling Division. Aesthetically, the enclosure, as shown on Page A101 in Attachment 5, includes a six-foot masonry wall painted white to match the carwash building's primary color with a metal roof extending 4 feet above the wall and an 8-foot-tall metal gate, both painted blue to match the accent color of the proposed carwash. Staff determined that the colors and materials of the waste enclosure are complementary to those of the carwash structure.

Noise

According to <u>FMC</u> Section 8.42.060, noise sources associated with construction of the project which are conducted between the hours of 7:00 a.m. and 6:00 p.m., on Monday through Friday, and between 8:00 a.m. and 5:00 p.m. on Saturday and Sunday, are exempt from the City noise standard. Staff concluded that enforcement of this standard would adequately address construction noise impacts.

An environmental noise assessment (included in Attachment 7) was prepared by Saxelby

Acoustics and submitted along with the project's application. The study analyzed noise in relation to operation of the proposed project, including the car wash blowers, central vacuum producers, vacuum station area and parking lot noise. The study determined that, as originally proposed, project noise was predicted to exceed the City's noise level standards for the adjacent residences. The study found that replacement of the originally proposed dryer with a quieter model that produces a continuous noise level of no greater than 68 dBA Leq at a distance of 55 feet as measured from the exit of the car wash would help reduce project noise levels. The project applicant proposes to install and operate using the quieter dryer (as stated in their narrative provided in Attachment 6) and staff has included this requirement as Condition No. 46. The project will continue to be subject to the City's noise control ordinance.

The noise study also recommended, a 200-foot-long 6-foot-tall sound wall along the northern property boundary to ensure that project noise is below the City's acceptable thresholds, particularly with respect to nearby residences. The applicant has included construction of the wall recommended in the noise study as part of their project narrative included in Attachment 6. Staff has provided Condition No. 47 to condition that this wall be installed prior to site sign-off, so the wall will be installed before the car wash becomes operational. To enhance the overall appearance of the wall, the condition also requires that decorative pilasters be added at approximately 50-foot intervals along the wall and that the final location, design, height, materials, and colors of the wall be subject to review and approval by the Community Development Department.

With the recommendations of the noise study in place as part of the proposed project, staff determined that the project will not result in unacceptable noise impacts to nearby residential uses.

Traffic/Access/Circulation

Access to the project site is on Riley Street, via an access easement from the adjacent parcel at an existing driveway. The project site includes three queueing lanes to access the automated carwash. Customers will exit the carwash into the parking lot where they can either park in a vacuum stall or exit the site. The site also has an entrance-only driveway to access the parking lot/vacuum stalls and one exit-only driveway to leave the site.

Based on the queueing evaluation report prepared by Kimley Horn (provided in Attachment 8), the proposed project would generate a total of approximately 900 daily trips, with 81 trips occurring during the highest peak-hour. Based on the length of the carwash tunnel and the three lanes of queueing proposed, the queueing memo determined that the project is not anticipated to exceed the proposed storage capacity or hinder on-site operations. Queueing from payment processing was also not anticipated to interfere with off-site operations on the adjacent commercial roadway along the east side of the project site.

To facilitate efficient and orderly operations for vehicles accessing the carwash, the study

recommends that an employee be stationed at the merge point between the automated pay station and the automated carwash tunnel entrance during peak periods of demand (between 6:00 a.m. and 9:30 a.m. and between 3:00 p.m. and 6:00 p.m.). Community Development Department Engineering staff concurred with the findings of the study, and the applicant has agreed to this recommendation. As such, staff provided the peak hour employee stationing as Condition No. 60.

Parking

<u>FMC</u> Section 17.57.040 requires one parking space per 200 square feet of gross floor area with a minimum of five spaces for retail and service-type commercial uses. Given the 413 square feet of office and customer service space, five parking spaces are required. The applicant has stated that employees and customers may park within the proposed 19 vacuum stalls, including one accessible stall. However, to ensure that customers are aware of on-site parking and encourage them to park on-site rather than in the adjacent parking lot, staff has provided Condition No. 48, which requires that the applicant remove the three vacuum stalls adjacent to the site exit and replace them with standard parking stalls. With these three spaces, along with employee use of two of the 16 vacuum stalls, staff concluded that the parking standard will be met.

The <u>Folsom Municipal Code</u> requires that commercial projects provide five bicycle parking spaces for up to 25 required vehicle parking spaces. Staff has added Condition No. 49, which requires that the applicant show the location of at least five bicycle parking spaces near the building entry on the plans submitted for a building permit.

Landscaping and Trees

The existing project site includes existing trees and landscaping planted as part of the previous restaurant as well as several trees and shrubs along the north property line bordering the Bidwell Pointe Apartments. The proposed project would remove several of the existing trees, including two interior live oaks. Removal of protected trees requires a tree permit, as reflected in Condition No. 34. Seventeen trees of five different species are proposed to be planted throughout the project site to meet <u>FMC</u> Section 17.57.070(G)(3), which requires 40 percent of the parking lot being shaded within 15 years, as shown in the landscape plan provided in Attachment 5.

Landscaping planters are also proposed throughout the site to meet the <u>FMC</u> Section 17.57.070(G)(2) requirement of 5 percent of the parking lot being covered by landscaping. Proposed landscaping includes deciduous and evergreen shrubs, ornamental grasses, perennials and mulch. Staff recommends that the final landscape plans be reviewed and approved by the Community Development Department. Condition No. 32 is included to reflect this requirement.

All irrigation watering will be required to comply with the water conservation requirements established within the <u>Folsom Municipal Code</u> (<u>FMC</u>, Chapter 13.26 Water Conservation) and all state water conservation regulations pertaining to water conservation and outdoor landscaping. Condition No. 32 is included to reflect this requirement. The landscape plans

are also required to comply and implement water efficient requirements as adopted by the State of California.

ENVIRONMENTAL REVIEW

The project is categorically exempt under Section 15303 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act (CEQA). Based on staff's analysis of this project, none of the exceptions in Section 15300.2 of the CEQA Guidelines apply to the use of the categorical exemption in this case.

RECOMMENDATION

Staff recommends that the Planning Commission approve the Design Review application for the proposed project (DRCL23-00197) located at 1011 Riley Street, based on the below findings (Findings A-G) and subject to the attached conditions of approval (Conditions 1-60).

PLANNING COMMISSION ACTION

Move to approve the Design Review application for the proposed Waterfly Express Carwash project (DRCL23-00197) located at 1011 Riley Street, based on the below findings (Findings A-G) and subject to the attached conditions of approval (Conditions 1-60).

GENERAL FINDINGS

- A. NOTICE OF PUBLIC HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN AND THE ZONING CODE OF THE CITY.

CEQA FINDINGS

- C. THE PROJECT IS CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW UNDER SECTION 15303 (NEW CONSTRUCTION OR CONVERSION OF SMALL STRUCTURES) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES.
- D. THE CUMULATIVE IMPACT OF SUCCESSIVE PROJECTS OF THE SAME TYPE IN THE SAME PLACE, OVER TIME IS NOT SIGNIFICANT IN THIS CASE.
- E. NO UNUSUAL CIRCUMSTANCES EXIST TO DISTINGUISH THE PROPOSED PROJECT FROM OTHERS IN THE EXEMPT CLASS.

DESIGN REVIEW FINDINGS

- F. THE PROJECT COMPLIES WITH THE GENERAL PLAN AND APPLICABLE REQUIREMENTS IN THE ZONING CODE OF THE CITY.
- G. THE BUILDING MATERIALS, TEXTURES AND COLORS USED IN THE PROPOSED PROJECT ARE COMPATIBLE WITH SURROUNDING DEVELOPMENT AND ARE CONSISTENT WITH THE GENERAL DESIGN THEME OF THE NEIGHBORHOOD.

ATTACHMENT 3 Conditions of Approval

	CONDITIONS OF APPROVAL FOR WATERFLY EXPRESS CARWASH (DRCL23-00197)				
Cond. No.	Mitigation Measure	GENERAL REQUIREMENTS	When Reqd.	Responsible Department	
1.		The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below: • Plan Set (as provided in Attachment 5) • Applicant's Narrative (as provided in Attachment 6) The project is approved for Design Review for a 4,963-sqaure-foot drive-thru carwash facility located at 1011 Riley Street. Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval.	В	CD (P)(E)	
2.		Building plans shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.	В	CD (P)(E)(B)	
3.		The project approvals granted under this staff report (Design Review) shall remain in effect for two years from final date of approval (expiring April 17, 2026). If a building permit is not issued within the identified time frame and/or the applicant has not demonstrated substantial progress towards the development of the project, this approval shall be considered null and void. An extension to the identified time frame may be granted by the Planning Commission. If after approval of this project, a lawsuit is filed which seeks to invalidate any approval, building permit, or other construction permit or entitlement required in connection with any of the activities or construction authorized by the project approvals, or to enjoin the development contemplated herein, or to challenge the issuance by any governmental agency of any environmental document or exemption determination, the project approvals shall be tolled during the time that any litigation is pending, including any appeals.	В	CD (P)	

4.	The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur: • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.	OG	CD (P)(E)(B) PW, PR, FD, PD
	DEVELOPMENT COSTS AND FEE REQUIREMENTS		
5.	The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	I, B	CD (P)(E)
6.	If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	В	CD (E)
7.	The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel or consultant services, the applicant shall reimburse the City for all outside legal fees, services, and costs incurred by the City. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit and/or enter into an agreement with the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	1	CD (P)(E)

8.	If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Final Map, improvement plans, or beginning inspection, whichever is applicable.	I, M, B	CD (P)(E)
9.	This project shall be subject to all applicable City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all applicable City-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Humbug-Willow Creek Parkway, light rail, transportation system management (TSM), capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (April 17, 2024). The fees shall be calculated at the fee rate in effect at the time of building permit issuance.	В	CD (P)(E), PW, PK
10.	The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	В	CD (P)
1	SITE DEVELOPMENT REQUIREMENTS		
11.	Prior to the issuance of any grading and/or building permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site suitability, proposed foundation design for all proposed structures, and roadway and pavement design. The applicant shall be required to construct any necessary drainage facilities identified in this report to ensure this requirement is met.	G, B	CD (E)

12.	Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the current edition of the City of Folsom <u>Standard Construction Specifications</u> and the <u>Design and Procedures Manual and Improvement Standards</u> .	I, B	CD (P)(E)
13.	The owner/applicant shall submit water, sewer and drainage studies to the satisfaction of the Community Development Department and provide sanitary sewer, water and storm drainage improvements with corresponding easements and quit claims, as necessary, in accordance with these studies and the current edition of the City of Folsom <u>Standard Construction Specifications</u> and the <u>Design and Procedures Manual and Improvement Standards</u> .	I	CD (E)
14.	The improvement plans for the required public and private improvements shall be reviewed and approved by the Community Development Department prior to issuance of a building permit for the project.	В	CD (E)
15.	Final lot, underground on-site drainage facilities and storage, and building configurations may be modified to a address storm events greater than the capacity of the underground system.	В	CD (E)
16.	The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.).	I	CD (P)(E)
17.	The owner/applicant shall be responsible for replacing any and all damaged or hazardous public paving, sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	0	CD (E)
18.	For any improvements constructed on private property that are not under ownership or control of the owner/applicant, a right-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City prior to issuance of a grading permit and/or approval of improvement plans.	G, I	CD (E)

19.	The on-site water and sewer systems shall be privately owned and maintained. The fire protection system shall be separate from the domestic water system. The fire system shall be constructed to meet the National Fire Protection Association Standard 24. The domestic water and irrigation system shall be metered per City of Folsom <u>Standard Construction Specifications</u> .	I	CD (E)
20.	Any construction of and subsequent reimbursement for public improvements constructed by the applicant shall be in accordance with a formal reimbursement agreement entered into between the City and the owner/applicant prior to approval of the improvement plans.	I	CD (E)
21.	Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for location, height, aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. All proposed lighting, including but not limited to landscape/walkway lights, and building-attached lights shall be designed to be screened, shielded, and directed downward onto the project site and away from adjacent properties and public rights-of-way. The final design of the building-attached lights shall be subject to review and approval by the Community Development Department. Lighting shall be equipped with a timer or photo condenser.	I, B	CD (P)
22.	Future dry utility connection services (electrical, gas, telephone, etc.) for new buildings shall be placed underground at the project site.	В	CD (E)
23.	The project is required to demonstrate that all existing backflow devices are RPPA (Reduced Pressure Principal Assembly) and USC-certified for domestic water. The Domestic water service manifold, located within easement, shall conform to City of Folsom Standard Detail WR-23.	В	CD (E)
24.	All on-site sanitary sewer shall be privately owned, operated, and maintained. Proposed Sewer Reclamation shall confirm to the latest edition of the California Building Code and reviewed by the City of Folsom Building Division. The owner/applicant shall confirm that a sewer reclamation tank will be installed for non-potable use.	В	CD (E)
25.	The project is required to demonstrate compliance with the Sacramento Stormwater Quality Partnership's Stormwater Quality Design Manual with respect to treatment controls including full trash capture control.	B, OG	CD (E)

Prior to the issuance of a building permit, the owner shall contact the Regional Sanitation Permit Services Unit to determine if sewer impact fees are due. Fees are to be paid prior to the issuance of building permits.	В	CD (E)
STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS		
The owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).	G, I, B	CD (E)
The storm drain swale or onsite improvement plans shall provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant Discharge Elimination System (NPDES) Permit issued by the State Regional Water Quality Control Board.	G, I, B, O	CD (E)
Erosion and sedimentation control measures shall be incorporated into construction plans. These measures shall conform to the City of Folsom requirements and the County of Sacramento <u>Erosion and Sedimentation Control Standards and Specifications</u> -current edition and as directed by the Community Development Department.	G, I	CD (E)
Prior to issuance of grading permits, the owner/applicant shall obtain coverage under the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific Storm Water Pollution Prevention Plan (SWPPP) at the time of submittal of the civil improvement plans. The project applicant shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to the City of Folsom.	G, I	CD (E), PW
	Services Unit to determine if sewer impact fees are due. Fees are to be paid prior to the issuance of building permits. STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS The owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15). The storm drain swale or onsite improvement plans shall provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant Discharge Elimination System (NPDES) Permit issued by the State Regional Water Quality Control Board. Erosion and sedimentation control measures shall be incorporated into construction plans. These measures shall conform to the City of Folsom requirements and the County of Sacramento Erosion and Sedimentation Control Standards and Specifications-current edition and as directed by the Community Development Department. Prior to issuance of grading permits, the owner/applicant shall obtain coverage under the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific Storm Water Pollution Prevention Plan (SWPPP) at the time of submittal of the civil improvement plans. The project applicant shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control	Services Unit to determine if sewer impact fees are due. Fees are to be paid prior to the issuance of building permits. STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS The owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15). The storm drain swale or onsite improvement plans shall provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant Discharge Elimination System (NPDES) Permit issued by the State Regional Water Quality Control Board. Erosion and sedimentation control measures shall be incorporated into construction plans. These measures shall conform to the City of Folsom requirements and the County of Sacramento Erosion and Sedimentation Control Standards and Specifications-current edition and as directed by the Community Development Department. G, I Prior to issuance of grading permits, the owner/applicant shall obtain coverage under the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific Storm Water Pollution Prevention Plan (SWPPP) at the time of submittal of the civil improvement plans. The project applicant shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control

	LANDSCAPE/TREE PRESERVATION REQUIREMENTS				
31.	The owner/applicant shall be responsible for on-site landscape maintenance throughout the life of the project to the satisfaction of the Community Development Department. Vegetation or planting shall not be less than that depicted on the final landscape plan, unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature. The final landscape plans shall be updated to incorporate native species trees, plants, shrubs, and groundcover to the satisfaction of the Community Development Department.	B, OG	CD (P)(E)		
32.	Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all onsite landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881 - State Model Water Efficient Landscape Ordinance) until state time the City of Follows adopted in the curry Water Efficient Landscape or at which time the	В, І	CD (E)		
	such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. The owner/applicant shall comply with city-wide landscape rules or regulations on water usage. The owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping for the project.	,			

33.	The final tree planting design shall incorporate appropriate species selection and placement to avoid infrastructure conflicts and monocultural issues to the satisfaction of the City Arborist. All irrigation and plant material shall be maintained in accordance with the approved as-built plans in perpetuity. Any requests by the property owner or manager to alter the approved landscape installation shall be subject to review and approval by the City Arborist.	B, I	CD (E)
34.	Pursuant to Folsom Municipal Code Chapter 12.16, the applicant shall obtain appropriate tree removal and tree work permits to account for tree impacts associated with the proposed development activities. The tree permit applications shall be reviewed and approved by the Community Development Department and shall be issued prior to all associated permits and plan review approvals for the project. Existing trees on site to be retained and trees located on neighboring parcels shall be protected in place in accordance with ANSI A300 Standards and the International Society of Arboriculture's Best Management Practices most recent publication of Managing Trees During Site Development and Construction.	G, I, B	CD (P)(E)
	AIR QUALITY REQUIREMENTS	l	
35.	In compliance with Rule 201 of the Sacramento Metropolitan Air Quality Management District (SMAQMD), the applicant/developer of the project shall verify with SMAQMD if a permit is required before equipment capable of releasing emissions to the atmosphere are used at the project site. The applicant/developer shall comply with the approved permit or provide evidence that a permit is not required.	G, I, B	CD (P)(E)(B)
36.	In compliance with Rule 442 of SMAQMD, the applicant/developer of the project shall use architectural coatings that comply with the volatile organic compound content limits specified in the general rule.	G, I, B	CD (P)(E)(B)
37.	Dust generated on the project site shall be controlled by selective watering of exposed areas, especially during clearing and grading operations. All unpaved areas of the project site that are being graded, excavated or used as construction haul roadways shall be sprayed with water as often as is necessary to assure that fugitive dust does not impact nearby properties. Stockpiles of soil or other fine materials being left for periods in excess of one day during site construction shall be sprayed and track walked after stockpiling is complete.	I, B	CD (P)(E)(B)

38.	Demolition and renovation of existing buildings is subject to Sac Metro Air District Rule 902, to limit asbestos exposure during these activities.	G, I, B	CD (P)(E)(B)
39.	Implementation of Sac Metro Air District Basic Construction Emission Control Practices to facilitate compliance with the Distorict's Rule 403 (Fugitive Dust) is required.	G, I, B	CD (P)(E)(B)

	ARCHITECTURE/SITE DESIGN REQUIREMENTS		
40.	The project shall comply with the following architecture and design requirements: 1. This approval is for a 4,963-square foot drive-thru carwash facility and associated site work associated for the Waterfly Express Carwash project. The applicant shall submit building plans that comply with this approval, including the attached site plans and building elevations included in Attachment 5 and applicant's narrative included in Attachment 6. 2. The design, materials, and colors of the proposed building shall be consistent with the building elevations, color renderings, materials samples, and color board provided in Attachment 5, to the satisfaction of the Community Development Department. 3. Roof-mounted mechanical equipment, including satellite dish antennas, shall not be visible above the height of the parapet walls and shall be screened from view from the adjacent public rights-of-way to the satisfaction of the Community Development Department. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features. 4. Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and or landscaping. 5. The final design of any building-attached light fixtures shall be subject to review and approval by the Community Development Department to ensure architectural consistency with the building. 6. The final location, design, height, material, and colors for any walls and/or fences shall be subject to review and approval by the Community Development Department.	В	CD (P)
41.	The owner/applicant shall obtain a sign permit for all proposed signage. Signage shall comply with the requirements of Folsom Municipal Code Chapter 17.59.	OG	CD (P)

	GEOLOGY AND SOILS REQUIREMENT		
42.	If any archaeological, cultural, or historical resources or artifacts, or other features are discovered during the course of construction anywhere on the project site, work shall be suspended in that location until a qualified professional archaeologist assesses the significance of the discovery and provides recommendations to the City. The City shall determine and require implementation of the appropriate mitigation as recommended by the consulting archaeologist. The City may also consult with individuals that meet the Secretary of the Interior's Professional Qualifications Standards before implementation of any recommendation. If agreement cannot be reached between the project applicant and the City, the Planning Commission shall determine the appropriate implementation method.	G, I, B	CD (P)(E)(B)
43.	In the event human remains are discovered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to the origin and disposition pursuant to Public Resources Code 5097.98. If the coroner determines that no investigation of the cause of death is required and if the remains are of Native American Origin, the coroner will notify the Native American Heritage Commission, which in turn will inform a most likely decedent. The decedent will then recommend to the landowner or landowner's representative appropriate disposition of the remains and any grave goods.	G, I, B	CD (P)(E)(B)
1	HAZARDS AND HAZARDOUS MATERIAL REQUIREMENT		
44.	Discovery of unknown contaminated soils during construction. If during construction, currently unknown contaminated soils are discovered (i.e., discolored soils, odorous, other indications), construction within the area shall be halted, the extent and type of contamination shall be characterized, and a clean-up plan shall be prepared and executed. The plan shall require remediation of contaminated soils. The plan shall be subject to the review and approval of Sacramento County Environmental Management Department (SCEMD), Regional Water Quality Control Board (RWQCB), the City of Folsom, or other agencies, as appropriate. Remediation can include in-situ treatment, disposal at an approved landfill, or other disposal methods, as approved. Construction can proceed within the subject area upon approval of and in accordance with the plan.	G, I, B	CD (P)I(B)

45.	This project is located in a geologic unit within the boundaries of the City of Folsom, which is likely to contain naturally occurring asbestos. The owner/applicant shall be required to obtain approval from the Sacramento Metropolitan Air Quality Management District (SMAQMD) prior to approval of any grading and/or construction on the project site. The owner/applicant shall provide to the Community Development Department a copy of the written approval from SMAQMD prior to approval of grading and/or site improvement plans.	G, I, B	CD I(E)(B)
<u> </u>	NOISE REQUIREMENTS		<u> </u>
46.	Per the recommendation in the noise study provided in Attachment 7, a dryer shall be utilized that produces a continuous noise level of no greater than 68 dBA Leq at a distance of 55 feet as measured from the exit of the car wash.	В	CD (P)(B)
47.	A six-foot masonry sound wall shall be placed on the northern project boundary in the location shown on page 13 of the noise study provided in Attachment 7. Decorative pilasters shall be added at approximately 50-foot intervals along wall segments of the wall. The final location, design, height, materials, and colors of the walls shall be subject to review and approval by the Community Development Department.		CD(P)(B)
I	PARKING AND TRAFFIC REQUIREMENTS		
48.	The three vacuum stalls on the southern portion of the project site adjacent to the driveway exit shall be replaced with parking stalls with no vacuum stations. Direction, spacing, and flow of the parking lot is subject to review and approval by the Community Development Department	В	CD (P)(E)
49.	Five bicycle parking spaces shall be provided near the building entrance to the satisfaction of the Community Development Department. B, C		CD(P)
50.	The existing driveway at Riley Street shall be signed as a right turn only exit to address sight constraints at the project location. Proposed signage and frontage improvements to accommodate this condition is subject to review and approval by the Community Development Department.	В, О	CD(P)(E)
	FIRE DEPARTMENT REQUIREMENTS		
51.	The building shall have an illuminated address visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal.	I	FD

52.	Prior to the issuance of any improvement plans or building permits, the Community Development and Fire Departments shall review and approve all detailed design plans for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features.			
53.	All fire protection devices shall be designed to be located on site: fire hydrants, fire department connections, post indicator valves, etc. off-site devices cannot be used to serve the building. A water model analysis that proves the minimum fire flow will be required before any permits are issued. The fire sprinkler riser location shall be inside a Fire Control Room (5' X 7' minimum) with a full-sized 3'-0" door. This room can be shared with other building utilities. The room shall only be accessible from the exterior.		FD	
54.	All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on site. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2" AC over 6" AB from October 1 to April 30.		FD	
,	POLICE/SECURITY REQUIREMENT			
55.	 The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be required: A security guard shall be on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. (This requirement shall be included on the approved construction drawings) Security measures for the safety of all construction equipment and unit appliances shall be employed. Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	G, I, B	PD	
	ENVIRONMENTAL AND WATER RESOURCE REQUIREMENTS			
56.	The owner/applicant shall be subject to all requirements established by <u>Folsom Municipal Code</u> (<u>FMC</u> , Chapter 13.26, Water Conservation) and all state water conservation regulations pertaining to water conservation and outdoor landscaping.	I, OG	EWR, CD (E)	

	SMUD REQUIREMENTS		
57.	The project shall comply with conditions 1-9 of the attached letter from SMUD dated February 6, 2024 provided in Attachment 9.		CD (P)(E)
	MISCELLANEOUS REQUIREMENTS		
58.	The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review and approval of any grading or improvement plan.	G, I	CD (P)(E)
59.	The owner/applicant shall obtain permission (permit, letter, agreement, etc.) from all applicable public utility companies (SMUD, PG&E, etc.) in a form acceptable to the Community Development Department for construction-related activities proposed within the existing public utility easements.	1	CD (P)
60.	An employee shall be stationed at the merge point between the automated pay station and the automated carwash tunnel entrance during peak periods of demand (between 6:00 a.m. and 9:30 a.m. and between 3:00 p.m. and 6:00 p.m.)	OG	CD (P)

RESPONSIBLE DEPARTMENT		WHEN REQUIRED		
CD (P) (E) (B) (F)	Community Development Department Planning Division Engineering Division Building Division Fire Division	I M B O	Prior to approval of Improvement Plans Prior to approval of Final Map Prior to issuance of first Building Permit Prior to approval of Occupancy Permit Prior to issuance of Grading Permit	
PW	Public Works Department	DC	During construction	
PR	Park and Recreation Department	OG	On-going requirement	
PD	Police Department			
FD	Fire Department			

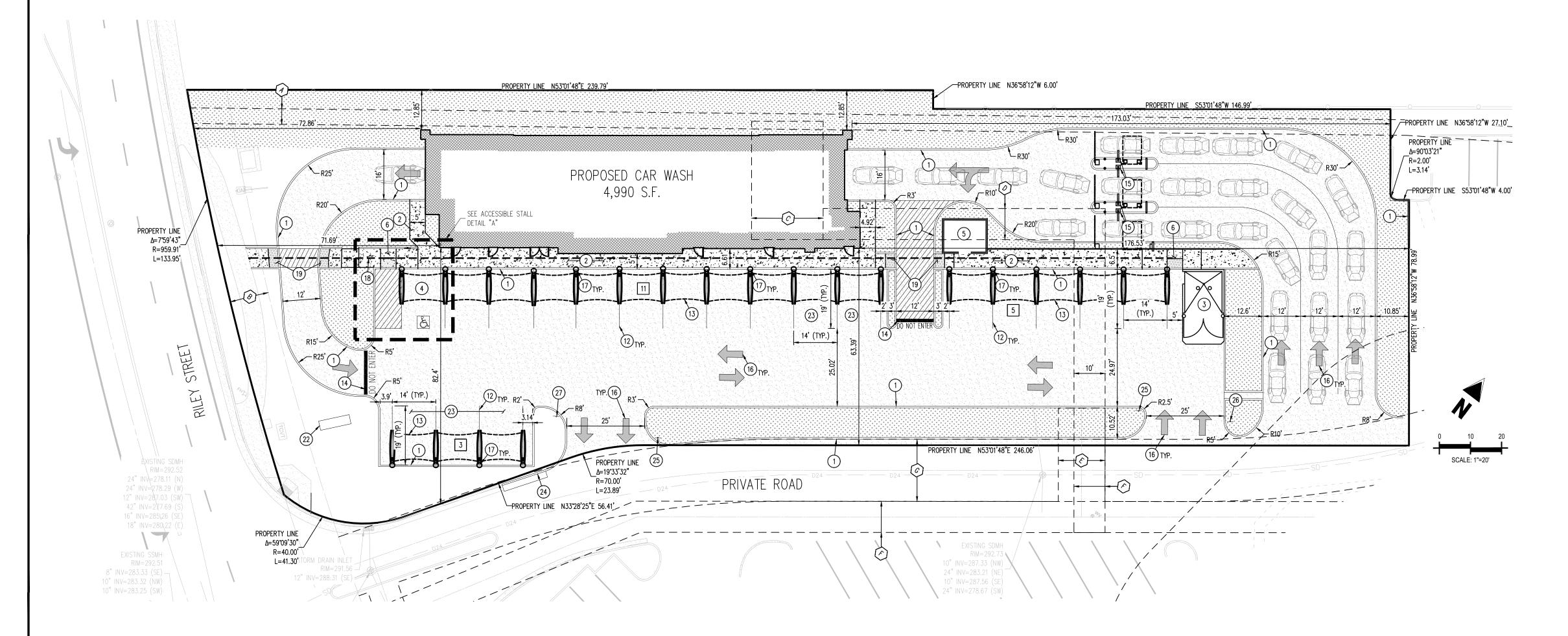
Planning Commission Waterfly Express Carwash (DRCL23-00197) April 17, 2024

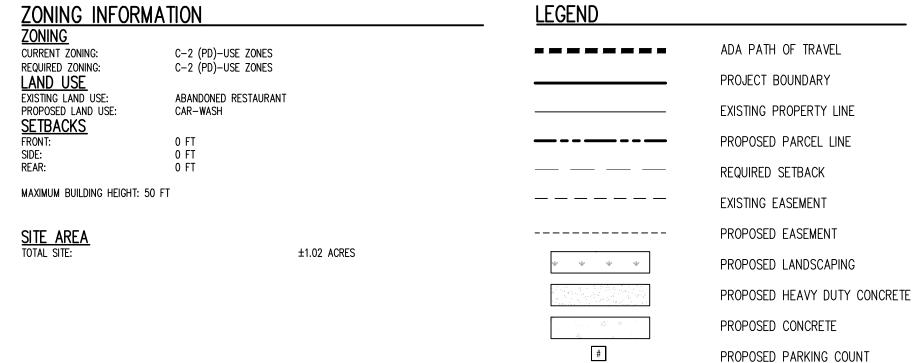
Attachment 4 Vicinity Map



Planning Commission Waterfly Express Carwash (DRCL23-00197) April 17, 2024

Attachment 5 Plan Set





PARKING SUMMA	ARY TABLE			
TYPE	METHOD	REQUIRED	PROVIDED	
VEHICLE	CITY OF FOLSOM PARKING REQUIREMENTS (3.5 SPACES FOR EVERY 1,000 S.F. OF GROSS FLOOR AREA OF OFFICE SPACE)	5	5 (EMPLOYEE PARKING ALLOWED IN VACUUM STALLS)	
VACUUM STALLS	N/A	N/A	19	
ACCESSIBLE	TABLE 11B-208.2 & SEC. 11B-208.2.4, 2022 CBC	1 (1 VAN ACCESSIBLE)	1 (1 VAN ACCESSIBLE)	
BICYCLE	COUNTY OF SACRAMENTO	N/A	N/A	
EV CAPABLE STALLS	TABLE 5.106.5.2 2022 CALGREEN STANDARDS	N/A	N/A	
EV CHARGING STATION	TABLE 5.106.5.3.3 2022 CALGREEN STANDARDS	N/A	N/A	

PARCEL INFORMATION

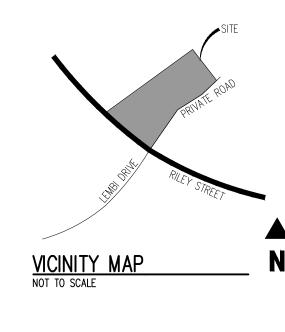
SITE ADDRESS FOLSOM, CA 95630 <u>SITE APN</u>

GENERAL NOTES

- 1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CURRENT ENGINEERING STANDARDS FOR THE COUNTY OF SACRAMENTO; UNLESS OTHERWISE NOTED ON THE APPROVED PROJECT PLANS, OR AS DIRECTED BY THE CITY ENGINEER. 2. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR (OR DEVELOPER/OWNER FOR A DEVELOPMENT PROJECT) TO OBTAIN FROM THE CITY OF INDIO, AND OTHER GOVERNING
- AGENCIES, ALL NECESSARY PERMITS PRIOR TO THE BEGINNING OF CONSTRUCTION. 3. THE CONTRACTOR (OR DEVELOPER/OWNER FOR A DEVELOPMENT PROJECT) IS RESPONSIBLE FOR SATISFACTORY COMPLIANCE WITH ALL CURRENT ENVIRONMENTAL
- 4. THE CONTRACTOR MUST NOTIFY THE ENGINEERING DIVISION OF THE COUNTY OF SACRAMENTO PUBLIC WORKS DEPARTMENT (916.874.6544) AT LEAST 48 HOURS IN ADVANCE OF BEGINNING ANY NEW PHASE OF WORK. ANY IMPROVEMENT(S) INSTALLED WITHOUT INSPECTION(S) BY THE CITY WILL BE SUBJECT TO REMOVAL.
- THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN ON THE PLANS IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING UNDERGROUND SERVICE ALERT AT LEAST 48 HOURS PRIOR TO BEGINNING ANY EXCAVATION AND AS OTHERWISE REQUIRED BY LAW.
- CONTACT PHONE NUMBERS FOR SOME OF THE LOCAL UTILITIES ARE:
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL, REPLACEMENT. PROTECTION, AND/OR RELOCATION OF ALL REGULATORY, WARNING, AND GUIDE SIGNS; AND FOR THE REMOVAL, REPLACEMENT, AND PROTECTION OF ANY PAVEMENT STRIPING, AND /OR PAVEMENT LEGENDS/MARKINGS. THE CONTRACTOR IS REQUIRED TO INSTALL NEW STRIPING AND PAVEMENT LEGENDS/MARKINGS, AND SIGNING (INCLUDING STREET NAME SIGNS FOR ALL NEW STREETS OR AS OTHERWISE APPROVED OR DIRECTED BY THE CITY ENGINEER).
- 8. NO WALKWAY, TRAVEL LANE OR STREET CLOSURES ARE ALLOWED WITHOUT PRIOR APPROVAL OF THE CITY ENGINEER AND/OR CITY COUNCIL. WORK ZONE TRAFFIC

- CONTROL SHALL BE PER THE LATEST EDITION OF THE CALIFORNIA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD).
- 9. ALL TRAVELED WAYS MUST BE CLEANED DAILY OF ALL DIRT, MUD, AND DEBRIS DEPOSITED ON THEM AS A RESULT OF THE CONTRACTOR'S WORK. CLEANING TO BE DONE PER THE SATISFACTION OF THE CITY ENGINEER.
- 10. IN GENERAL, THE CONTRACTOR SHALL NOT DISTURB EXISTING SURVEY MONUMENTS OR BENCHMARKS NOTED ON THE PLANS OR FOUND DURING CONSTRUCTION. IF THIS OCCURS DURING CONSTRUCTION, REPLACEMENT SHALL BE PERFORMED TO CITY/ COUNTY STANDARDS BY A LICENSED LAND SURVEYOR (OR A LICENSED CIVIL ENGINEER WITH NUMBER BELOW 33,966).
- 11. THE REGISTERED CIVIL ENGINEER (R.C.E.) SIGNING THESE DESIGN PLANS, AND ANY IMPROVEMENT PLAN (INCLUDING GRADING) SHALL BE RESPONSIBLE FOR ASSURING THE ACCURACY AND ACCEPTABILITY OF THE DESIGN THROUGHOUT CONSTRUCTION. IN THE EVENT OF DISCREPANCIES DURING CONSTRUCTION, INCLUDING ANY ALTERATIONS OR VARIANCES NEEDED FROM THE APPROVED PLANS (EXCEPT MINOR ADJUSTMENTS IN THE FIELD NEEDED TO MEET EXISTING CONDITIONS), SHALL BE THE RESPONSIBILITY OF THE R.C.E. TO DETERMINE AN ACCEPTABLE SOLUTION, TO REVISE THE PLANS, AND TO
- OBTAIN APPROVAL FROM THE CITY ENGINEER. 12. FOR ALL DEVELOPMENT PROJECTS, THE DEVELOPER/OWNER SHALL BE RESPONSIBLE
- FOR THE ACTIONS OF HIS CONTRACTORS. 13. "AS-BUILT," OR "RECORD" PLANS MUST BE SUBMITTED PRIOR TO ANY RELEASE OF
- SECURITIES AND/OR ISSUANCE OF A CERTIFICATE OF USE. 14. AT NO TIME SHALL PRIVATE PROPERTY BE USED IN CONJUNCTION WITH THE PROJECT UNLESS PROPERTY-OWNER APPROVAL IS OBTAINED IN WRITING AND GIVEN TO THE
- 15. FOR ALL DEVELOPMENT PROJECTS INVOLVING EARTHWORK, A FINAL SOILS REPORT SHALL BE SUBMITTED TO THE CITY ENGINEER. THIS FINAL SOILS REPORT SHALL SHOW, AT A MINIMUM. THE LOCATION AND RESULTS FOR ALL SOIL TESTS. AND SHALL CONTAIN AN APPROVAL STATEMENT FROM THE SOILS ENGINEER STATING THAT THE SOIL IS SUITABLE FOR ITS INTENDED USE. THIS FINAL SOILS REPORT SHALL BE SIGNED

- BY THE SOILS ENGINEER OF RECORD.
- 16. ALL IMPROVEMENT PLANS (INCLUDING GRADING) ARE APPROVED FOR A PERIOD OF EIGHTEEN (18) MONTHS FROM THE DATE SIGNED BY THE CITY ENGINEER. AFTER AN 18 MONTH LAPSE OF SIGNIFICANT WORK, THE "ENGINEER OF RECORD" SHALL BE REQUIRED TO SUBMIT AND PROCESS FOR CITY ENGINEER APPROVAL, UPDATED PLANS THAT COMPLY WITH THE MOST CURRENT CITY STANDARDS, PRACTICES, AND POLICIES.
- 17. CITY INSPECTION OF THE WORK CALLED FOR ON THE PLANS SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR OF THEIR OBLIGATION TO PERFORM THE WORK IN
- COMPLIANCE WITH THE PLANS AND SPECIFICATIONS. 18. NO TRENCHES SHALL BE LEFT OPEN OVERNIGHT WITHOUT PRIOR APPROVAL OF THE CITY ENGINEER.



KEYNOTES						
1	PROPOSED 6" CONCRETE CURB PER CITY OF FOLSOM STANDARD RD-01.					
2	PROPOSED CONCRETE SIDEWALK PER CITY OF FOLSOM STANDARD.					
3	PROPOSED TRASH ENCLOSURE PER ARCHITECTURAL PLANS.					
4	PROPOSED ADA PARKING STALL.					
5	PROPOSED VACUUM PRODUCER LOCATION.					
6	PROPOSED CASE "C" CURB RAMP PER CALTRANS STD. A88A.					
7	PAINT INTERNATIONAL SYMBOL OF ACCESSIBILITY PAVEMENT MARKING. 3'X3' MINIMUM.					
8	PAINT 4" WIDE PAINTED BLUE BORDER.					
9	PAINT 4" WIDE HATCHED LINES IN PAINT COLOR CONTRASTING ACCESS AISLE SURFACE, PREFERABLY BLUE OR WHITE PAINT. MAXIMUM 3' SPACING (CENTER TO CENTER)					
10	INSTALL ACCESSIBLE STALL SIGNAGE. ACCESSIBLE PARKING ONLY/MINIMUM FINE COMBINATION SIGN (R99C (CA)) OR SIMILAR. VAN ACCESSIBLE STALL SHALL ALSO INCLUDE "VAN ACCESSIBLE" PLAQUE (R7088) BENEATH PARKING SIGN. BOTTOM OF LOWEST SIGN SHALL BE INSTALLED A MINIMUM OF 60" ABOVE FINISHED GRADE.					
11)	INSTALL "ADA UNAUTHORIZED VEHICLES WILL BE TOWED" SIGN (R100B (CA)) PER SEC. 11B-502.8, 2019 CBC. MOUNTED A MINIMUM OF 8' FROM THE BOTTOM OF THE SIGN TO THE GROUND. REPLACE BLANK SPACES WITH INFORMATION APPROPRIATE FOR THE COUNTY OF SACRAMENTO.					
12	PROPOSED 4-INCH WIDE PAINTED STRIPING.					
13	PROPOSED CANOPY.					
14)	PROPOSED 1' WIDE STOP BAR IN WHITE PAINT.					
(15)	PROPOSED PAY STATION.					
16)	PROPOSED PAINTED DIRECTIONAL ARROW.					
17)	PROPOSED VACCUM CANOPY COLUMN.					
18	PROPOSED ACCESSIBLE PATH OF TRAVEL.					
19	PROPOSED CASE "F" CURB RAMP PER CALTRANS STD. A88A.					
22	PROPOSED MONUMENT SIGN.					
23)	PROPOSED LOCATION OF EMPLOYEE PARKING STALL.					
24)	PROPOSED 6" CURB AND GUTTER PER CITY OF FOLSOM STANDARD.					
25)	PROPOSED "DO NOT ENTER" SIGN.					
26)	PROPOSED "ENTRANCE ONLY" SIGN.					
27)	PROPOSED "EXIT ONLY" SIGN.					

REAL PROPERTY IN THE CITY OF FOLSOM, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 2 AS SHOWN ON THAT CERTAIN PARCEL MAP ENTITLED "PORTION OF PARCEL 1, 106 P M 26", FILED IN THE OFFICE OF THE COUNTY RECORDER OF SACRAMENTO COUNTY, CALIFORNIA ON AUGUST 16, 1993 IN BOOK 136 OF PARCEL MAPS AT PAGE 22.

COMBINED FACTORS ARE THE PRODUCT OF THE ELEVATION FACTOR TIMES THE CCS83 SCALE FACTOR. ELEVATION FACTORS WERE COMPUTED USING A VALUE OF 20,906,000 FEET AS THE RADIUS OF CURVATURE OF THE EARTH AND THE GEOID MODEL AT THE STATION. THE GEOID

SUBTRACT -2.41 FEET FROM SHOWN ELEVATIONS TO ADJUST TO CITY OF FOLSOM LOCAL DATUM.

ALL BEARINGS, DISTANCES AND COORDINATES SHOWN ON THIS MAP ARE EXPRESSED IN US SURVEY FOOT UNITS AND ARE REFERENCED TO THE CALIFORNIA SYSTEM ZONE II GRID, NAD83(2011) EPOCH 2017.5 DEFINED LOCALLY BY NATIONAL GEODETIC SURVEY (NGS) CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS). THIS SURVEY IS TIED TO STATIONS

THE SITE COMBINATION FACTOR IS 0.99993111 AND THE SITE MAPPING ANGLE IS 00°31'25.50", BOTH CALCULATED AT SET CONTROL POINT "1." TO OBTAIN GROUND LEVEL DISTANCES, MULTIPLY GRID DISTANCES BY 1.00006889, WHICH IS THE INVERSE OF THE SITE COMBINATION FACTOR. TO OBTAIN TRUE NORTH AZIMUTHS, ADD THE MAPPING ANGLE TO THE

CAUTION - NOTICE TO CONTRACTOR

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WHERE A PROPOSED UTILITY CROSSES AN EXISTING UTILITY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF SUCH EXISTING UTILITY, EITHER THROUGH POTHOLING OR ALTERNATIVE METHOD. REPORT



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WITHOUT THE WRITTEN CONSENT OF GALLOWAY. COPYRIGHTS AND INFRINGEMENTS WILL BE

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Project No:	SVM09
Drawn By:	SPG
Checked By:	JOR
Date:	03/04/2024
SITE PLAN	

KEYNOTES

LEGAL DESCRIPTION

BENCHMARK

ELEVATIONS HAVE BEEN DETERMINED USING GEOID MODELING, ARE EXPRESSED IN U.S. SURVEY FEET AND ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) DEFINED LOCALLY BY CALIFORNIA SPATIAL REFERENCE CENTER (CSRC) CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS) THIS SURVEY IS TIED TO STATIONS P140 AND P275.

HEIGHT WAS INTERPOLATED FROM THE NGS GEOID12B GEOID MODEL.

CONVERSION TO LOCAL BENCHMARK:

CITY OF FOLSOM BENCHMARK NO.

ACCESSIBLE STALL DETAIL "A"

EASEMENT SCHEDULE

(A) EXISTING 5' ELECTRICAL EASEMENT

E EXISTING 15' WATER LINE EASEMENT

F EXISTING 10' WATER LINE EASEMENT

G EXISTING 20' STORM DRAIN EASEMENT

OR CONSTRUCTION WORK.

(C) EXISTING 23' WATER LINE EASEMENT TO BE VACATED

D EXISTING 10' WATER LINE EASEMENT TO BE VACATED

SURVEYOR TO OBTAIN AUTOCAD FILE FROM ENGINEER AND

VERIFY ALL HORIZONTAL CONTROL DIMENSIONING PRIOR TO

BENCHMARK, BASIS OF BEARING AND DATUM INFORMATION TO

CONSTRUCTION DRAWINGS. PRIOR TO CONSTRUCTION STAKING

ENGINEER PRIOR TO CONTINUATION OF ANY FURTHER STAKING

ENSURE IMPROVEMENTS WILL BE AT THE SAME HORIZONTAL

CONSTRUCTION STAKING. SURVEYOR MUST VERIFY ALL

ANY DISCREPANCY MUST BE REPORTED TO OWNER AND

AND VERTICAL LOCATIONS SHOWN ON THE DESIGN

(B) EXISTING 12.5' PUE

SCALE: 1"=10'

NAD'88 ELEV. DIFFERENCE 292.17

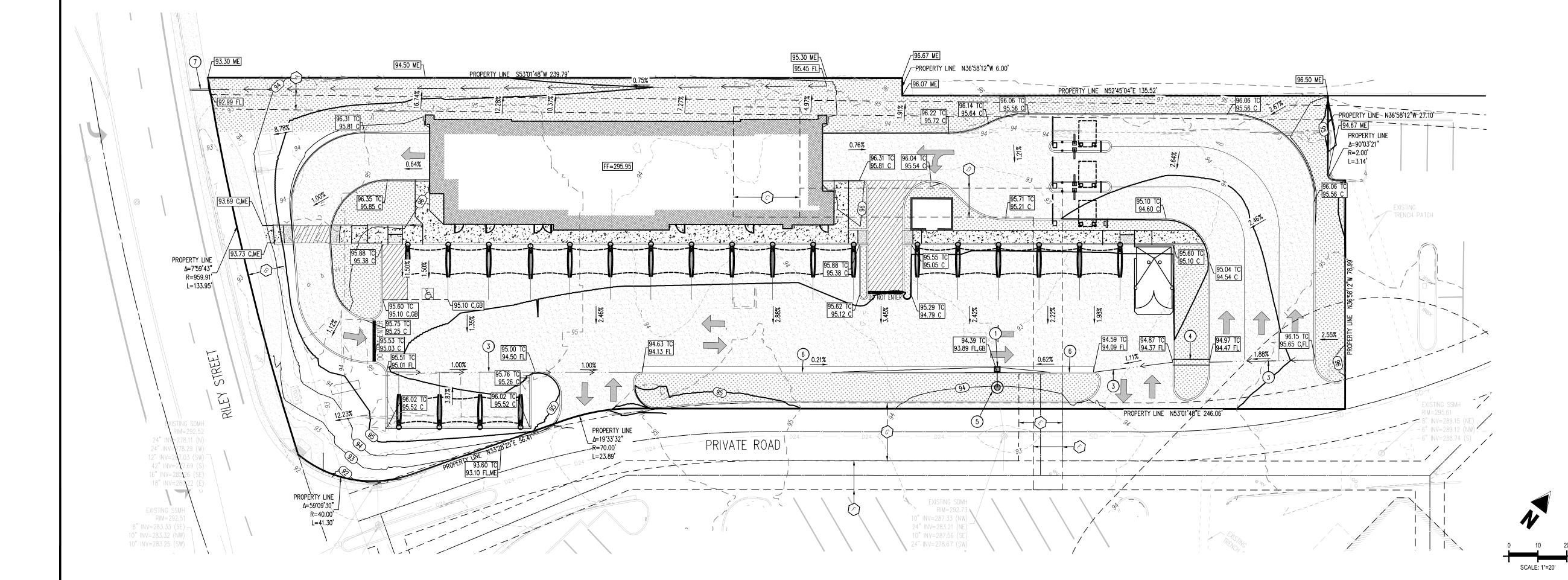
BASIS OF BEARING

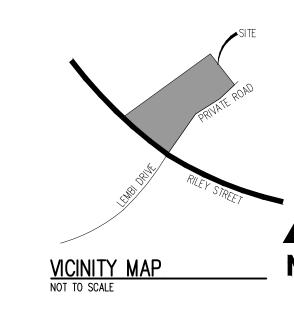
-2.41

P140. P275 AND P271.

TO THE ENGINEER PRIOR TO CONSTRUCTION.

INFORMATION TO THE ENGINEER PRIOR TO CONSTRUCTION.





	KEYNOTES
GR 	TOP OF GRATE
BR	BOTTOM OF RAMP
ME	MATCH EXISTING
SW	SIDEWALK
GB	GRADE BREAK
LP	LOW POINT
FL	FLOWLINE
	PROPOSED STORM II
4	PROPOSED CONCRET
	PROPOSED ASPHALT
Ψ Ψ Ψ Ψ	PROPOSED LANDSCA
	PROPOSED EASEMEN
	EXISTING EASEMENT
	REQUIRED SETBACK
	PROPOSED PARCEL
	EXISTING PROPERTY
	PROJECT BOUNDARY
<u>LEGEND</u>	

(2) PROPOSED STANDARD 6" CURB. (3) PROPOSED CONCRETE SWALE. PROPOSED CONCRETE CHANNEL DRAIN TO BE 1' WIDE SLOPED AT 1 PERCENT PROPOSED 48" SDMH. CONNECT TO EXISTING STORM DRAIN. CONTRACTOR TO VERIFY SIZE, DEPTH, AND LOCAITON OF EXISTING STORM DRAIN AND REPORT ANY DISCREPANCIES TO ENGINEER. (6) PROPOSED CONCRETE CURB AND GUTTER. (7) PROPOSED SIDEWALK DRAIN PER CITY OF FOLSOM STANDARDS.

(1) PROPOSED INLET LOCATION (LOW POINT).

BENCHMARK

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CONVERSION TO LOCAL BENCHMARK:

CITY OF FOLSOM BENCHMARK NO.	CITY ELEV.	NAD'88 ELEV.	DIFFERENCE	
BM31	289.76'	292.17'	-2.41	

SUBTRACT -2.41 FEET FROM SHOWN ELEVATIONS TO ADJUST TO CITY OF FOLSOM LOCAL DATUM.

BASIS OF BEARING

ALL BEARINGS, DISTANCES AND COORDINATES SHOWN ON THIS MAP ARE EXPRESSED IN US SURVEY FOOT UNITS AND ARE REFERENCED TO THE CALIFORNIA SYSTEM ZONE II GRID, NAD83(2011) EPOCH 2017.5 DEFINED LOCALLY BY NATIONAL GEODETIC SURVEY (NGS) CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS). THIS SURVEY IS TIED TO STATIONS P140, P275 AND P271.

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CAUTION - NOTICE TO CONTRACTOR

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- WHERE A PROPOSED UTILITY CROSSES AN EXISTING UTILITY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF SUCH EXISTING UTILITY EITHER THROUGH POTHOLING OR ALTERNATIVE METHOD. REPORT INFORMATION TO THE ENGINEER PRIOR TO CONSTRUCTION.



EASEMENT SCHEDULE

- A EXISTING 5' ELECTRICAL EASEMENT
- B EXISTING 12.5' PUE
- © EXISTING 23' WATER LINE EASEMENT TO BE VACATED
- D EXISTING 10' WATER LINE EASEMENT TO BE VACATED
- E EXISTING 15' WATER LINE EASEMENT
- F EXISTING 10' WATER LINE EASEMENT
- G EXISTING 20' STORM DRAIN EASEMENT

GRADING NOTES

1. REQUIREMENTS SHOWN ON SITE PLAN SHALL GOVERN. DRAWINGS AND SPECIFICATIONS SHOWING OTHERWISE NOTWITHSTANDING. CONTRACTOR TO POINT OUT ANY DISCREPANCIES TO THE OWNERS REP. PRIOR TO BID.

- 2. NO WORK IS TO BEGIN UNTIL ALL PERMITS HAVE OBTAINED.
- 3. CONTRACTOR TO PROVIDE ALL EQUIPMENT AND PERSONNEL REQUIRED FOR FINAL CHECKOUT OF ALL FACILITIES BY OWNER'S REPRESENTATIVE.
- 4. ENTIRE INSTALLATION SHALL MEET ALL APPLICABLE CODES. ALL ADA PARKING SPACES SHALL NOT EXCEED 2% IN ANY DIRECTION AND ALL ADA ACCESSIBLE PATHS SHALL NOT HAVE A CROSS-SLOPE THAT EXCEEDS 2%, OR A LONGITUDINAL SLOPE THAT EXCEEDS 5%.
- 5. VERIFY ALL DIMENSIONS AND CONDITIONS ON SITE.
- 6. ALL FILL IN OLD TANK AREAS, OLD BASEMENTS, CESSPOOLS, OTHER EXCAVATIONS AND INSIDE BUILDING TO BE PEA GRAVEL OR APPROVED EQUAL.
- 7. FINAL GRADES ARE SUBJECT TO MINOR CHANGE BY COMPANY REPRESENTATIVE. NO GRADE CHANGES IN EXCESS OF 0.05' WITHOUT COMPANY APPROVAL.
- 8. ANY FILL MATERIAL REQUIRED TO BRING THE SITE TO GRADE SHALL BE CLEAN FILL DIRT APPROVED BY ENGINEER AND SHALL BE PLACED IN 8" LAYERS COMPACTED TO 95% OF THE MAXIMUM STANDARD PROCTOR DENSITY AT OPTIMUM MOISTURE CONTENT.
- 9. SET PROPERTY CORNER PINS IN CONCRETE. IF PROPERTY CORNERS ARE DESTROYED BY CONTRACTOR, THE CONTRACTOR SHALL BEAR THE EXPENSE OF RELOCATING CORNERS BY A REGISTERED SURVEYOR.
- 10. THIS DESIGN IS BASED ON A SOIL AND FOUNDATION INVESTIGATION. A COPY OF THIS REPORT IS AVAILABLE FOR INSPECTION BY THE CONTRACTORS.
- 11. ALL UTILITY CONNECTIONS, FOOTINGS, FOUNDATIONS AND SPECIFIED EXTERIOR FINISHES BY G.C.
- 12. GENERAL CONTRACTOR SHALL RECEIVE, UNLOAD, STORE AND UNCRATE ALL EQUIPMENT FURNISHED BY THE OWNER AND SHIPPED TO THE SITE. SEE SPECIFICATIONS FOR EQUIPMENT FURNISHED BY OWNER.
- 13. GENERAL CONTRACTOR TO REFER TO STANDARD DETAILS INCLUDED IN THE SPECIFICATIONS FOR INSTALLING EQUIPMENT, INCLUDING PRODUCT DISPENSERS AND REMOTE READ—OUT EQUIPMENT.
- 14. LANDSCAPING AND IRRIGATION SYSTEM BY GENERAL CONTRACTOR.
- 15. GENERAL CONTRACTOR TO PROVIDE BARRICADE PROTECTION WITH FLASHING LIGHTS AROUND ALL CANOPY COLUMN FOOTINGS, TANK EXCAVATIONS AND ALL OFFSITE WORK. TANK EXCAVATIONS LEFT OPEN OVERNIGHT MUST BE PROTECTED BY A MINIMUM 6' HIGH CHAIN LINK FENCE APPROVED BY THE COMPANY. OTHER METHODS OF SECURITY WILL BE ENTERTAINED BUT MUST BE APPROVED BY THE COMPANY.
- 16. GENERAL CONTRACTOR TO PERFORM GENERAL YARD AND BUILDING CLEAN-UP AT COMPLETION OF WORK.
- 17. ALL SPOT ELEVATIONS SHOWN ARE FLOWLINE UNLESS OTHERWISE NOTED.
- 18. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR MINIMIZING DEPOSITION OF ONSITE SEDIMENTS ONTO SURROUNDING PUBLIC STREETS DURING CONSTRUCTION.
- 19. GENERAL CONTRACTOR SHALL PROVIDE COMPREHENSIVE TRAFFIC CONTROL PLAN WHICH SHALL BE SUBMITTED TO AND APPROVED BY THE TOWN AND/OR CDOT PRIOR TO ANY WORK IN THE PUBLIC R.O.W.
- 20. ALL LANDSCAPING AREAS SHALL BE GRADED TO WITHIN 0.10' WITH COMPANY APPROVED TOP SOIL TO A MINIMUM 6" DEPTH.
- 21. FINISHED FLOOR OF BUILDING TO BE 1.5' ABOVE FEMA BFE OF 29.5' (NAVD88).

SURVEYOR TO OBTAIN AUTOCAD FILE FROM ENGINEER AND VERIFY ALL HORIZONTAL CONTROL DIMENSIONING PRIOR TO CONSTRUCTION STAKING. SURVEYOR MUST VERIFY ALL BENCHMARK, BASIS OF BEARING AND DATUM INFORMATION TO ENSURE IMPROVEMENTS WILL BE AT THE SAME HORIZONTAL AND VERTICAL LOCATIONS SHOWN ON THE DESIGN CONSTRUCTION DRAWINGS. PRIOR TO CONSTRUCTION STAKING ANY DISCREPANCY MUST BE REPORTED TO OWNER AND ENGINEER PRIOR TO CONTINUATION OF ANY FURTHER STAKING OR CONSTRUCTION WORK.

575 East Locust Avenue, Suite 103

Fresno, CA 93720 559.721.5030 GallowayUS.com

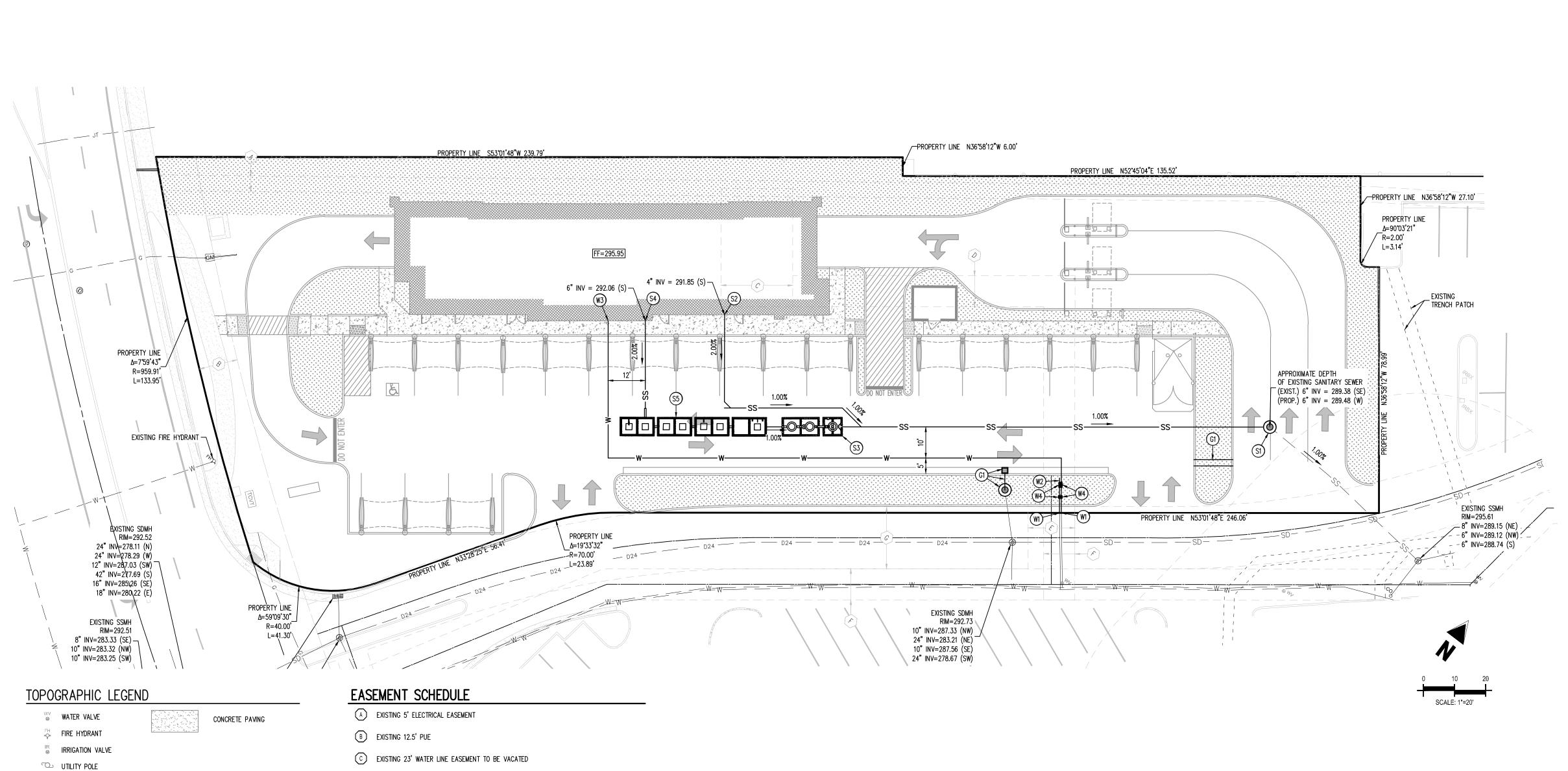
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EXPRESS CARWALTI-SITE SOLUTION

Date Issue / Description

PRELIMINARY GRADING



GENERAL KEYNOTES

PROPOSED STORM DRAIN. SEE GRADING PLAN FOR ADDITIONAL INFORMATION.

SANITARY SEWER KEYNOTES

- PROPOSED SANITARY SEWER MANHOLE. CONNECTION TO MADE INTO EXISTING SANITARY SEWER MAIN. CONTRACTOR TO VERIFY SIZE, DEPTH, AND LOCATION PRIOR TO CONNECTION AND REPORT ANY DISCREPANCIES TO ENGINEER.
- (S2) | PROPOSED 4" SANITARY SEWER POINT OF SERVICE TO BUILDING. REFERENCE PLUMBING PLANS FOR CONTINUATION. INVERT TO BE 3.5' MIN. BELOW FINISHED
- (S3) PROPOSED SAND AND OIL SEPARATOR.
- PROPOSED 6" OILY WASTE POINT OF SERVICE TO BUILDING. REFERENCE | (S4) | PLUMBING PLANS FOR CONTINUATION. INVERT TO BE 3.5' MIN. BELOW FINISHED
- (S5) PROPOSED SEWER RECLAMATION TANK.

WATER KEYNOTES

- (WI) PROPOSED CONNECTION TO EXISTING MATER MAIN. CONTRACTOR TO VERIFY SIZE, DEPTH, AND LOCATION OF EXISTING WATER SERVICE PRIOR TO CONNECTION AND REPORT ANY DISCREPANCIES TO ENGINEER.
- | (W2) | PROPOSED 1" WATER STUB FOR IRRIGATION PURPOSES.
- PROPOSED 2" DOMESTIC WATER POINT OF SERVICE TO BUILDING. REFERENCE PLUMBING PLANS FOR CONTINUATION.
- PROPOSED 2" WATER METER AND BACKLOW PREVENTOR PER CITY OF FOLSOM STANDARDS.

BASIS OF BEARING

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CONVERSION TO LOCAL BENCHMARK:

CITY OF FOLSOM NAD'88 ELEV. DIFFERENCE BENCHMARK NO. CITY ELEV.

SUBTRACT -2.41 FEET FROM SHOWN ELEVATIONS TO ADJUST TO CITY OF FOLSOM LOCAL DATUM.

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Know what's below. Call before you dig.

Date Issue / Description

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12/12/2023

PRELIMINARY UTILITY

WATER LINE CONSTRUCTION NOTES

- 1. ALL WATER LINE CONSTRUCTION IS SUBJECT TO THE GENERAL NOTES ON THE COVER SHEET OF THESE PLANS AS WELL AS THE WATER LINE CONSTRUCTION NOTES LISTED HERE. IF A CONFLICT ARISES BETWEEN THESE NOTES AND DETAILS AND DISTRICT STANDARDS, THE DISTRICT STANDARDS SHALL SUPERSEDE THESE NOTES AND DETAILS. CONTRACTOR TO KEEP A COPY OF DISTRICT STANDARD SPECIFICATIONS ON THE JOB SITE AT ALL TIMES. OBTAIN LATEST EDITION OF DISTRICT STANDARDS FROM THE CITY OF REEDLEY.
- ALL WATER LINES SHALL BE; PVC C900, CONFORMING TO THE REQUIREMENTS OF AWWA C900 WITH A PRESSURE CLASS OF 150. PUSH-ON GASKETED JOINTS OR MECHANICAL JOINT ENDS, IN CONFORMANCE WITH

SURVEYOR TO OBTAIN AUTOCAD FILE FROM ENGINEER AND VERIFY ALL HORIZONTAL CONTROL DIMENSIONING PRIOR TO CONSTRUCTION STAKING. SURVEYOR MUST VERIFY ALL BENCHMARK, BASIS OF BEARING AND DATUM INFORMATION TO ENSURE IMPROVEMENTS WILL BE AT THE SAME HORIZONTAL CONSTRUCTION DRAWINGS. PRIOR TO CONSTRUCTION STAKING ANY DISCREPANCY MUST BE REPORTED TO OWNER AND ENGINEER PRIOR TO CONTINUATION OF ANY FURTHER STAKING

AND VERTICAL LOCATIONS SHOWN ON THE DESIGN OR CONSTRUCTION WORK.

OVERHEAD ELECTRIC LINE EXISTING SEWER LINE EXISTING WATER LINE UTILITY LEGEND —— SS———— PROPOSED SEWER LINE ——F ———— PROPOSED FIRE LINE UTILITY SPECIFICATIONS, CURRENT EDITION.

CONSTRUCTION SHALL CONFORM TO ASTM STANDARDS AND SPECIFICATIONS.

D EXISTING 10' WATER LINE EASEMENT TO BE VACATED

(E) EXISTING 15' WATER LINE EASEMENT

F EXISTING 10' WATER LINE EASEMENT

G EXISTING 20' STORM DRAIN EASEMENT

 \downarrow POLE ANCHOR SEWER CLEAN OUT

SAN. SEWER MANHOLE

STORM DRAIN MANHOLE

SIGN ON POST

SANITARY SEWER CONSTRUCTION NOTES

1. ALL WORKMANSHIP AND MATERIALS SHALL CONFORM TO THE STANDARD WATER AND SEWER SPECIFICATIONS FOR CITY, COUNTY AND REGULATORY AGENCY

2. THE CONTRACTOR SHALL NOTIFY THE CITY, COUNTY AND REGULATORY AGENCY 48 WORKING HOURS PRIOR TO BEGINNING CONSTRUCTION.

3. THE CONTRACTOR SHALL HAVE ONE SIGNED COPY OF THE APPROVED PLANS, ONE COPY OF THE APPROPRIATE STANDARDS AND SPECIFICATIONS AND A COPY OF ANY PERMITS AND EXTENSION AGREEMENTS NEEDED AT THE JOB SITE AT ALL TIMES.

4. THE CONTRACTOR SHALL VERIFY THE INVERT OF THE DOWNSTREAM TIE IN POINT PRIOR TO BEGINNING ANY CONSTRUCTION. REPORT ANY DISCREPANCY TO THE 5. ALL SANITARY SEWER LINES AT 4.5 FOOT DEPTH OR GREATER SHALL BE POLYVINYL CHLORIDE PIPE (PVC), ASTM D-3034 SDR35. SEWER LINE MATERIALS AND

6. DISTANCES FOR SANITARY SEWER ARE THE HORIZONTAL DISTANCES FROM CENTER OF MANHOLE OR CLEANOUT TO CENTER OF SAME.

7. ALL SANITARY SEWER MAIN TESTING SHALL BE IN ACCORDANCE WITH THE CITY, COUNTY AND REGULATORY AGENCY UTILITY SPECIFICATIONS. 8. CONTRACTOR IS RESPONSIBLE FOR ALL SURFACE RESTORATION (I.E., LANDSCAPE, ASPHALT, CONCRETE, ETC.)

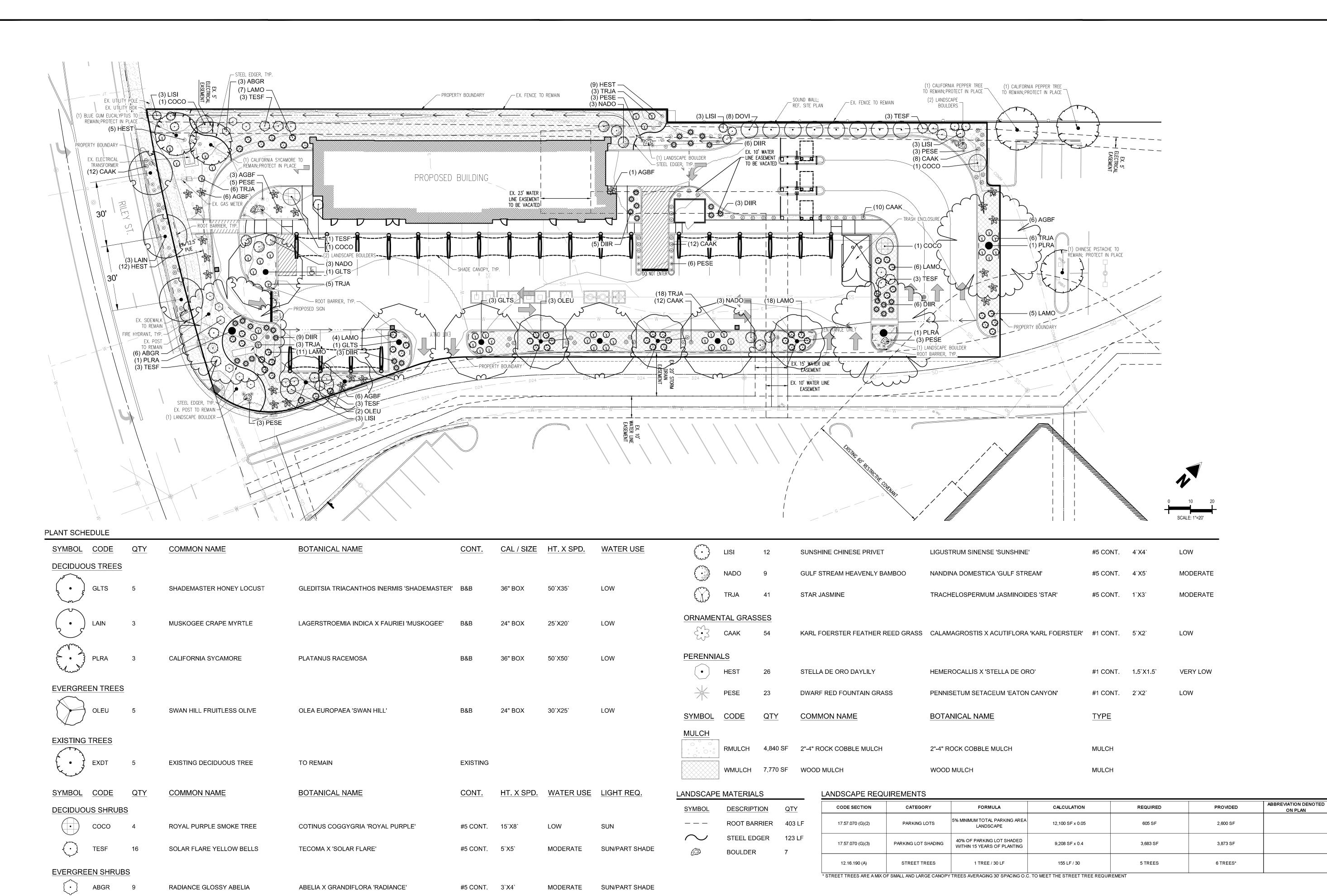
9. ALL TRENCH EXCAVATION SHALL BE PROPERLY SLOPED OR SUPPORTED IN A MANOR REQUIRED BY OSHA OR AS REQUIRED BY STATE OR LOCAL LAWS. 10. SANITARY SEWER PIPE SHALL BE BEDDED AND BACKFILLED PER CITY / DISTRICT STANDARDS.

11. NO CONNECTIONS TO THE EXISTING SYSTEM SHALL BE MADE UNTIL THE NEW LINES HAVE BEEN TESTED AND ACCEPTED BY THE CITY, COUNTY AND REGULATORY 12. CONTRACTOR SHALL OBTAIN ALL NECESSARY TEMPLATES FROM EQUIPMENT SUPPLIERS AND STUB LINES ACCORDINGLY.

13. CONTRACTOR TO VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES, WHETHER SHOWN OR NOT, PRIOR TO CONSTRUCTION. REPORT ANY CONFLICTS TO THE ENGINEER.

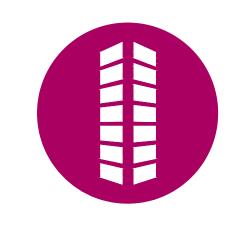
14. CONTRACTOR SHALL OBTAIN AND PAY FOR ALL TAP FEES REQUIRED. OWNER SHALL PAY FOR ALL SPECIAL ASSESSMENTS.

15. ALL DIMENSIONS ARE MEASURED HORIZONTALLY FROM CENTER OF MANHOLE OR INLETS.



Fresno, CA 93720 559.721.5030 GallowayUS.com

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SS CARW EXPRES TI-SITE WATERFLY E SEVAN MUL

> # Date Issue / Description 3/27/2024 Landscape Updates

101. FOL

Project No: SVM000009 Checked By: DEF 3/27/2024

LANDSCAPE PLAN & SCHEDULE

UTILITY NOTES

- 1. THE LANDSCAPE CONTRACTOR IS REQUIRED TO CONTACT THE COUNTY PUBLIC WORKS DEPARTMENT, AND ANY OTHER CALIFORNIA TREE & LANDSCAPE CONSULTING, INC.,
 - PUBLIC OR PRIVATE AGENCY NECESSARY FOR UTILITY LOCATION PRIOR TO ANY CONSTRUCTION.
 - 2. THIS DRAWING IS A PART OF A COMPLETE SET OF BID DOCUMENTS, SPECIFICATIONS, ADDITIONAL DRAWINGS, AND EXHIBITS. UNDER NO CIRCUMSTANCES SHOULD THESE PLANS BE USED FOR CONSTRUCTION PURPOSES WITHOUT EXAMINING ACTUAL LOCATIONS OF UTILITIES ON SITE, AND REVIEWING ALL RELATED DOCUMENTS.
 - THE MOST CURRENT REVISION IS HERE IN MADE PART OF THIS DOCUMENT. UNDERGROUND UTILITIES EXIST THROUGHOUT THIS SITE AND MUST BE LOCATED PRIOR TO ANY CONSTRUCTION ACTIVITY. WHERE UNDERGROUND UTILITIES EXIST, FIELD ADJUSTMENT MAY BE NECESSARY AND MUST BE APPROVED BY A REPRESENTATIVE OF THE OWNER. NEITHER THE OWNER NOR THE LANDSCAPE ARCHITECT ASSUMES ANY RESPONSIBILITY WHATSOEVER, IN RESPECT TO THE CONTRACTORS ACCURACY IN LOCATING THE INDICATED PLANT MATERIAL, AND UNDER NO CIRCUMSTANCES SHOULD THESE PLANS BE USED WITHOUT REFERENCING THE ABOVE MENTIONED DOCUMENTS.

CAUTION - NOTICE TO CONTRACTOR 1. ALL UTILITY LOCATIONS SHOWN ARE BASED ON MAPS PROVIDED

BY THE APPROPRIATE UTILITY COMPANY AND FIELD SURFACE EVIDENCE AT THE TIME OF SURVEY AND IS TO BE CONSIDERED AN APPROXIMATE LOCATION ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF ALL UTILITIES, PUBLIC OR PRIVATE, WHETHER SHOWN ON THE PLANS OR NOT, PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIES TO THE Know what's below. ENGINEER PRIOR TO CONSTRUCTION.

Call before you dig. WHERE A PROPOSED UTILITY CROSSES AN EXISTING UTILITY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF SUCH EXISTING UTILITY, EITHER THROUGH POTHOLING OR ALTERNATIVE METHOD. REPORT INFORMATION TO THE ENGINEER PRIOR TO CONSTRUCTION.

TREE PROTECTION NOTES

TREES TO REMAIN ON SITE.

CONSTRUCTION ACTIVITIES.

REFER TO ARBORIST REPORT PREPARED BY

DATED 02/28/2024, FOR TREE REMOVALS AND

2. CONTRACTOR TO PROVIDE TREE PROTECTION FOR

EXISTING TREES TO REMAIN, PER THE PROJECT

ARBORIST'S REPORT AND ON SITE DIRECTION.

PROTECTION MEASURES WITH THE PROJECT

ARBORIST PRIOR TO ANY SITE DEMOLITION OR

4. ALL EXISTING TREES, NOTED TO REMAIN, SHALL BE

PRUNED FOR HEALTH AND SAFETY, PER THE

DIRECTION OF THE PROJECT ARBORIST.

REMOVALS, TREES TO REMAIN, AND TREE

CONTRACTOR SHALL COORDINATE TREE

BLUE FLAME AGAVE

PURPLE HOPSEED BUSH

PURPLE TRAILING LANTANA

FORTNIGHT LILY

LAMO

AGAVE X 'BLUE FLAME'

DODONAEA VISCOSA 'PURPUREA'

LANTANA MONTEVIDENSIS

DIETES IRIDIOIDES

#5 CONT. 2`X2`

#5 CONT. 3`X3`

#5 CONT. 8`X8`

#5 CONT. 1`X3`

VERY LOW

MODERATE

LOW

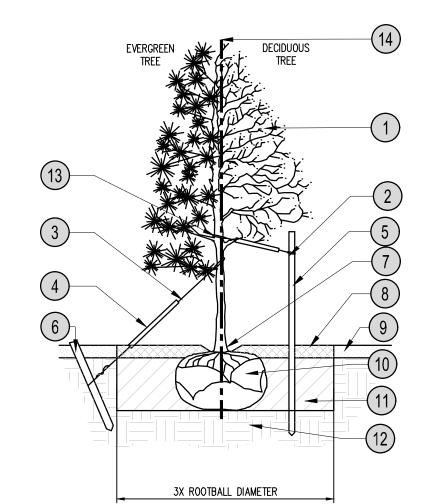
LOW

SUN/PART SHADE

SUN/SHADE

SUN

SUN



TREE PLANTING

1 TREE CANOPY (2) NYLON TREE STRIPS AT ENDS OF WIRES - SECURE TO STAKE OR DEADEN WITH NAILS

(3)12 GAUGE GALVANIZED WIRE. SECURE TO TRUNK JUST ABOVE LOWEST MAJOR BRANCHES. 4 24"X3/4" P.V.C. MARKERS OVER WIRES.

5 PRESSURE-TREATED WOOD STAKE, 2" DIA. EXTEND STAKES 12" MIN. INTO UNDISTURBED SOIL. (6) PRESSURE-TREATED WOOD DEADMEN. TWO PER TREE (MIN.). BURY OUTSIDE OF PLANTING PIT AND 18" 🦼

MIN. INTO ÚNDISTURBED SOIL. (7) TRUNK FLARE 8 WOOD MULCH TREE RING 3' DIA. MIN. TYPE & DEPTH

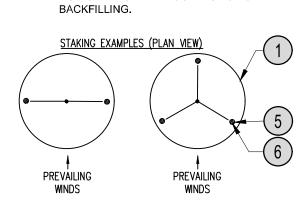
PER PLANS. DO NOT PLACE MULCH WITHIN 3" OF (9) FINISH GRADE. SEE PLANTING PLAN FOR GROUND COVER TREATMENT (10) ROOT BALL - SEE NOTE 3, THIS DETAIL

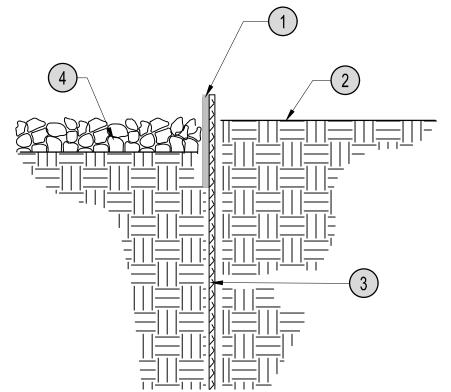
RECOMMENDED IN SOIL FERTILITY ANALYSIS. (12) UNDISTURBED NATIVE SOIL (13) SOFT VELCRO, OR OTHER FABRIC WRAP (14) CENTRAL LEADER, SEE PLANTING NOTES

11) BACKFILL. AMEND & FERTILIZE ONLY AS

SCARIFY SIDES OF PLANTING PIT PRIOR TO SETTING REMOVE EXCESS SOIL APPLIED ON TOP OF THE ROOTBALL THAT COVERS THE ROOT FLARE. THE PLANTING HOLE DEPTH SHALL BE SUCH THAT THE ROOTBALL RESTS ON UNDISTURBED SOIL, AND THE ROOT FLARE IS 3"-5" ABOVE FINISH GRADE. CUT OFF BOTTOM 1/3 OF WIRE BASKET BEFORE PLACING TREE IN HOLE, CUT OFF AND REMOVE REMAINDER OF BASKET AFTER TREE IS SET IN HOLE, REMOVE ALL NYLON TIES, TWINE, ROPE, AND OTHER PACKING MATERIAL. REMOVE ALL BURLAP FROM AROUND ROOTBALL. TREE WRAP IS NOT TO BE USED ON ANY NEW PLANTINGS, EXCEPT IN LATE FALL PLANTING SITUATIONS, AND ONLY THEN AFTER CONSULTATION WITH THE LANDSCAPE ARCHITECT. WHEN WRAPPING TREE, WRAP FROM TRUNK FLARE TO LOWEST MAJOR

REMOVE ALL NURSERY STAKES AFTER PLANTING. FOR TREES OVER 3" CALIPER, USE THREE STAKES OR DEADMEN (AS APPROPRIATE), SPACED EVENLY AROUND TREE. DO NOT ALLOW AIR POCKETS TO FORM WHEN

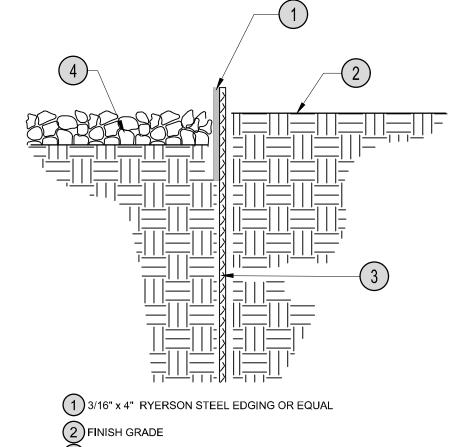




(1)3/16" x 4" RYERSON STEEL EDGING OR EQUAL 2 FINISH GRADE

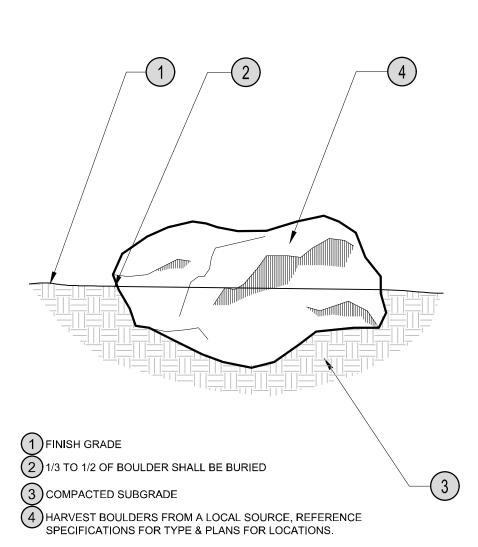
(3)16" STAKES AT 30" O.C. (4) 4" DEPTH MULCH





(3)16" STAKES AT 30" O.C. (4)4" DEPTH MULCH

STEEL EDGE



LANDSCAPE BOULDER

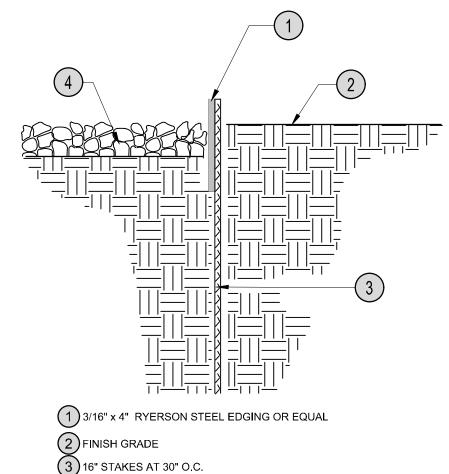
205,848

1 3/16" x 4" RYERSON STEEL EDGING OR EQUAL

2) FINISH GRADE (3) 16" STAKES AT 30" O.C. (4) 4" DEPTH MULCH

0.62

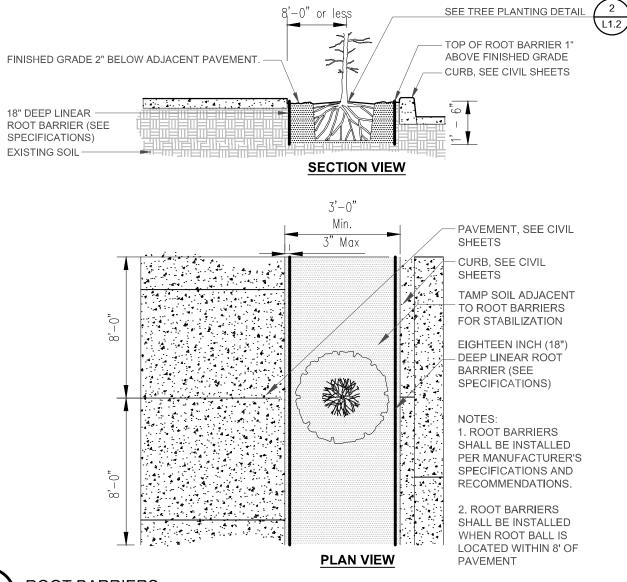
12,944



STEEL EDGE

ESTIMATE TOTAL WATER USE WORKSHEET

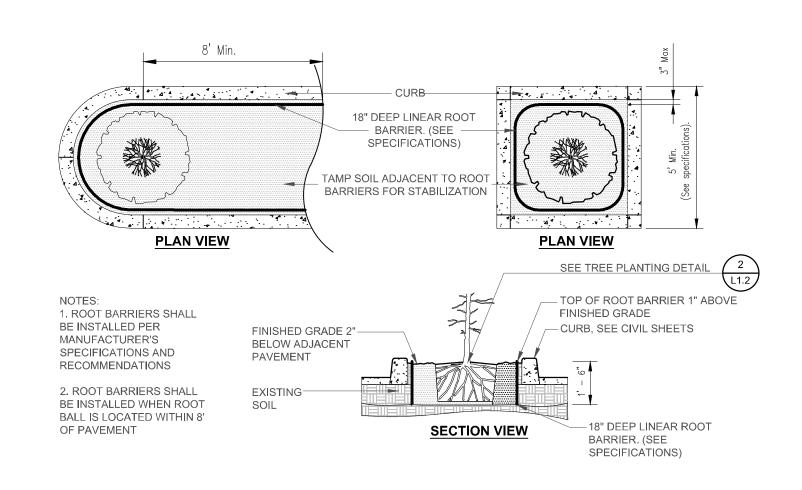
Drip Emitters Subsurface Irrigation



ROOT BARRIERS

80-90%

80-90%



ROOT BARRIERS - PARKING LOT ISLANDS

WATER EFFICIENT LANDSCAPE WORKSHEET $MAWA=(Eto)(0.62)[(LA \times 0.5)+(SLA \times 0.3)]$ Net Evapotranspiration for Santee, CA (Inches per Year) These Numbers have been modified to remove effective precipitation (EPPT) from the affective months Month Jan Feb Mar Apr May Jun Jul Aug Sept Oct Nov Dec Total Annual Eto **Historic Eto** 1.55 2.24 3.72 5.1 6.82 7.8 8.68 7.75 5.7 4.03 2.1 1.55 Maximum Applied Water Allowence Calculation MAWA=(Eto)(0.62)[(HA)+(ETAF)]Landscape Area includes Reference Special MAWA - Maximum Applied Water ET Adjustment Evapotrans-Landscape Conversion piration Factor Factor Allowance Area (ETAF) ches per year) (square feet) (to gal. per sf) (gallons per year)

0.45

57.0

ETWU=(Eto)(0.62)[(PFxHA/IE)+SLA]						
Hydrozone	Plant Water Use Type	Plant Factor (PF)	Hydrozone Area (HA)	Type of Irrigation	Irrigation on Efficiency (IE)	PF x HA / IE
(gallons per year)	(Low, Medium, or High)	(0-1.0, See Below)	(square feet)	(rotors, spray, drip,	etc.) (71-100%, See Below)	
Planting Bed Area	LOW	0.35	12,944	Drip Emitter	s 85%	5,330
		Total Area:	12,944		Total Factor:	5,330
Estimated Total Water Use Per Year Calcula	tion					
ETWU - Estimated Total Water Use Per Year	Reference Evapotrans- piration	Special Landscape Area	Conversion Factor	PF x HA / IE		
(gallons per year)	(inches per year)	(square feet)	(to gal. per sf)	(Referenced from all	pove)	
188,358	57.0	0	0.62	5,330		
Plant Factor Typical Ranges (PF) To calculate plant factor see "Guide to Estimating Irrintp://www.water.ca.gov/pubs/conservation/a guide						wucols/wucols00.pdf
Low Water Use	0.0-0.3		Plant Factor Fo	rmula - Plants with	a Factor over 1.0 a	re prohibited
Medium Water Use	0.4-0.6		Plant Factor	(PF) = Ks x Kd x	K mc	
High Water Use	0.7-1.0		Ks = Species	Factor (range 0	1-0.9, see WUC	OLS list)
			Kd = Density	Factor (range 0.	5-1.3, see WUC	OLS list)
			Kmc = Microc	limate Factor (ra	nge 0.5-1.4, see	WUCOLS list)
rrigation Efficiency Ranges (IE)						
rigation Efficiency will vary by soil type, weather co	ondition, design	, head type, c	onstruction qu	ality, maintenand	e, etc.	
stimate irrigation efficiency somewhere in the rang	es listed below					
Multi-Stream Rotor Heads	71-75%					
Spray Heads	71-75%					
Bubblers	75-85%					

Date Issue / Description 3/27/2024 Landscape Updates

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SVM000009 3/27/2024

LANDSCAPE DETAILS

PLANTING NOTES

1. ALL WORK SHALL CONFORM TO ALL APPLICABLE STATE AND LOCAL CODES, STANDARDS, AND SPECIFICATIONS.

- 2. LANDSCAPE DESIGN IS DIAGRAMMATIC IN NATURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HIS OWN TAKEOFFS AND QUANTITY CALCULATIONS. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLAN AND THE LANDSCAPE LEGEND. THE PLANT QUANTITY AS SHOWN ON THE PLAN SHALL TAKE PRECEDENCE AND NOTIFY THE LANDSCAPE ARCHITECT OF THESE DISCREPANCIES. MINOR ADJUSTMENTS TO THE LANDSCAPE MATERIAL AND LOCATIONS MAY BE PROPOSED FOR CITY CONSIDERATION AT THE CONSTRUCTION DOCUMENT STAGE TO RESPOND TO MARKET AND FIELD CONDITIONS. HOWEVER, THERE SHALL BE NO REDUCTION IN THE NUMBER AND SIZE OF MATERIALS.
- 3. CONTRACTOR SHALL MAKE HIMSELF AWARE OF THE LOCATIONS OF EXISTING AND PROPOSED UTILITIES, AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE UTILITIES AND/OR ANY INJURY TO ANY PERSON. THIS DRAWING IS PART OF A COMPLETE SET OF CONTRACT DOCUMENTS. UNDER NO CIRCUMSTANCES SHOULD THIS PLAN BE USED FOR CONSTRUCTION PURPOSES WITHOUT EXAMINING ACTUAL LOCATIONS OF UTILITIES ON SITE AND REVIEW ALL RELATED PLANS AND DOCUMENTS.
- 4. ALL UTILITY EASEMENTS SHALL REMAIN UNOBSTRUCTED AND FULLY ACCESSIBLE ALONG THEIR ENTIRE LENGTH FOR
- 5. THE CONTRACTOR SHALL TAKE EXTREME CARE NOT TO DAMAGE ANY EXISTING PLANTS INDICATED AS "TO REMAIN". ANY SUCH PLANTS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED WITH THE SAME SPECIES, SIZE, AND QUANTITY AT THE CONTRACTOR'S OWN EXPENSE, AND AS ACCEPTABLE TO THE OWNER. REFER TO THE TREE PROTECTION NOTES ON THE PLANS
- 6. LANDSCAPE CONTRACTOR SHALL EXAMINE THE SITE CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED AND NOTIFY THE GENERAL CONTRACTOR IN WRITING OF UNSATISFACTORY CONDITIONS. IF SITE CONDITIONS OR PLANT AVAILABILITY REQUIRE CHANGES TO THE PLAN, THEN AN APPROVAL WILL BE OBTAINED FROM THE CITY. DO NOT PROCEED UNTIL CONDITIONS HAVE BEEN CORRECTED.
- 7. ALL CONSTRUCTION DEBRIS AND MATERIAL SHALL BE REMOVED AND CLEANED OUT PRIOR TO INSTALLATION OF TOPSOIL, TREES.
- 8. FOR ALL INFORMATION ON SURFACE MATERIAL OF WALKS, DRIVES, AND PARKING LOTS, SEE THE SITE PLAN. SEE PHOTOMETRIC PLAN FOR FREE STANDING LIGHTING INFORMATION.
- 9. THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT ONE WEEK PRIOR TO BEGINNING CONSTRUCTION.
- 10. WINTER WATERING SHALL BE AT THE EXPENSE OF THE CONTRACTOR UNTIL SUCH TIME AS FINAL ACCEPTANCE IS RECEIVED.
- 11. ALL LANDSCAPE CONSTRUCTION PRACTICES, WORKMANSHIP, AND ETHICS SHALL, BE IN ACCORDANCE WITH INDUSTRY STANDARDS SET FORTH IN THE CONTRACTORS HANDBOOK PUBLISHED BY THE CALIFORNIA LANDSCAPE CONTRACTORS
- 12. LANDSCAPE AND IRRIGATION WORK SHALL BE COMPLETED PRIOR TO THE ISSUANCE OF THE FINAL CERTIFICATE OF OCCUPANCY.

FINISH GRADING AND SOIL PREPARATION

- 13. CONTRACTOR SHALL CONSTRUCT AND MAINTAIN FINISH GRADES AS RECOMMENDED BY THE GEOTECHNICAL REPORT. ALL LANDSCAPE AREAS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURES AT THE MINIMUM SLOPE SPECIFIED IN THE REPORT, AND AREAS OF POTENTIAL PONDING SHALL BE REGRADED TO BLEND IN WITH THE SURROUNDING GRADES AND ELIMINATE PONDING POTENTIAL. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GEOTECHNICAL REPORT, THE GRADING PLANS, THESE NOTES, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT AND OWNER.
- 14. AFTER FINISH GRADES HAVE BEEN ESTABLISHED, IT IS RECOMMENDED THAT THE CONTRACTOR SHALL HAVE SOIL SAMPLES TESTED BY AN ESTABLISHED SOIL TESTING LABORATORY FOR THE FOLLOWING: GENERAL SOIL FERTILITY, PH. ORGANIC MATTER CONTENT, SALT (CEC), LIME, SODIUM ADSORPTION RATIO (SAR) AND BORON CONTENT. EACH SAMPLE SUBMITTED SHALL CONTAIN NO LESS THAN ONE QUART OF SOIL. CONTRACTOR SHALL ALSO SUBMIT THE PROJECT'S PLANT LIST TO THE LABORATORY ALONG WITH THE SOIL SAMPLES. THE SOIL REPORT PRODUCED BY THE LABORATORY SHALL CONTAIN RECOMMENDATIONS FOR THE FOLLOWING (AS APPROPRIATE): GENERAL SOIL PREPARATION AND BACKFILL MIXES, PRE-PLANT FERTILIZER APPLICATIONS, AND ANY OTHER SOIL RELATED ISSUES. THE REPORT SHALL ALSO PROVIDE A FERTILIZER PROGRAM FOR THE ESTABLISHMENT PERIOD
- 15. THE CONTRACTOR SHALL RECOMMEND INSTALLATION OF SOIL AMENDMENTS AND FERTILIZERS PER THE SOILS REPORT FOR THE THE OWNER/OWNER'S REPRESENTATIVE CONSIDERATION.
- 16. AT A MINIMUM, ALL TOPSOIL SHALL BE AMENDED WITH NITROGEN STABILIZED ORGANIC AMENDMENT COMPOST AT A RATE OF 5.0 CUBIC YARDS AND AMMONIUM PHOSPHATE 16-20-0 AT A RATE OF 15 POUNDS PER THOUSAND SQUARE FEET OF LANDSCAPE AREA. COMPOST SHALL BE MECHANICALLY INTEGRATED INTO THE TOP 6" OF SOIL BY MEANS OF ROTOTILLING AFTER CROSS-RIPPING. GROUND COVER & PERENNIAL BED AREAS SHALL BE AMENDED AT A RATE OF 8 CUBIC FEET PER THOUSAND SQUARE FEET OF NITROGEN STABILIZED ORGANIC AMENDMENT AND 10 LBS. OF 12-12-12 FERTILIZER PER CU. YD., ROTOTILLED TO A DEPTH OF 8". NO MANURE OR ANIMAL-BASED PRODUCTS SHALL BE USED FOR ORGANIC AMENDMENTS.

- 17. ALL DECIDUOUS TREES SHALL HAVE FULL, WELL-SHAPED HEADS/ALL EVERGREENS SHALL BE UNSHEARED AND FULL TO THE GROUND; UNLESS OTHERWISE SPECIFIED. TREES WITH CENTRAL LEADERS WILL NOT BE ACCEPTED IF LEADER IS DAMAGED OR REMOVED. PRUNE ALL DAMAGED TWIGS AFTER PLANTING.
- 18. ALL PLANTS WITHIN A SPECIES SHALL HAVE SIMILAR SIZE, AND SHALL BE OF A FORM TYPICAL FOR THE SPECIES. ANY PLANT DEEMED UNACCEPTABLE BY THE LANDSCAPE ARCHITECT SHALL BE IMMEDIATELY REMOVED FROM THE SITE AND SHALL BE REPLACED WITH AN ACCEPTABLE PLANT OF LIKE TYPE AND SIZE AT THE CONTRACTOR'S OWN EXPENSE. ANY PLANTS APPEARING TO BE UNHEALTHY, EVEN IF DETERMINED TO STILL BE ALIVE, SHALL NOT BE ACCEPTED. THE LANDSCAPE ARCHITECT SHALL BE THE SOLE JUDGE AS TO THE ACCEPTABILITY OF PLANT MATERIAL.
- 19. ALL TREES SHALL BE GUYED AND WOOD STAKED AS PER DETAILS. NO 'T-STAKES' SHALL BE USED FOR TREES.
- 20. ALL PLANT MATERIALS SHALL BE TRUE TO TYPE, SIZE, SPECIES, QUALITY, AND FREE OF INJURY, BROKEN ROOT BALLS, PESTS, AND DISEASES, AS WELL AS CONFORM TO THE MINIMUM REQUIREMENTS DESCRIBED IN THE "AMERICAN STANDARD FOR NURSERY STOCK". FOLLOW GREENCO TREE PLANTING RECOMMENDATIONS FOR MINIMUM QUALITY REQUIREMENTS FOR TREES.
- 21. ALL TREE AND SHRUB BED LOCATIONS ARE TO BE STAKED OUT ON SITE FOR APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO
- 22. ALL TREES PLANTED ADJACENT TO PUBLIC AND/OR PEDESTRIAN WALKWAYS SHALL BE PRUNED CLEAR OF ALL BRANCHES BETWEEN GROUND AND A HEIGHT OF EIGHT (8) FEET FOR THAT PORTION OF THE PLAN LOCATED OVER THE SIDEWALK AND/OR
- 23. ALL PLANT MATERIAL SHALL NOT BE PLANTED PRIOR TO INSTALLATION OF TOPSOIL.
- 24. ALL PLANT BEDS SHALL BE CONTAINED WITH STEEL EDGER. STEEL EDGER IS NOT REQUIRED ALONG CURBS, WALKS OR BUILDING FOUNDATIONS. ALL EDGING SHALL OVERLAP AT JOINTS A MINIMUM OF 6-INCHES, AND SHALL BE FASTENED WITH A MINIMUM OF 4 PINS PER EACH 10 FOOT SECTION. THE TOP OF ALL EDGING MATERIAL SHALL BE A ROLLED TOP AND 1/2 INCH ABOVE THE FINISHED GRADE OF ADJACENT LAWN OR MULCH AREAS. COLOR: GREEN.
- 25. THE DEVELOPER, HIS SUCCESSOR, OR ASSIGNEE SHALL BE RESPONSIBLE FOR ESTABLISHING AND CONTINUING A REGULAR PROGRAM OF MAINTENANCE FOR ALL LANDSCAPED AREAS. SEE LANDSCAPE GUARANTEE AND MAINTENANCE NOTE.
- 26. A 3-FOOT CLEAR SPACE SHALL BE MAINTAINED AROUND THE CIRCUMFERENCE OF ALL FIRE HYDRANTS.
- 27. LANDSCAPE CONTRACTOR TO SUBMIT SAMPLES OF MISCELLANEOUS LANDSCAPING MATERIALS TO THE LANDSCAPE ARCHITECTS AND OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO INSTALLATION, IE.; MULCH, EDGER, LANDSCAPE FABRIC, ETC.

- 28. AFTER ALL PLANTING IS COMPLETE, THE CONTRACTOR SHALL INSTALL A MINIMUM 4" THICK LAYER OF MULCH AS SPECIFIED IN THE PLANTING LEGEND. INSTALL A 4" THICK RING OF DOUBLE SHREDDED CEDAR BARK MULCH AROUND ALL PLANT MATERIAL IN ROCK MULCH BEDS WHERE LANDSCAPING IS SHOWN ON THE PLANS. WOOD MULCH RING SIZE SHALL BE THE CONTAINER SIZE OF THE SHRUBS, PERENNIALS, AND ORNAMENTAL GRASSES. TREE RING SIZE SHALL A MIN OF 3' DIA.
- 29. ALL MULCH SHALL BE HARVESTED IN A SUSTAINABLE MANNER FROM A LOCAL SOURCE.
- 30. INSTALL DEWITT PRO-5 WEED BARRIER FABRIC UNDER ALL ROCK MULCH SHRUB BEDS SPECIFIED ON THE PLANS ONLY. NO LANDSCAPE FABRIC SHALL BE USED IN WOOD MULCH AREAS. NO PLASTIC WEED BARRIERS SHALL BE SPECIFIED.
- 31. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER MULCH HAS BEEN INSTALLED.
- 32. ALL PLANTING AREAS WITH LESS THAN A 4:1 GRADIENT SHALL RECEIVE A LAYER OF MULCH, TYPE AND DEPTH PER PLANS. SUBMIT 1 CUBIC FOOT SAMPLE OF MULCH (ONE SAMPLE PER TYPE) TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION. THE MULCH SHALL BE SPREAD EVENLY THROUGHOUT ALL PLANTING AREAS EXCEPT SLOPES 4:1 OR STEEPER, OR AS OTHERWISE DENOTED ON THE PLAN. ABSOLUTELY NO EXPOSED GROUND SHALL REMAIN IN AREAS TO RECEIVE MULCH AFTER MULCH HAS BEEN INSTALLED.
- 33. ALL PLANTING AREAS ON SLOPES OVER 4:1 SHALL RECEIVE COCONUT FIBER EROSION CONTROL NETTING FROM ROLLS. NETTING SHALL BE #CT-125, AS MANUFACTURED BY NORTH AMERICAN GREEN (OR EQUAL). INSTALL AND STAKE PER MANUFACTURER'S SPECIFICATIONS. SEE ALSO THE CIVIL ENGINEER'S EROSION CONTROL PLAN.

IRRIGATION CONCEPT

HEAD COVERAGE.

- 1. AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED AND OPERATIONAL BY THE TIME OF FINAL INSPECTION. THE ENTIRE IRRIGATION SYSTEM SHALL BE INSTALLED BY A QUALIFIED IRRIGATION CONTRACTOR.
- 2. THE IRRIGATION SYSTEM WILL HAVE APPROPRIATE BACKFLOW PREVENTION DEVICES INSTALLED TO PREVENT CONTAMINATION OF THE WATER
- 3. ALL NON-TURF/SEED PLANTED AREAS WILL BE DRIP IRRIGATED. TURF SOD/SEED SHALL RECEIVE POP-UP SPRAY IRRIGATION FOR HEAD TO
- 4. ALL PLANTS SHARING SIMILAR HYDROZONE CHARACTERISTICS SHALL BE PLACED ON A VALVE DEDICATED TO PROVIDE THE NECESSARY WATER
- 5. THE IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED, TO THE MAXIMUM EXTENT POSSIBLE, TO CONSERVE WATER BY USING THE FOLLOWING DEVICES AND SYSTEMS: MATCHED PRECIPITATION RATE TECHNOLOGY ON ROTOR AND SPRAY HEADS (WHEREVER POSSIBLE), RAIN SENSORS, AND SMART MULTI-PROGRAM COMPUTERIZED IRRIGATION CONTROLLERS FEATURING SENSORY INPUT CAPABILITIES.

LANDSCAPE GUARANTEE AND MAINTENANCE

REQUIREMENTS SPECIFIC TO THAT HYDROZONE.

- THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL TREES, SHRUBS, PERENNIALS, SOD, SEEDED AREAS, AND IRRIGATION SYSTEMS FOR A PERIOD OF ONE YEAR FROM THE DATE OF THE OWNER'S ACCEPTANCE. THE CONTRACTOR SHALL REPLACE, AT HIS OWN EXPENSE, ANY PLANTS WHICH DIE IN THAT TIME, OR REPAIR ANY PORTIONS OF THE IRRIGATION SYSTEM WHICH OPERATE IMPROPERLY.
- 2. THE LANDSCAPE CONTRACTOR SHALL MAINTAIN THE LANDSCAPE IN A NEAT, CLEAN, AND HEALTHY CONDITION FOR A PERIOD OF 90 DAYS. THIS SHALL INCLUDE PROPER PRUNING. MOWING AND AERATION OF LAWNS. WEEDING. REPLACEMENT OF MULCH. REMOVAL OF LITTER. AND THE APPROPRIATE WATERING OF ALL PLANTINGS. IRRIGATION SHALL BE MAINTAINED IN PROPER WORKING ORDER, WITH SCHEDULING ADJUSTMENTS BY SEASON AND TO MAXIMIZE WATER CONSERVATION. IF SITE OPENS DURING WINTER, TO AVOID FREEZE DAMAGE ON PLANTINGS, THE <u>90 DAYS</u> SHOULD BEGIN AFTER ACCEPTANCE OF THE WORK.
- 3. DURING THE LANDSCAPE MAINTENANCE PERIOD, THE LANDSCAPE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AWAY FROM STRUCTURES IN ALL LANDSCAPE AREAS AT THE MINIMUM SLOPE SPECIFIED IN THE GEOTECHNICAL REPORT. LANDSCAPE AREAS WHICH SETTLE AND CREATE THE POTENTIAL FOR PONDING SHALL BE REPAIRED TO ELIMINATE PONDING POTENTIAL AND BLEND IN WITH THE SURROUNDING GRADES. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GEOTECHNICAL REPORT, THE GRADING PLANS, THESE NOTES, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT AND OWNER.

TREE PROTECTION NOTES:

- 1. USE CITY OF FOLSOM TREE PROTECTION NOTES (IF AVAILABLE). TREE PROTECTION NOTES BELOW SHALL BE USED FOR FURTHER
- 2. "PROTECTED ZONE" FOR EXISTING TREES: BEFORE BEGINNING ANY DEMOTION OR CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL INSTALL TEMPORARY FENCING AROUND ALL EXISTING TREES WITHIN THE CONSTRUCTION ZONE THAT ARE TO BE SAVED. THE FENCE SHALL BE INSTALLED NO CLOSER TO THE TREE THAN THE EDGE OF THE TREE'S PROTECTED ZONE. GENERALLY DEFINED AS THE AREA BEGINNING FIVE FEET OUTSIDE OF THE TREE'S DRIPLINE AND EXTENDING TOWARDS THE TREE (OR AS FAR AWAY FROM THE TRUNK AS PRACTICABLE). THE FENCING SHALL BE OF A MATERIAL AND HEIGHT ACCEPTABLE TO THE LANDSCAPE ARCHITECT. ALL CONTRACTORS AND THEIR CREWS SHALL NOT BE ALLOWED INSIDE THIS "PROTECTED ZONE" NOR SHALL THEY BE ALLOWED TO STORE OR DUMP FOREIGN MATERIALS WITHIN THIS AREA. NO WORK OF ANY KIND, INCLUDING TRENCHING, SHALL BE ALLOWED WITHIN THE PROTECTED ZONE EXCEPT AS DESCRIBED BELOW. THE FENCING SHALL REMAIN AROUND EACH TREE TO BE SAVED UNTIL THE COMPLETION OF CONSTRUCTION OPERATIONS.
- 3. TEMPORARY MULCH: TO ALLEVIATE SOIL COMPACTION IN ANTICIPATED AREAS OF HIGH CONSTRUCTION TRAFFIC, AND ONLY WHERE FENCING CANNOT BE SET FIVE FEET OUTSIDE OF THE DRIPLINE, THE CONTRACTOR SHALL INSTALL A LAYER OF MULCH, 9"-12" THICK, OVER ALL EXPOSED EARTH FROM THE TREE TRUNK TO 5' OUTSIDE OF THE DRIPLINE. THIS LAYER SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. WHEN PLANTING OPERATIONS ARE COMPLETED, THE MULCH SHALL BE REDISTRIBUTED THROUGHOUT ALL PLANTING AREAS IN A 3" THICK
- 4. NECESSARY WORK: WHEN IT BECOMES NECESSARY TO ENTER THE "PROTECTED ZONE", SUCH AS FOR FINE GRADING, IRRIGATION INSTALLATION, AND PLANTING OPERATIONS, THE CONTRACTOR SHALL STRICTLY ADHERE TO THE FOLLOWING RULES:
- A. EVERY EFFORT SHALL BE MADE TO PRESERVE THE EXISTING GRADE AROUND PROTECTED TREES IN AS WIDE AN AREA AS POSSIBLE
- B. TRENCHING WITHIN THE PROTECTED ZONE OF EXISTING TREES SHALL BE PERFORMED BY HAND, AND WITH EXTREME CARE NOT TO SEVER ROOTS 1-1/2" IN DIAMETER AND LARGER. WHERE ROOTS 1-1/2" IN DIAMETER AND LARGER ARE ENCOUNTERED, THE CONTRACTOR SHALL TUNNEL UNDER SAID ROOTS. EXPOSED ROOTS THAT HAVE BEEN TUNNELED UNDER SHALL BE WRAPPED IN WET BURLAP AND KEPT MOIST WHILE THE TRENCH IS OPEN.
- C. WHERE ROOTS 1-1/2" IN DIAMETER OR LARGER MUST BE CUT DUE TO EXTENSIVE GRADE CHANGES, THOSE ROOTS MUST BE EXPOSED BY HAND DIGGING AND CUT CLEANLY. RAGGED CUTS GENERALLY DO NOT HEAL PROPERLY, AND MAY LEAVE THE TREE OPEN TO PESTS AND
- D. WHERE TRENCHING NEAR TREES HAS ALREADY OCCURRED FROM PREVIOUS CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL MAKE EVERY EFFORT TO CONFINE HIS TRENCHING OPERATIONS TO THE PREVIOUSLY-CREATED TRENCHES, WHILE ADHERING TO THE
- 4. POTENTIAL CONFLICTS: THE CONTRACTOR SHALL NOTIFY THE OWNER AND ARBORIST SHOULD ANY POTENTIAL CONFLICTS ARISE BETWEEN THESE SPECIFICATIONS AND/OR LARGE ROOTS ENCOUNTERED IN THE FIELD, AND CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL NOT TAKE ANY ACTION IN SUCH CONFLICTS WITHOUT THE ARBORIST'S WRITTEN APPROVAL. THE ARBORIST SHALL HAVE FINAL AUTHORITY OVER ALL METHODS NECESSARY TO HELP ENSURE THE PROTECTION AND SURVIVAL OF EXISTING TREES.
- 5. PRUNING: PRUNE ONLY THE TREES THAT ARE INDICATED ON THE PLANS AS REQUIRING PRUNING. PRUNE TREES ACCORDING TO INTERNATIONAL SOCIETY OF ARBORICULTURE / ANSI A300 STANDARDS:
- A. REMOVE ALL DEAD WOOD.
- B. PRUNE LIVE WOOD FOR HEALTH OR STRUCTURAL REASONS ONLY, INCLUDING THE NEED TO ELIMINATE DISEASED OR DAMAGED GROWTH, ELIMINATE STRUCTURALLY UNSOUND GROWTH, REDUCE THE POTENTIAL FOR WIND TOPPLING OR WIND DAMAGE, OR TO MAINTAIN GROWTH WITHIN LIMITED SPACE. DO NOT REMOVE MORE THAN 25% OF ANY TREE'S LIVE FOLIAGE IN ANY ONE GROWING SEASON. PRUNE ONLY TO INTERNATIONAL SOCIETY OF ARBORICULTURE/ANSI A300 STANDARDS, AND ONLY UNDER THE DIRECT SUPERVISION OF A CERTIFIED ARBORIST.
- C. FINAL CUTS SHALL BE MADE JUST OUTSIDE THE SHOULDER RING AREA. EXTREMELY FLUSHED CUTS WHICH PRODUCE LARGE WOUNDS SHALL NOT BE MADE.
- D. ALL TRIMMING CUTS SHALL BE PERFORMED IN SUCH A MANNER AS TO PROMOTE THE NATURAL GROWTH AND SHAPE OF EACH TREE
- E. IMPROPER PRUNING METHODS INCLUDING. BUT NOT LIMITED TO. "TOPPING". "TIPPING". "HEADING BACK". "DEHORNING". AND "LIONTAILING" WILL NOT BE ALLOWED. THE CONTRACTOR SHALL PAY FOR ALL WORK NECESSARY TO CORRECT SUCH PRUNING WHEN PERFORMED BY HIS CREWS OR SUBCONTRACTORS.
- F. SHOULD THE CONTRACTOR REQUIRE MORE INFORMATION, THE CONTRACTOR SHALL CONTACT THE ISA AT (217) 355-9411 FOR A COPY OF THE ANSI A300 PRUNING STANDARDS. CONTRACTOR SHALL ADHERE TO THE METHODS AND PRACTICES SET FORTH IN THIS DOCUMENT.
- 6. LANDSCAPE AND IRRIGATION (NATIVE TREES ONLY): ANY FUTURE LANDSCAPE AND IRRIGATION SHOULD ADHERE TO THE FOLLOWING
- A. NO IRRIGATION OR PLANTING SHOULD OCCUR CLOSER THAN 8'-10' FROM THE TRUNK.
- B. WHERE IRRIGATION DOES OCCUR WITHIN THE PROTECTED ZONE, DRIP IRRIGATION SHOULD BE USED WHEREVER POSSIBLE ADDITIONALLY, ONLY PLANTS WITH LOW WATER NEEDS SHOULD BE PLANTED WITHIN THE PROTECTED ZONE, SPACED FAR APART WHERE CLOSE TO THE TREE. PLANTS MAY BE SPACED CLOSER TOGETHER NEAR THE EDGE OF THE PROTECTED ZONE.

TREE MITIGATION - ARBORIST REPORT

Tree Tag #	DSH (inches) (base mitigation)	*Arborist Rating	**Adjustment Factor	Final Mitigation (inches)
Oaks in North Bu				_
6023	10.5	3	1	10.5
6024	7.5	2	.5	3.75
6028	7	2	.5	3.5
6035	12.5	3	1	12.5
				30.25
Parking Lot Shad	e Trees			
6011	11.5	3	1	11.5
6012	5	3	1	5
6013	8	3	1	8
6016	6.5	2	.5	3.25
6017	10	3	1	10
6018	8	3	1	8
				45.75
Street Trees				
6004	16	1	0	0
6005	29	1	0	0
6006	15.5	1	0	0
				0
TOTAL:				76

TREE MITIGATION ANALYSIS

3/27/2024				
Tree Species	Container Size	Caliper Inches	Qty.	Total Cal. Inches
Platanus racemosa	36" box	3	2	6
Gleditsia triacanthos				
inermis 'Shademaster'	36" box	3	5	15
Olea europaea 'Swan Hill'	24" box	2	5	10
		Total Tree Repla	cement:	31
		Total Required Mi	tigation:	76

Replacement Deficit:

PARKING LOT SHADING

Parking Area (S.F.):	9,208	
40% Required Shade (S.F.):	3,683] [
		a I.
Tree Shade Provided (S.F.):	3 <i>,</i> 873	l l'
Tree Shade Provided (S.F.): Total Shade Provided (S.F.):	3,873 3,873	

ree Shade Calculations:	Canopy	Shade	Tree Sh	Total Shaded		
ree Species (Canopy Area)	Area (S.F.)	25%	50%	50% 75%		Area (S.F.)
latanus racemosa	1964	1				491
ileditsia triacanthos inermis						
Shademaster'	962		4	1		2,646
Dlea europaea 'Swan Hill'	491		3			737
		Total Tree Shade Provided:				3,873

559.721.5030 GallowayUS.com

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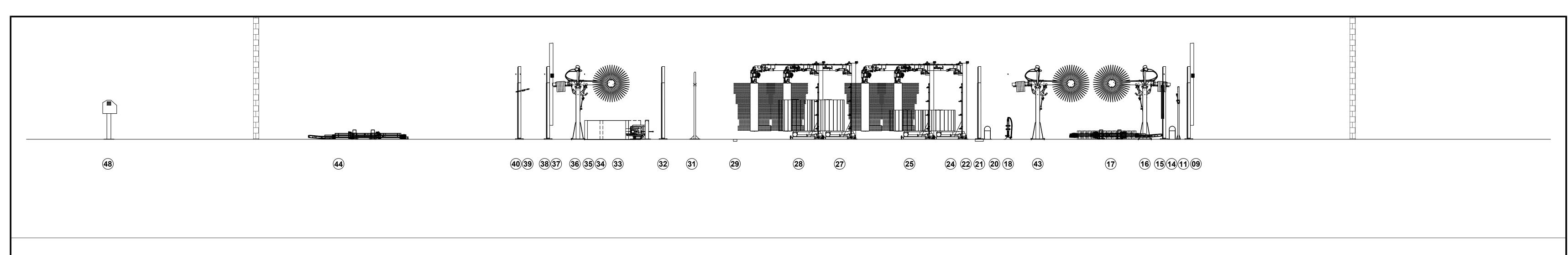


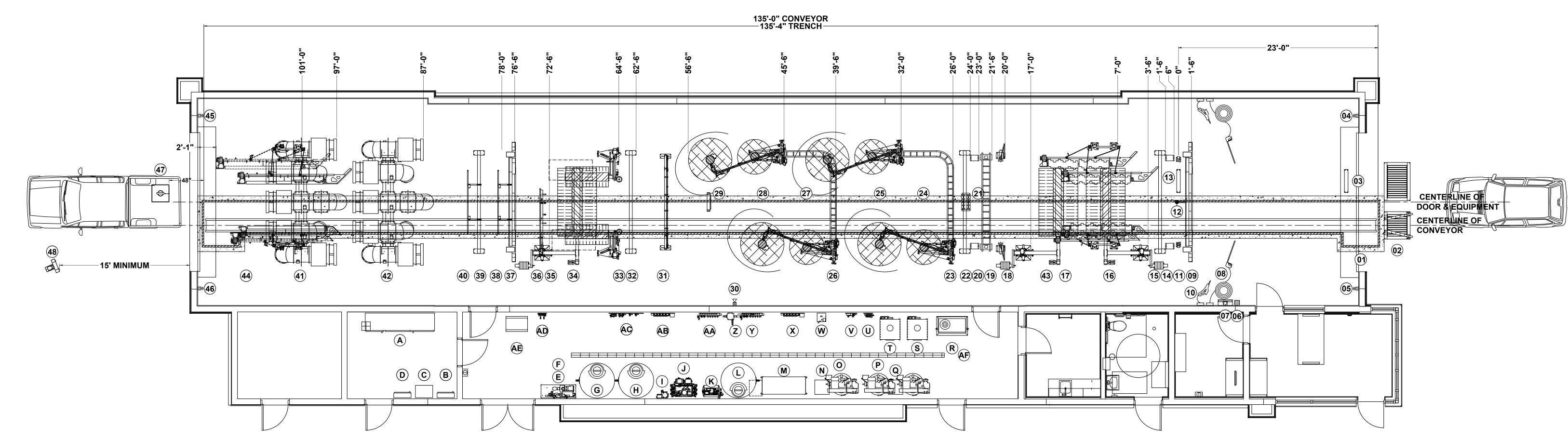
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3/27/2024 Landscape Updates

SVM000009

LANDSCAPE NOTES





				T		1		1	
ITEM #	WASH BAY EQUIPMENT	ITEM#	WASH BAY EQUIPMENT	ITEM#	WASH BAY EQUIPMENT	ITEM#	BACKROOM EQUIPMENT	ITEM #	·
01	XR-1000 CONVEYOR	20	CTA	39	UTILITY ARCH	Α	MASTER CONTROL CENTER	T	M2000R - 15HP PUMP
02	RC120 CORRELATOR WITH WHEEL SAFE PLUS	21	BW100-P	40	RAIN BAR - RW112	В	SDP - ELECTRICAL PANEL	U	POWERLOCK
03	TAPE SWITCH FOR ROLLER UP	22	UTILITY ARCH	41	INTERNATIONAL DRYER ARCH	С	STX - TRANSFORMER	V	FLIP NOZZLE AIR PANEL
)4	EMERGENCY STOP BUTTONS	23	CABLE TRAY - RW200S	42	INTERNATIONAL DRYER ARCH	D	MDP - ELECTRICAL PANEL	W	HYDRAFUSE
)5	EMERGENCY STOP BUTTONS	24	RS400 - 30" LOW SIDE WASHER QP	43	RS1000 - 94 INCH TOP BRUSH	E	PCCP30C - BOOSTER PUMP	X	5 PORT WATER DIST. PANEL 2
06	ROLLER UP BUTTON	25	RS701 - LONG ARMS WRAP	44	MT2500 - 9' BRUSH GLOSS BOSS	F	WATER MAIN / BACKFLOW PREVENTER	Y	HYDRAFLEX CHEMICAL PANEL XD
07	DRB TERMINAL	26	CABLE TRAY - RW200S	45	EMERGENCY STOP BUTTONS	G	R.O. TANK 850 GAL.	Z	HYDRAFLEX PUMP
08	PREP GUNS	27	RS400 - 45" LOW SIDE WASHER QP	46	EMERGENCY STOP BUTTONS	Н	R.O. TANK 850 GAL.	AA	HYDRAFLEX CHEMICAL PANEL XD
)9	GRAND ENTRY PHANTOM ARCH	28	RS701 - LONG ARMS WRAP	47	ANTI COLLISION PAD	I	R.O. REPRESS. PUMP - PC3HP3	AB	7 PORT WATER DIST. PANEL 1
10	BUG PREP GUNS	29	RW-100	48	TRAFFIC LIGHT - 2SECTIONS	J	E3-18000 - R.O. SYSTEM	AC	AIR DISTRIBUTION PANEL
I 1	DOUBLE PHOTO EYES	30	WARNING HORN			K	R.O. REJECT PUMP- 1-1/2HP	AD	GLOSS BOSS CHEM
12	DRB ULTRASONIC SENSOR	31	MAGNUM HP ARCH			L	REJECT TANK 850 GAL.	AE	HYDRAULIC PP
13	TAPE SWITCH FOR CTA'S	32	UTILITY ARCH			M	PW400-5M24O - RECLAIM SYSTEM	AF	BACKROOM TRENCH - HUB DRAIN
14	CTA	33	RS550 - SUPERSONIC			N	AIR DRYER		
15	UTILITY ARCH	34	RS1000 - 94 INCH TOP BRUSH			0	AIR COMPRESSOR		
16	RS1000 - 94 INCH TOP BRUSH	35	RAIN BAR - RW112			Р	AIR COMPRESSORS		
17	MW2000 - FOAM BRUSH WHEEL BOSS	36	EVOLUTION TOP REACH			Q	AIR DRYER		
18	WHEEL BLASTER - WB-600-FF	37	CERAMIC PUNCH ARCH			R	M2200RD - 2x 7.5HP DD PUMP		
19	CABLE TRAY - RW200A	38	RAIN BAR - RW112			S	M2000R - 15HP PUMP		

DESCRIPTION

THE PLAN BEARING THIS LEGEND AND THE ACCOMPANYING SPECIFICATIONS HAVE BEEN PREPARED CONNECTION WITH THE PROPOSED ERECTION OF AN AUTOMATIC CAR WASH AT THE LOCATION SHOWN TO RETURN UPON DEMAND, BY THE ACCEPTANCE HEREOF, THE PROSPECTIVE CUSTOMER THEREBY AGREES NOT TO DIVULGE, USE OR COPY THE SAME WITHOUT THE WRITTEN CONSENT OF MACNEIL WASH SYSTEMS LTD. THE INFORMATION CONTAINED HEREIN IS SUBMITTED IN GOOD FAITH AS AN ASSISTANCE IN LAYING OUT THE CAR WASH. WE WILL NOT BE RESPONSIBLE FOR ERRORS OR OMISSIONS HEREIN, NOR LEGAL CODE OF UNDERWRITING REQUIREMENTS.

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DATE

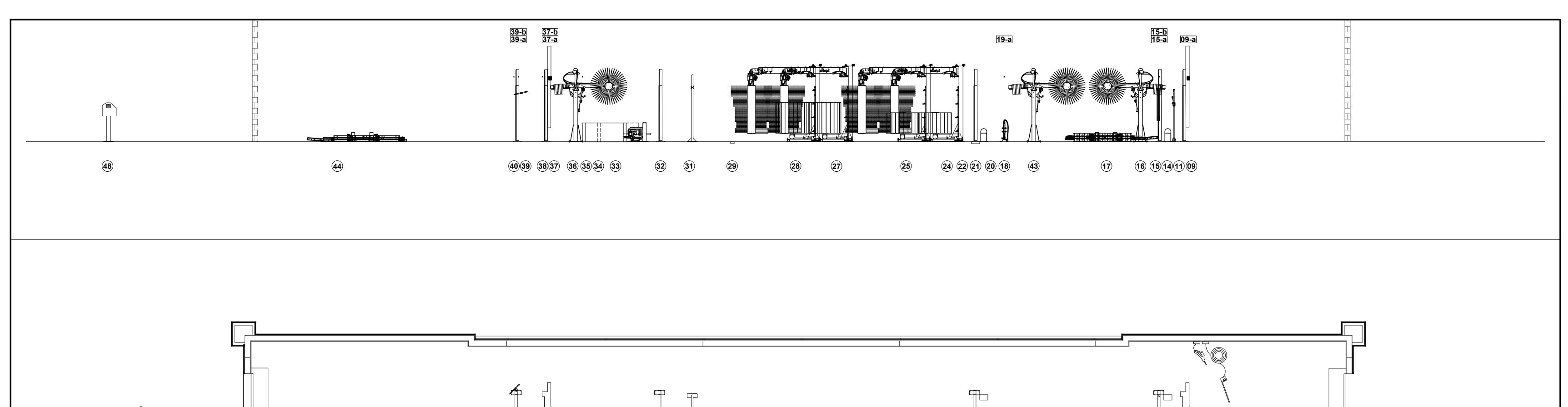


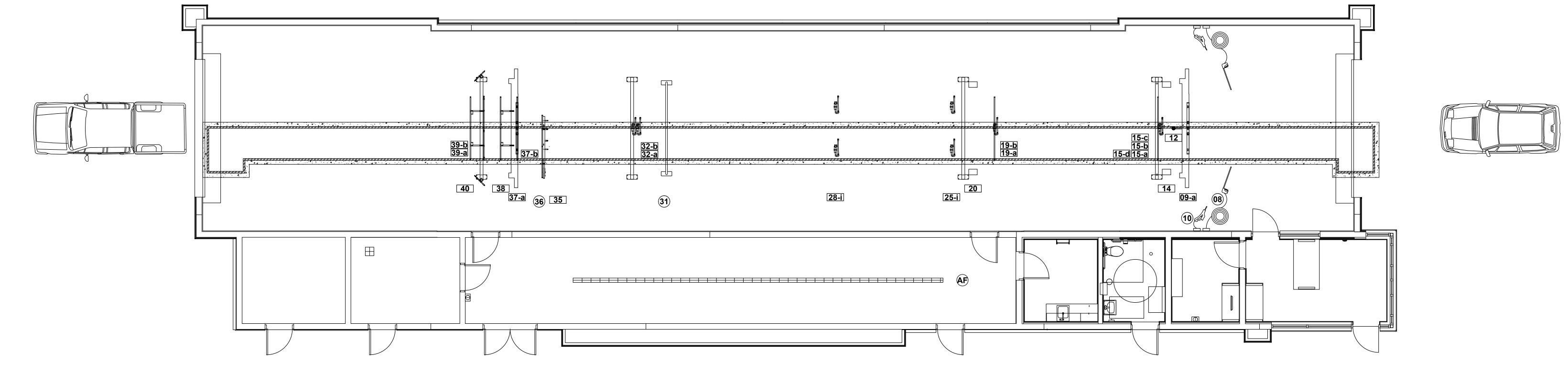
90 WELHAM ROAD, TITLE: **L4N 8Y4** CANADA JOB NUMBER: REVISION: J-23426 RC 03-25-2024 3/16"=1'-0"

WATERFLY FOLSOM EQUIPMENT LAYOUT PLAN VIEW 1

FOLSOM, CA

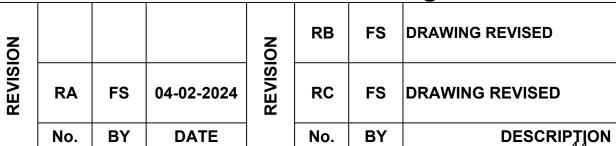
SE24-052-L1





ITEM#	EQUIPMENT	ITEM#	EQUIPMENT
08	PREP GUNS	38	RAIN BAR - RW112
09-a	LED RGB LIGHT	39-a	FULL BODY
09-b	CONTROL SIGNAL WIRES	39-b	MIRROR RINSE
10	BUG PREP GUNS	40	RAIN BAR - RW112
14	CTA		
15-a	PRESOAK 1 SIDE		
15-b	PRESOAK BATH		
15-c	TOP BRUSH LUBE 1		
15-d	TOP BRUSH LUBE 2		
19-a	PRESOAK BATH		
19-b	TOP BRUSH LUBE 2		
20	CTA		
25-i	BOOMERANG - SINGLE SET		
28-i	BOOMERANG - SINGLE SET		
32-a	TOP BRUSH LUBE 2		
32-b	LOW PH WHITE FOAM		
35	RAIN BAR - RW112		
37-a	LED RGBW LIGHT		
37-b	WAX BATH		

THE PLAN BEARING THIS LEGEND AND THE ACCOMPANYING SPECIFICATIONS HAVE BEEN PREPARED CONNECTION WITH THE PROPOSED ERECTION OF AN AUTOMATIC CAR WASH AT THE LOCATION SHOWN TO RETURN UPON DEMAND. BY THE ACCEPTANCE HEREOF. THE PROSPECTIVE CUSTOMER THEREBY AGREES NOT TO DIVULGE, USE OR COPY THE SAME WITHOUT THE WRITTEN CONSENT OF MACNEIL WASH SYSTEMS LTD. THE INFORMATION CONTAINED HEREIN IS SUBMITTED IN GOOD FAITH AS AN ASSISTANCE IN LAYING OUT THE CAR WASH. WE WILL NOT BE RESPONSIBLE FOR ERRORS OR OMISSIONS HEREIN, NOR LEGAL CODE OF UNDERWRITING REQUIREMENTS.





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WATERFLY FOLL
WASH BAY
APPLICATORS & LIGHTS 1

PRAWING NUMBER:
SE24-052-C1





NEW 135FT TUNNEL CARWASH FACILITY 1011 RILEY ST, FOLSOM, CA 95630



	DRAWING INDEX
MARK	DESCRIPTION
G100	COVER SHEET
A101	DUMPSTER ENCLOSURE - PLAN AND ELEVATIONS
A201	FLOOR PLAN
A300	EXTERIOR ELEVATIONS
A301	EXTERIOR ELEVATIONS
A900	EXTERIOR RENDERINGS
EL 100	EXTERIOR LIGHTING LAYOUT & PHOTOMETRIC
EL 200	EXTERIOR LIGHTING CUT SHEETS
EL 201	EXTERIOR LIGHTING CUT SHEETS
EL 202	EXTERIOR LIGHTING CUT SHEETS
EL 203	EXTERIOR LIGHTING CUT SHEETS

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	DRAWING INDEX	
MARK	DESCRIPTION	
G100	COVER SHEET	
A101	DUMPSTER ENCLOSURE - PLAN AND ELEVATIONS	
A201	FLOOR PLAN	
A300	EXTERIOR ELEVATIONS	
A301	EXTERIOR ELEVATIONS	REVISIONS
A900	EXTERIOR RENDERINGS	REV. DATE DESCRIPTION
EL 100	EXTERIOR LIGHTING LAYOUT & PHOTOMETRIC	
EL 200	EXTERIOR LIGHTING CUT SHEETS	
EL 201	EXTERIOR LIGHTING CUT SHEETS	
EL 202	EXTERIOR LIGHTING CUT SHEETS	
EL 203	EXTERIOR LIGHTING CUT SHEETS	

PROJECT INFORMATION	COVER SHE	WATERFLY FOLSOM	1011 RILEY STREET FOLSOM, CA 95630
	SHEET N	IANAGN	IENT

CONSULTANTS

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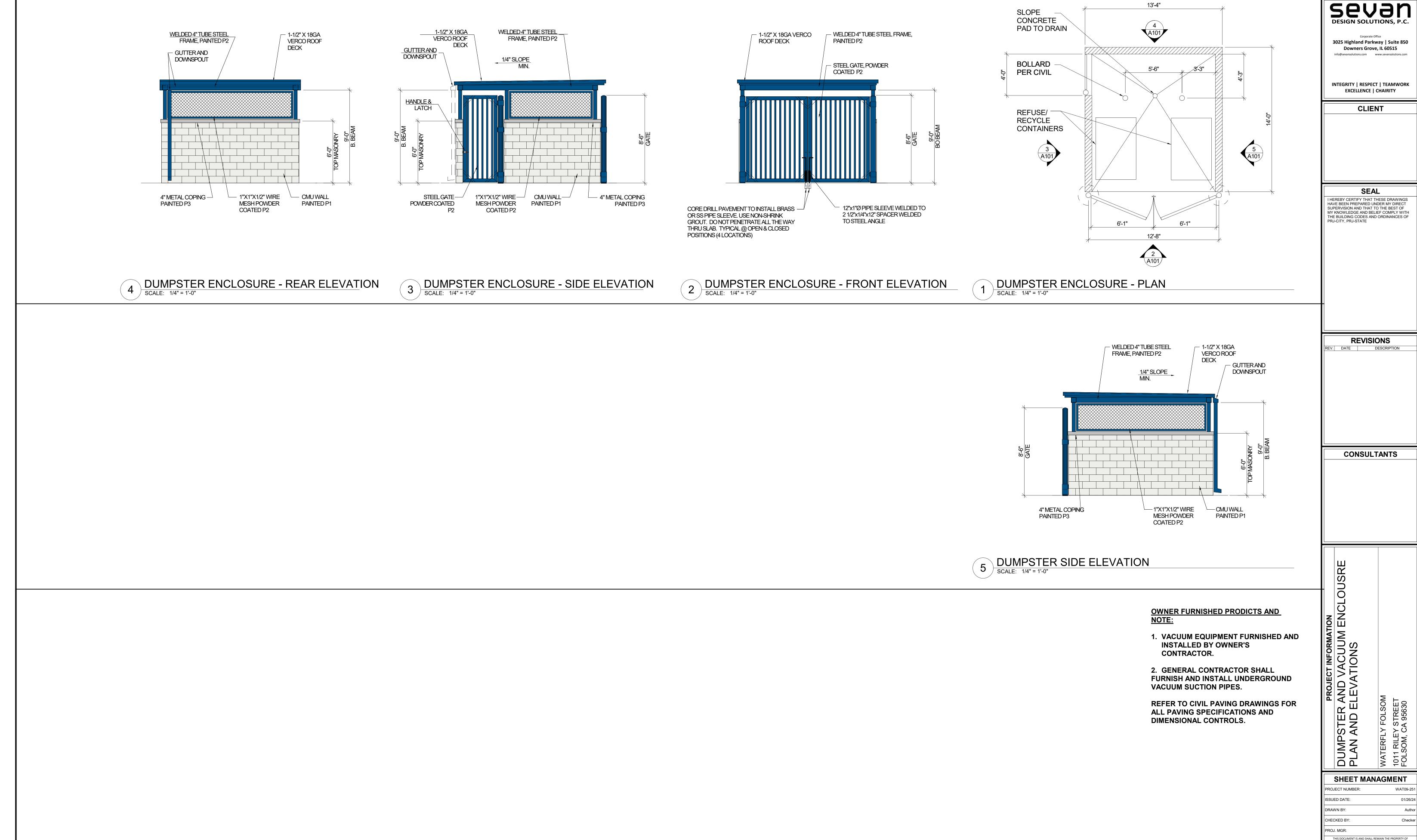
waterfly CAR WASH

SEAL

SHEET MANAG	GMENT
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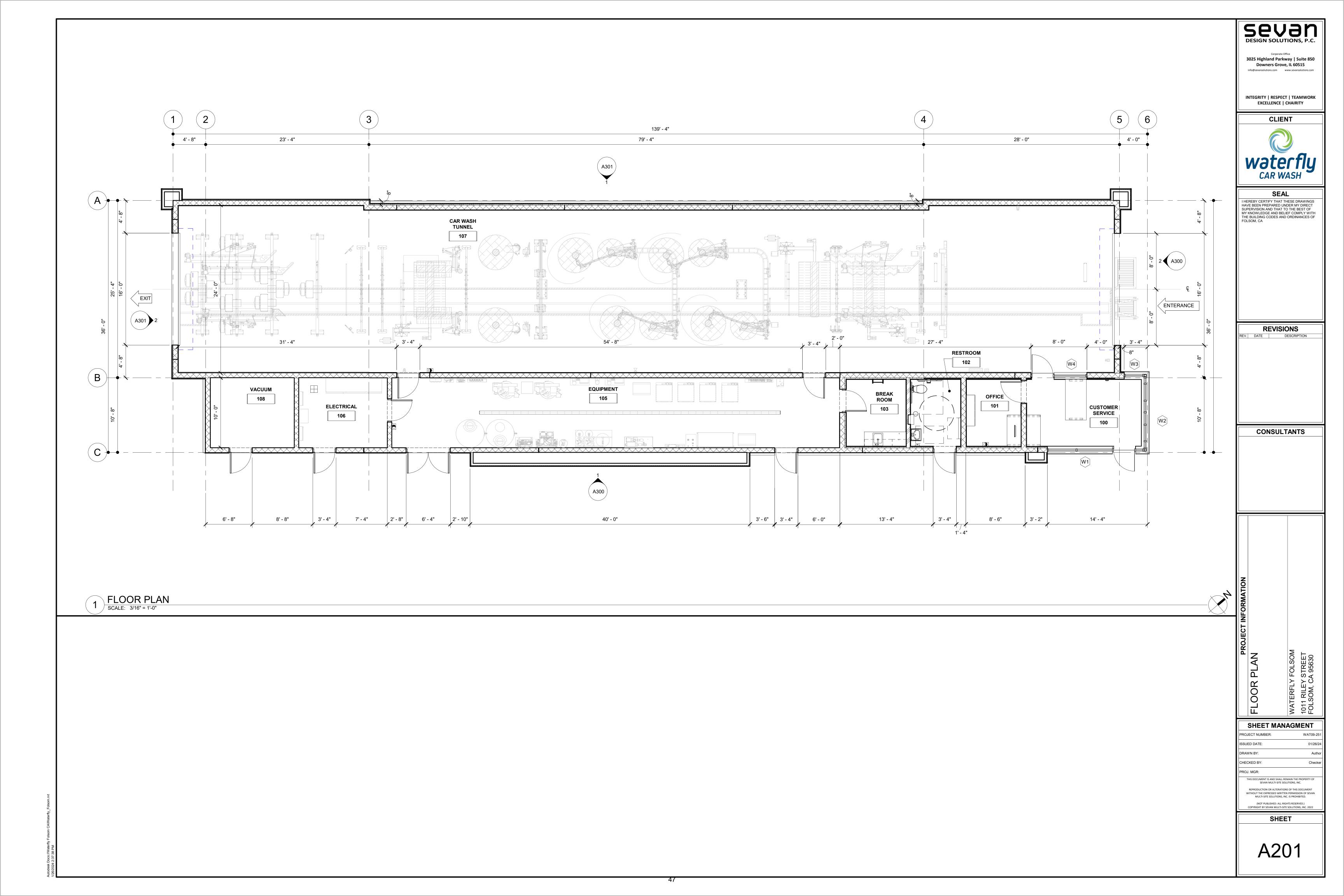
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DEANNA ESTATES	O. B. A. P. B.	REPRESA
	OAK VISTA ESTATES	
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SCENIC OAKS	Folsom City Zoo Sanctuary	CIMMARON HILL
	Black Miners Bar	c
RIVER ROCK	Folsom	
American River Ace Hardware		SIERRA WOODS
CUTIVE TATES	₽ AR	
LINCOLN PALISADES	FOLSOM INDUSTRIAL PARK	
	COBBLE HILLS RIDGE	Lembi Park
	FOLSOM	Overlook at Blu
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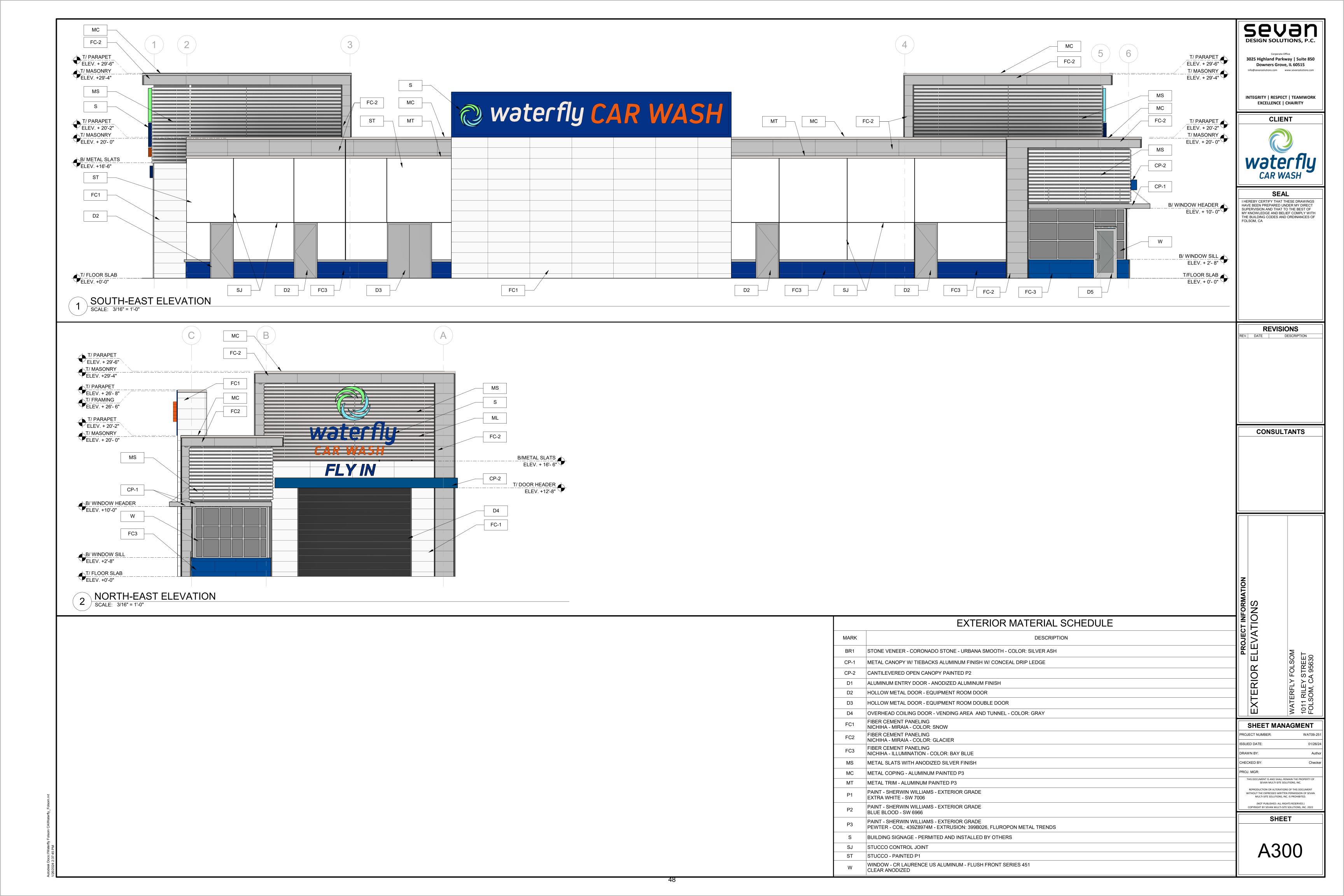


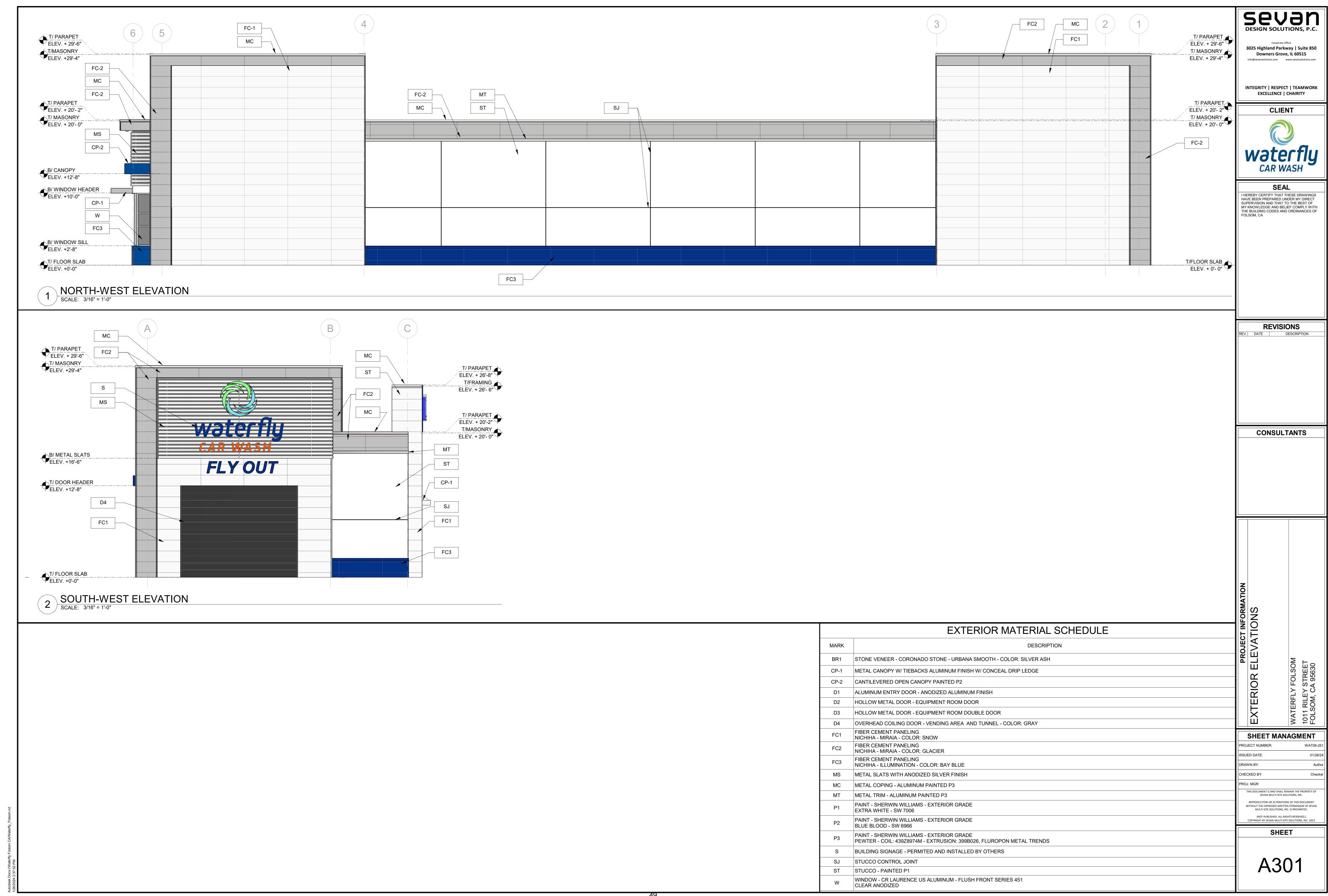
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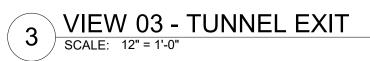






2 VIEW 02 - TUNNEL ENTRANCE
SCALE: 12" = 1'-0"







4 VIEW 04 - TUNNEL EXIT
SCALE: 12" = 1'-0"

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FOLSOM, CA

REVISIONS
REV. DATE DESCRIPTION

CONSULTANTS

TERIOR RENDERINGS

SHEET MANAGMENT

ROJECT NUMBER: WAT09-251

PROJECT NUMBER: WAT09-25

ISSUED DATE: 01/26/2

DRAWN BY: Author

CHECKED BY: Checker

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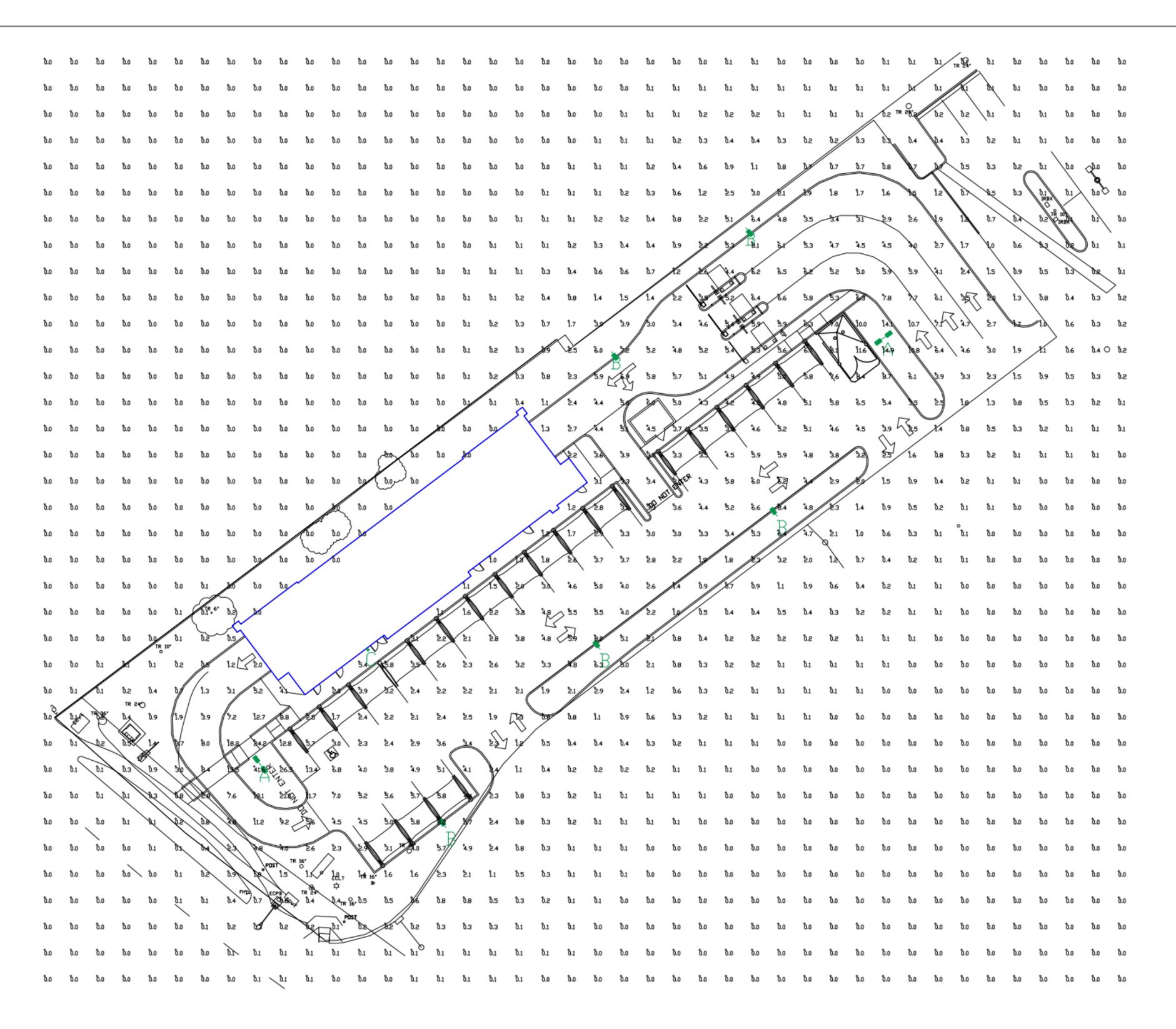
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Calculation Summary CalcType Avg/Min Max/Min Units Avg CALCULATION POINTS @ GRADE 41.6 0.0 N.A. N.A. Illuminance INSIDE CURB 15.5 4.21 14.09 4.63 Illuminance Fc 1.1

PHOTOMETRIC EVALUATION NOT FOR CONSTRUCTION

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature noted does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

Luminaire Sche	dule								
Symbol	Qty	Label	Arrangement	Description	Mounting Height	LLD	LLF	Arr. Lum. Lumens	Arr. Watts
	2	Α	D180	MRM-LED-18L-SIL-FT-50-70CRI-D180	16'POLE+2'BASE	1.000	1.000	38648	270
_	5	В	Single	MRM-LED-18L-SIL-FT-50-70CRI-SINGLE	16'POLE+2'BASE	1.000	1.000	19324	135
4	1	С	Single	XWS-LED-05L-SIL-FT-50-70CRI	10'	1.000	1.000	5072	35

Total Project Watts_1 Total Watts = 1250



DATE42/15/23

SCALE: 1"=20"

DOOR ALLIANCE AS. CONCINATE, DATE ASSAULT USA LIGHTING PROPOSAL LO-159339 WATERFLY CAR WASH FOLSOM,CA

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SHEET

PROJECT INFORMATION
EXTERIOR LIGHTING LAYOUT
PHOTOMETRIC

ISSUED DATE:

DRAWN BY: CHECKED BY:

PROJ. MGR:

DESIGN SOLUTIONS, P.C.

Corporate Office 3025 Highland Parkway | Suite 850 Downers Grove, IL 60515

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REVISIONS

CONSULTANTS

REV. DATE DESCRIPTION

FOLSOM, CA

Mirada Small Area (MRS)

6,000 - 30,000

39 - 209

112 - 163

20 (9.1)

IMSBT, ALB, ALS, 7-Pin, PCI

QUICK LINKS

(347-480 VAC).

rated to +40°C.

Power factor: >.90

High-performance driver features over-

0-10V dimming (10% - 100%) standard.

over temperature protection.

L70 Calculated Life: >60k Hours

Total harmonic distortion: <20%

voltage, under-voltage, short-circuit and

Standard Universal Voltage (120-277 VAC)

Input 50/60 Hz or optional High Voltage

Operating temperature: -40°C to +50°C

(-40°F to +122°F). 30L lumen packages

Input power stays constant over life.

operation (per ANSI/IEEE C62.41.2).

Field replaceable 10kV surge protection

device meets a minimum Category C Low

High-efficacy LEDs mounted to metal-core

circuit board to maximize heat dissipation

Driver is fully encased in potting material

for moisture resistance and complies with

FCC standards. Driver and key electronic

components can easily be accessed.

Bluetooth™ motion and photocell sensor.

Fixtures operate independently and can

options reduce energy and maintenance

costs while optimizing light quality 24/7.

be commissioned via iOS or Android

LSI's AirLink™ wireless control system

Optional integral passive infrared

configuration app.

Electrical

Outdoor LED Area Light

OVERVIEW

FEATURES & SPECIFICATIONS

Rugged die-cast aluminum housing

contains factory prewired driver and optical

unit. Cast aluminum wiring access door

· Fixtures are finished with LSI's DuraGrip'

polyester powder coat finishing process.

The DuraGrip finish withstands extreme

weather changes without cracking or

peeling. Other standard LSI finishes

State-of-the-Art one piece silicone optic

sheet delivers industry leading optical

control with an integrated gasket to provide

distribution types 2, 3, 4, 5W, FT, and LC/RC.

Silicone optical material does not yellow or

crack with age and provides a typical light

Proprietary silicone refractor optics provide

exceptional coverage and uniformity in

Available in 5000K, 4000K, and 3000K

color temperatures per ANSI C78.377

· Integral louver (IL) and integral half

louver (IH) options available for enhanced

Mirada Small Area Light (MRS)

available. Consult factory.

transmittance of 93-95%.

Optical System

IP66 rated seal.

Zero uplight.

Minimum CRI of 70.

backlight control.

· Shipping weight: 27 lbs in carton.

.umen Package

Efficacy Range (LPW)

Wattage Range

Weight Ibs(kg)

Construction

located underneath.

Control Options

Ordering Guide Performance Photometrics Dimensions

Installation

Designed to mount to square or round

A single fastener secures the hinged door,

Included terminal block accepts up to 12 ga.

warranty. Refer to https://www.lsicorp.com/

resources/terms-conditions-warranty/ for

· Meets Buy American Act requirements.

Title 24 Compliant; see local ordinance for

IDA compliant; with 3000K color

IP66 rated Luminaire per IEC 60598-1.

3G rated for ANSI Cl36.31 high vibration

IKO8 rated luminiare per IEC 66262 me-

DesignLights Consortium* (DLC) qualified

may be DLC qualified. Please check the DLC

Qualified Products List at <u>www.designlights.</u>

product. Not all versions of this product

org/QPL to confirm which versions are

underneath the housing and provides

Utilizes LSI's traditional B3 drill pattern.

LSI luminaires carry a 5-year limited

Listed to UL 1598 and UL 8750.

temperature selection.

qualification information.

applications are qualified.

chanical impact code

Suitable for wet locations.

more information.

quick & easy access to the electrical

Mirada Small Area Light (MRS) Have questions? Call us at (800) 436-7800

ORDERING GUIDE

TYPICAL ORDER EX	TYPICAL ORDER EXAMPLE: MRS LED 18L SIL FT UNV DIM 40 70CRI ALBCS1 BLK IH							
Prefix	Light Source	Lumen Package	Lens	Distribution	Orientation ²	Voltage	Driver	
MRS - Mirada Small Area Light	LED	61 - 6,000 lms, 39W 91 - 9,000 lms, 65W 121 - 12,000 lms, 86W 151 - 15,000 lms, 111W 161 - 18,000 lms, 135W 201 - 21,000 lms, 165W 201 - 24,000 lms, 209W (schem lymon Bedgans)	SIL - Silicone	2 - Type 2 3 - Type 3 4 - Type 4 5W - Type 5 Wide FT - Forward Throw LC - Left Corner RC - Right Corner	(blank) - standard L- Optics rotated left 90° R - Optics rotated right 90°	UNV - Universal Voltage (120-277V) HV - High Voltage (347-480V)	DIM - 0-10V Dimming (0-10%)	

		Custom Lumen Packages ¹						
Color Temp	Color Rendering	Controls (Choose One)				Finish	Options	
50-5,000 CCT 40-4,000 CCT 30-3,000 CCT	700RI - 70 CRI	ALSCS4 - Airtink Synapse ALBCS1 - Airtink Blue Win ALBCS2 - Airtink Blue Win Stand-Alone Controls EXT - 0-30 v Dimming lea CXT9 - 7 Pin Control Rece IMSET1 - Integral Blueton	introl System Control System w Control System w eless Motion & Ph eless Motion & Ph ds extended to ho ptacle AMSI C136.4 th ^{or} Motion and Pi	8th 12-20" MH Motion Sensor ith 20-40" MH Motion Sensor oto Sensor Controller (8-24" oto Sensor Controller (25-40 using exterior 11.3 hotocoll Sensor (8-24" MH)* hotocoll Sensor (8-24" MH)*	MHO*	BLIX - Black BRIZ - Dark Bronze GMG - Gun Metal Gray GPT - Graphite MSV - Metalic Silver PLP - Platinum Plus SMG - Satin Verde Green WHT - White	Light Cutoff)	- Half Louver (Moderate Spill

Need r	more informatere for our gloss	ion? arv	ional questions? at (800) 436-7800	
		EXT - 0-30v Dimming leads extended to housing exterior CXTP - 7 Pin Control Receptacle ANSI C136.41.3 IMSET1 - Integral Bluetooth* Motion and Photocell Sensor (8-24* M4)* IMSET2 - Integral Bluetooth* Motion and Photocell Sensor (25-40* M4)*		

Accessory Ordering Information ⁵	Accessory	Ordering	Information ⁵	
---	-----------	----------	--------------------------	--

CONTROLS ACCESSORIES		FUSING OPTIONS ^T		SHIELDING OPTIONS	
Description	Order Number	Description	Order Number	Description	Order Number
Twist Lock Photocell (120V) for use with CR7P	122514	Single Fusing (120V)		Mirada Small	
Twist Lock Photocell (208-277) for use with CR7P	122515	Single Rusing (277V)	1	Mirada Medium	1
Twist Lock Photocell (547V) for use with CR7P	122516		See Fusing	Mirada Large	1
Twist Lock Photocell (480V) for use with CR7P	1225180	Double Fusing (208V, 240V)	Acressory Guide	Zone Medium	See Shielding Guide
AirLink 5 Pin Twist Lock Controller	661409	Double Fusing (480V)		Zone Large	1
AirLink 7 Pin Twist Lock Controller	661410	Double Fusing (3471)		Slice Medium	1
Shorting Cap for use with CR7P	149528				

Furthern bettern and auditane earliannes accidebles consolit factors. Walescape within industry dispulsed telephones but not NEF Estant	

- Nat available on "Type SW" distribution. Control device or shorting cap must be ordered separately. See Accessary Ordering Information.
- Motion sensors are field configurable via the LSI app that can be downloaded from your smartphone's notive app store. 5. Accessaries are shipped separately and field installed.
- "O.R" denotes finish. See Finish options.

Fusing must be located in hand hole of pole. See <u>Rusing Accessors Guide</u> for compatability.

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			3	DOOK CCT		40	DOOK CCT		5	T30 N000		
Lumen Package	Distribution	CRI	Delivered Lumens	Bfficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Wattage
	2		5918	149	82-U0-G1	6136	155	82-00-61	6122	155	B2-U0-G1	
	3		6016	152	81-U0-G2	6238	158	81-00-62	6224	157	81-00-62	
	4		5967	153	81-U0-62	6333	162	81-00-63	6136	157	81-U0-62	
6L	5W	70	5690	144	83-U0-G1	5899	149	B3-U0-G1	5886	1479	B3-U0-G1	39
	FT		5822	147	81-00-61	6037	152	81-00-61	6023	152	81-00-61	
	LC		6003	154	B1-U0-62	6371	163	B1-U0-62	6173	158	B1-U0-62	
	RC		5964	153	B1-U0-62	6329	162	B1-U0-62	6132	157	B1-U0-62	
	2		9091	145	B2-U0-G2	9484	152	B2-U0-G2	9462	151	B2-U0-G2	
Ì	3		9241	148	B2-U0-G2	9641	154	B2-U0-G2	9619	154	B2-U0-G2	
	4		9214	146	B2-U0-G3	9778	155	B2-U0-63	9474	150	B2-U0-G3	
9L	5W	70	8740	140	B3-U0-G2	9118	146	B3-U0-G2	9097	144	B3-U0-G2	63
	FT		8943	143	B2-U0-G2	9530	149	B2-U0-G2	9508	149	B2-U0-G2	
	LC		9269	147	B2-U0-G3	9837	156	B2-U0-63	9531	151	B2-U0-G3	
	RC		9208	146	B2-U0-G2	9772	155	B2-U0-G3	9468	150	B2-U0-G3	
	2		12152	141	B3-U0-G2	12685	148	B3-U0-62	12514	146	B3-U0-G2	
	3		12333	143	82-00-62	12894	150	82-00-62	12721	148	B2-U0-G2	
	4		12277	143	B2-U0-G3	13029	152	B2-U0-G3	12623	147	B2-U0-G3	
121.	5W	70	11664	136	84-U0-G2	12195	142	84-00-62	12031	140	84-U0-G2	86
	FT		11935	139	B2-U0-G2	12479	145	B2-U0-G2	12311	143	B2-U0-G2	
	L(12351	144	B2-U0-G3	13108	152	B2-U0-63	12700	148	B2-U0-G3	
	RC		12271	143	B2-U0-G3	19022	151	82-00-63	12617	147	B2-U0-G3	
	2		14220	128	B3-U0-G2	15167	137	B3-U0-G2	14488	131	B3-U0-G2	
	3		14938	135	B2-U0-G2	19933	144	B2-U0-62	15219	137	B2-U0-G2	
			14792	133	B2-U0-64	15698	141	B2-U0-64	15209	137	B2-U0-64	
15L	5W	70	14304	129	84-U0-G2	15257	137	B4-U0-G2	14574	131	84-U0-G2	m
	FT		14342	129	B2-U0-G2	15297	138	82-00-62	14612	132	B2-U0-G2	
	LC		14381	134	B2-U0-G3	15793	142	B2-U0-G3	15301	138	B2-U0-G3	
	RC.		14784	133	R2-U0-G3	15689	141	B2-U0-63	15201	137	B2-U0-G3	
	2		16438	122	B3-U0-G2	17532	130	B3-U0-G3	16747	124	B3-U0-G2	
	3		17267	128	B3-U0-G3	18417	137	B3-U0-G3	17592	131	B3-U0-G3	
	4		17101	127	83-U-G4	18149	134	B3-U-G4	17584	130	83-U-G4	
18L	5W	70	16535	123	84-U0-G2	17636	133	85-00-62	16846	125	84-U0-G2	132
	FT		16578	123	B3-U0-G2	17682	131	B3-U0-G2	16890	125	B3-U0-G2	
	lζ		17204	127	B3-U0-G3	18258	135	B3-U0-G3	17689	131	B3-U0-G3	
	RC.		17091	127	B2-U0-G3	16138	134	82-00-63	17574	130	B2-U0-G3	
	2		19488	118	B3-U0-G3	20786	126	B3-U0-G3	19685	120	B3-U0-G3	
	3		20472	124	B3-U0-G3	21835	132	83-00-63	20857	126	B3-U0-G3	
	4		20279	123	B3-U0-G4	21521	130	83-U0-65	20851	126	B3-U0-G5	
21L	5W	70	19604	119	B5-U0-G3	20909	126	85-UO-G3	19973	121	B5-U0-G3	165
	FT		19655	119	B3-U0-G3	20964	127	83-00-63	20025	121	B3-U0-G3	
	LC		20401	124	B3-U0-G4	21651	131	B3-U0-64	20977	127	B3-U0-G4	
	RC.		20268	123	B3-U0-G3	21509	130	B3-U0-64	20840	126	B3-U0-G3	

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DELIVERED LUMENS	DELIVERED LUMENS*													
Lucian Badana	Nobeline	Nobleston	Man-fin		3000K CCT			40	OOK CCT		SOOOK CCT			Wolfers
Lumen Package	Distribution	CRI	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Billicacy	BUG Rating	Delivered Lumens	Bffcacy	BUG Rating	Wattage		
	2		21976	112	B3-U0-G3	23439	120	B3-U0-G3	22390	114	B3-U0-G3			
	3		23085	118	B3-U0-G3	24622	126	B3-U0-G3	23519	120	B3-U0-G3			
	4		23190	117	83-00-65	24758	124	83-U0-65	23888	120	B3-U0-65			
24L	5W	70	22105	113	B5-U0-G3	23578	120	B5-U0-G3	22522	115	B5-U0-G3	196		
	FT		22164	113	B3-U0-G3	23640	121	B3-U0-63	22581	115	B3-U0-G3			
	LC		23330	117	83-00-64	24907	125	B3-U0-64	24052	121	B3-U0-64			
	RC		25117	117	B3-U0-G4	24744	124	B3-U0-64	23874	120	B3-U0-64			
	2		30078	144	84-U0-G3	29485	143	B4-U0-64	30697	147	84-U0-G3			
	3		31711	154	B3-U0-G3	31086	151	B3-U0-G3	32364	157	B3-U0-G3			
	4		30459	148	84-U0-G5	29658	145	B4-U0-G5	31065	151	84-U0-G5			
30L	5W	70	30588	149	85-00-63	29985	146	85-00-63	31218	152	BS-U0-G3	209		
	FT		31585	153	B3-U0-G4	30962	150	B3-U0-64	32235	156	84-U0-G4			
	LC		32303	155	83-00-65	31666	152	B3-U0-65	32968	158	B3-U0-G5			
	RC.		31943	153	B3-U0-64	31313	150	B3-U0-G4	32600	156	B3-U0-G5			

"LEDs are frequently updated therefore values are numinal.

"Bectrical data at 25°C (77°F), Actual wattage may differ by </40%

ECTRICAL DATA (AMPS)*											
Lumens	120V	208V	240V	277V	347V	480V					
6L	0.34	0.20	0.17	0.15	0.12	0.09					
91.	0.52	0.30	0.26	0.23	0.18	0.13					
12L	0.72	0.41	0.36	0.31	0.25	0.18					
15L	0.93	0.53	0.46	0.40	0.32	0.23					
18L	1,12	0.65	0.56	0.49	0.39	0.28					
21L	1.38	0.80	0.69	0.60	0.48	0.34					
24L	1,63	0.94	0.82	0.71	0.56	0.41					
30L	174	1.00	0.87	0.75	0.60	0.43					

RECOMMENDED LUMEN MAINTENANCE ¹										
Ambient Temp	Lumen Multiplier									
(0 hrs. ¹	25K hrs. ²	50K hrs.2	75K hrs. ³	100K hrs. ¹					
0 C - 25 C	100%	95%	89%	B4%	79%					
40 C	100%	94%	87%	80%	74%					

1. Lumen maintenance values at 25°C are calculated per TM-25 based on UM-80 data and in-situ luminaire testing. In accordance with ESMATM-21-II. Projected Values represent interpolated value based on time durations that are within six times (600the IESMA DH-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip). 3. In accordance with IESNA TM-ZE-II, Calculated Naives represent time durations that exceed six times NA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).

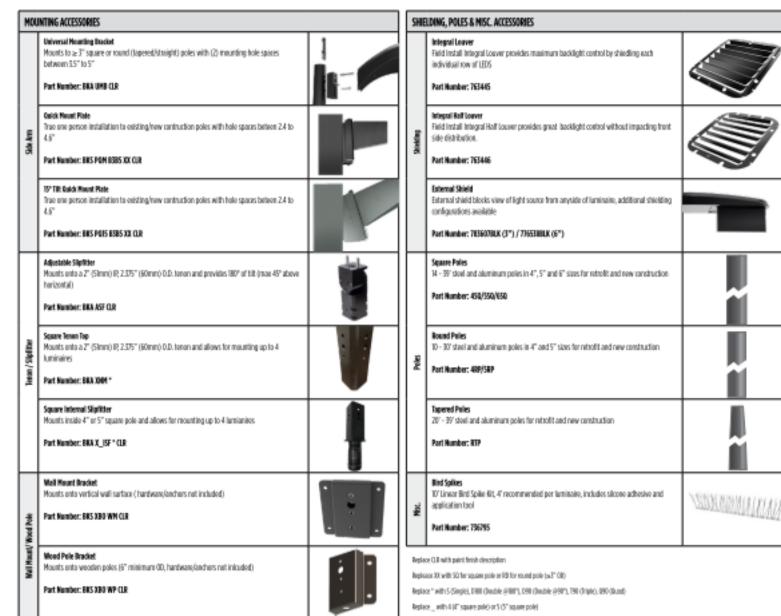
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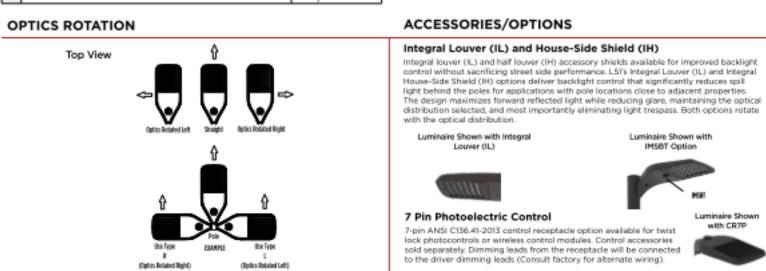
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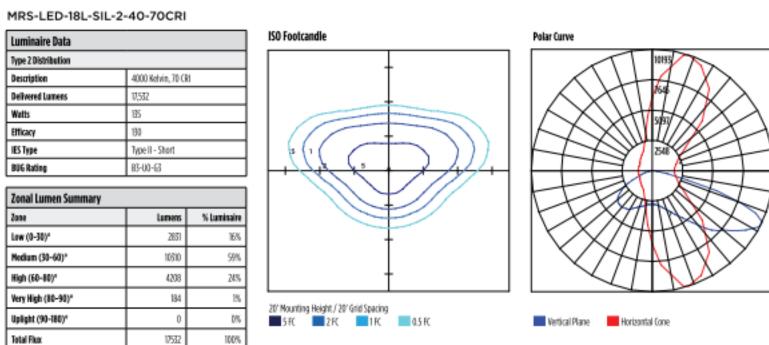
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Mirada Small Area Light (MRS)

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PHOTOMETRICS Luminaire photometry has been conducted by an accredited laboratory in accordance with IESNA LM-79. As specified by IESNA LM-79 the

entire luminaire is tested as the source resulting in a luminaire efficiency of 100%.



MRS-LED-18L-SIL-3-40-70CRI

Luminaire Data			ISO Footcandle	Polar Curve
Type 3 Distribution				1025
Description	4000 Kelvin, 70 CR	1		
Delivered Lumens	18,407			
Watts	135			
Efficacy	137			
IES Type	Type III - Short		\\(\(\(\)\(\)\)\)	
BUG Rating	BS-U0-G3			
Zonal Lumen Summary				
Zone	Lumens	% Luminaire		
Low (0-30)*	2529	18%	+	
Medium (30-60)°	10634	61%		
High (60-80)*	5246	30%	†	
Very High (80-90)°	208	1%	20' Mounting Height / 20' Grid Spacing	
Uplight (90-180)*	0	0%	FFC ZFC IFC 0.5FC	Wertical Plane Horizontal Cone
Total Flux	18417	100%		

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PROJECT NUMBER: ISSUED DATE: CHECKED BY: PROJ. MGR:

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PHOTOMETRICS (CONT)

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MRS-LED-18L-SIL-FT-40-70CRI

			ISO Footcandle	Polar Curve
Luminaire Data			150 Footcamere	
Type FT Distribution			ļ ļ	11020
Description	4000 Kelvin, 70 C	RI		
Delivered Lumens	17,682		7.	
Watts	132			
Efficacy	131		111 (**)	
IES Type	Type III - Short		\\\ () ///	1758 X
BUG Rating	83-00-62		 	
Zonal Lumen Summary				
Zone	Lumens	% Luminaire		
Low (0-30)°	2255	13%	ļ †	
Medium (30-60)*	9463	54%		11 X MHH
High (60-80)*	5696	32%	†	
Wery High (80-90)°	268	2%	20' Mounting Height / 20' Grid Spacing	
Uplight (90-180)*	0	0%	SFC 2FC 1FC 0.5FC	Vertical Plane Horizontal Cone

MRS-LED-18L-SIL-4-40-70CRI

Luminaire Data			ISO Footcandle	Polar Curve		
Type 4 Distribution			5	10418		
Description	4000 Kelvin, 70 CR					
Delivered Lumens	18,149		18,149			
Watts	135					
Bfficacy	134					
IES Type	Type IV - Very Shor	t		2504		
BUG Rating	BS-U0-64					
Zonal Lumen Summary						
Zone	Lumens	% Luminaire				
Low (0-30)*	1671	9%	ļ ļ			
Medium (30-60)*	7615	42%				
High (60-80)°	8074	48%	†			
Wary High (80-90)*	790	4%	20' Mounting Height / 20' Grid Spacing			
Uplight (90-180)°	0	0%	■5FC ■ 2FC ■ 1FC ■ 0.5 FC	Wertical Plane Horizontal Cone		
Total Flux	18149	100%				

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Mirada Small Area Light (MRS)

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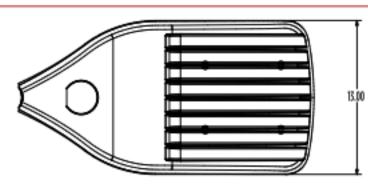
PHOTOMETRICS (CONT)

MRM-LED-30L-SIL-5W-40-70CRI

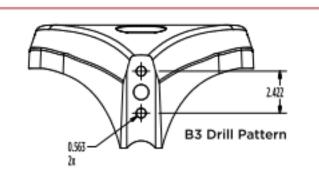
			100 5 1 11	
Luminaire Data			ISO Footcandle	Polar Curve
Right Corner Distribution				9647
Description	4000 Kelvin, 70 O	ěl .		
Delivered Lumens	18,338			
Watts	135			
Efficiency	184		1 /// \ \ \ \ / /	
IES Type	N/A		1/// (_ 15)))	1912
BUG Rating	B3-U0-G3		 	
Z				
Zonal Lumen Summary				
Zone	Lumens	% Luminaire		
Low (0-30)*	2517	18%	†	
Medium (30-60)*	8066	44%		1 X/7447
High (60-90)*	7214	40%		
Very High (80-90)*	541	3%	20' Mounting Height / 20' Grid Spacing	
Uplight (90-180)*	0	0%	■ 5FC 2FC 1FC 0.5FC	Vertical Plane Horizontal Cone

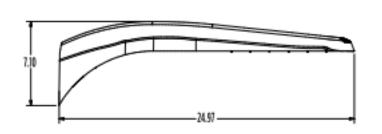
PRODUCT DIMENSIONS

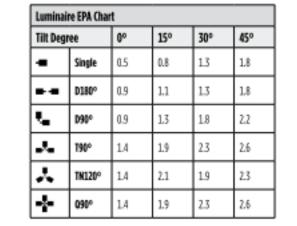
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18138 100%







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PHOTOMETRICS (CONT)

MRS-LED-18L-SIL-FT-40-70CRI

Luminaire Data			ISO Footcandle	Polar Curve
Type FT Distribution				110200
Description 4000 Kelvin, 70 CRI			3	
Delivered Lumens	17,682		,	
Watts	132			
Bilicacy	131		1 11 (>+) 11	
IES Type	Type III - Short			
BUG Rating 83-U0-62				
Zonal Lumen Summary				
Zone	Lumens	% Luminaire		
Low (0-30)°	2255	13%	+	
Medium (30-60)*	9463	54%		1 XXXXXX
High (60-80)*	5696	32%		
Very High (80-90)°	268	2%	20' Mounting Height / 20' Grid Spacing	
Uplight (90-180)*	0	0%	5FC 2FC 1FC 0.5FC	Vertical Plane Horizontal Cone
Total Flux	17682	100%		

MRS-LED-18L-SIL-4-40-70CRI

Luminaire Data			ISO Footcandle	Polar Curve
Type 4 Distribution			5	10418
Description	4000 Kelvin, 70 CR	ı		
Delivered Lumens	18,149			
Watts	135			
Efficacy	134			
IES Type	Type IV - Very Shor	t		2604
BUG Rating	85-00-64			
Zonal Lumen Summary				
Zone	Lumens	% Luminaire		
Low (0-30)*	1671	9%	1 + 1	
Medium (30-60)*	7615	42%		
High (60-80)°	8074	48%	†	
Wary High (80-90)*	790	4%	20' Mounting Height / 20' Grid Specing	
Uplight (90-160)°	0	0%	■5FC ■ 2FC ■ 1FC ■ 0.5 FC	Vertical Plane Hisrizontal Cone
Total Flux	18149	100%		

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Mirada Small Area Light (MRS)

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CONTROLS

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Integral Bluetooth™ Motion and Photocell Sensor (IMSBTxL)

Slim low profile sensor provides multi-level control based on motion and/or daylight. Sensor controls 0-10 VDC LED drivers and is IP66 rated for cold and wet locations (-40°F to 167°F). Two unique PIR lenses are available and used based on fixture mounting height. All control parameters are adjustable via an iOS or Android App capable of storing and transmitting sensor profiles.

Click here to learn more details about IMSBT





AirLink Blue (ALBCSx)

Wireless Bluetooth Mesh Outdoor Lighting Control System that provides energy savings, code compliance and enhanced safety/security for parking lots and parking garages. Three key components; Bluetooth wireless radio/sensor controller, Time Keeper and an iOS App. Capable of grouping multiple fixtures and sensors as well as scheduling time-based events by zone. Radio/Sensor Controller is factory integrated into Area/ Site, Wall Mounted, Parking Garage and Canopy luminaires.

Click here to learn more details about AirLink Blue





Sensor Sequence of Operations

On Event	Off Event	On Light Level	Dim Light Level	Daylight Harvesting	Delay To Off	Sensitivity					
Motion	No Motion	100%	N/A	On; Auto Calibration	20 minutes	High					
Operation Description											
Trigger that activates ligh	gger that activates lights to turn on; either automatic via motion detected or manually activated via push of button.										
Trigger that activates ligh	igger that activates lights to turn off; either automatic via no motion detected or manually activated via push of button.										
The light level that the fix	he light level that the fixtures will turn on to when ON EVENT occurs.										
The light level that the fix	tures will dim down to wh	en no motion is detected.									
		ed that the fixtures will be	triggered to dim down, This	sequence is optional, and	sensor can be programme	d to only trigger the					
	e amount of time after which no motion is detected that the fixtures will be triggered to turn off. If delay to dim is part of the programmed functionality, this is the amount of time ter which no motion is detected after the fixture have already dimmed down.										
						notions, Auto temperature					
	Motion Irigger that activates ligh Trigger that activates ligh The light level that the fix The light level that the fix The amount of time after fixture to turn off by ente The amount of time after after which no motion is of	Motion No Motion Description Irigger that activates lights to turn on; either autom The light level that the fixtures will turn on to when The light level that the fixtures will dim down to wh The amount of time after which no motion is detect fixture to turn off by entering 100% in this field. The amount of time after which no motion is detect after which no motion is detected after which no motion is detected.	Description Irigger that activates lights to turn on; either automatic via motion detected or Irigger that activates lights to turn on; either automatic via no motion detected in light level that the fixtures will turn on to when ON EVENT occurs. The light level that the fixtures will dirn down to when no motion is detected. The amount of time after which no motion is detected that the fixtures will be fixture to turn off by entering 100% in this field. The amount of time after which no motion is detected that the fixtures will be after which no motion is detected after the fixture have already dimmed down. The sensitivity can be set to high, medium, low, or auto where applicable. High	Description Irigger that activates lights to turn on; either automatic via motion detected or manually activated via pus Trigger that activates lights to turn off; either automatic via no motion detected or manually activated via The light level that the fixtures will turn on to when ON EVENT occurs. The light level that the fixtures will dirn down to when no motion is detected. The amount of time after which no motion is detected that the fixtures will be triggered to dirn down. This fixture to turn off by entering 100% in this field. The amount of time after which no motion is detected that the fixtures will be triggered to turn off. If dela after which no motion is detected after the fixture have already dimmed down. The sensitivity can be set to high, medium, low, or auto where applicable. High will detect smaller, simple	Description Irigger that activates lights to turn on; either automatic via motion detected or manually activated via push of button. Trigger that activates lights to turn off; either automatic via motion detected or manually activated via push of button. The light level that the fixtures will turn on to when ON EVENT occurs. The light level that the fixtures will dim down to when no motion is detected. The amount of time after which no motion is detected that the fixtures will be briggered to dim down. This sequence is optional, and fixture to turn off by entering 100% in this field. The amount of time after which no motion is detected that the fixtures will be briggered to turn off. If delay to dim is part of the prografter which no motion is detected after the fixture have already dimmed down. The sensitivity can be set to high, medium, low, or auto where applicable. High will detect smaller, simple motions. Low will only detected after the fixture have already dimmed down.	Description Ingger that activates lights to turn on; either automatic via motion detected or manually activated via push of button. Trigger that activates lights to turn on; either automatic via no motion detected or manually activated via push of button. The light level that the fixtures will turn on to when ON EVENT occurs. The light level that the fixtures will dirn down to when no motion is detected. The amount of time after which no motion is detected that the fixtures will be triggered to dirn down. This sequence is optional, and sensor can be programme fixture to turn off by entering 100% in this field. The amount of time after which no motion is detected that the fixtures will be triggered to turn off. If delay to dirn is part of the programmed functionality, this					

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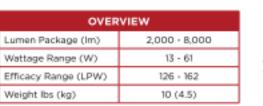
Mirada Small Wall Sconce Silicone (XWS SIL)

Outdoor LED Wall Light









QUICK LINKS

Ordering Guide	Performance	Photometrics	Dimen

FEATURES & SPECIFICATIONS

Construction

 Fixtures are finished with LSI's DuraGrip* polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.

Rugged die-cast aluminum housing.

- Extended housing available with 1/2" threaded hubs for surface conduit and
- Standard luminaire shipping weight: TBD lbs in carton.
- Max luminaire shipping weight: 12 lbs in carton (20 lbs w/EH option)

Optical System

- State-of-the-Art one piece silicone optic provides industry leading optical control while also acting as an integrated gasket reducing system complexity and improving fixture reliability.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in
- distribution types 2, 3, and FT. Silicone optical material does not yellow or crack with age and provides a typical light
- transmittance of 93%. Zero uplight.
- Available in 5000K, 4000K, and 3000K color temperatures per ANSI C78.377.

Minimum CRI of 70

 High-performance driver features overvoltage under-voltage, short-circuit, and over temperature protection.

 0-10V dimming (10% - 100%) standard. Standard Universal Voltage (120-277 VAC) Input 50/60 Hz or optional High Voltage (347-480 VAC).

- L70 Calculated Life: >60k Hours Total harmonic distortion (THD): <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F).
- Power factor (PF): >.90 Input power stays constant over life.
- Optional 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation Driver is fully encased in potting material for moisture resistance. Driver complies with FCC standards. Accessible driver and
- electrical components. Optional battery backup provides 90-minutes of constant power to the LED system, ensuring code compliance. A test switch/indicator button is installed on the housing for ease of maintenance. Standard battery rated for 0°C to 50°C with cold weather battery rated for -20°C to 50°C

 Optional integral passive infrared Bluetooth™ motion. Fixtures operate independently and can be commissioned

(40°C max for 8L). 120-277V Only.

via iOS or Android configuration app. · Optional button photocell turns fixtures on and off based on ambient light levels for dusk to dawn lighting.

· LSI's AirLink Blue wireless control system options allow for fixture and motion sensor grouping while reducing energy and maintenance costs.

Installation

 Universal wall mounting plate mounts directly to vertical surface or 4" junction box (octagonal or square).

· Luminaire hinges to the top of the mounting plate and is secured via two flush mount screws that help to conceal the hardware and prevent over tightening during installation.

Warranty

 LSI luminaires carry a 5-year limited warranty. Refer to https://www.lsicorp.com/ resources/terms-conditions-warranty/ for more information.

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- IDA compliant; with 3000K color temperature selection.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet locations.
- IP65 rated luminaire per IEC 60598-1. IKO8 rated luminiare per IEC 66262
- mechanical impact code. DesignLights Consortium® (DLC) Premium qualified product. Not all versions of this product may be DLC Premium qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to

confirm which versions are qualified.

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Mirada Small Wall Sconce Silicone (XWS SIL)

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Mirada Small Wall Sconce Silicone (XWS SIL)

Have questions? Call us at (800) 436-7800

ORDERING GUIDE TYPICAL ORDER EXAMPLE: XWS LED 6L SIL FT UNV DIM 40 70CRI ALBCS1 BLK CWBB

XWS - Mirada Small Wall Sconce LED SIL - Silicone UNV - Universal Voltage (120-277V) DIM - 0-10v Dimming (0-10%) HV - High Voltage (347-480V) **3L** - 3,000 FT - Forward Throw 6L - 6,000 8L - 8,000 Custom Lumen Packages^L

Color Temperature | Color Rendering | Controls **50** - 5000K 40 - 4000K BRZ - Dark Bronze BB - 10w Battery Back-up (0°C)⁴ Wireless Controls **30** - 3000K ALBCS1 - AirLink Blue Wireless Motion & Photo Sensor Controller (8-24' mounting height)² GMG - Gun Metal Gray CWBB - 10w Cold Weather Battery Backup (-20°C)⁴ BB20 - 20W Battery Back-up (0°C)* GPT - Graphite Standalone Controls MSV - Metallic Silver EH - Extended Housing^o EXT - 0-10v Dimming leads extended to housing exterior PLP - Platinum Plus SP1 - 10kV Surge Protection Device IMSBT1L - Integral Bluetooth" Motion Sensor 8-24' MH²³ SVG - Satin Verde Green Button Type Photocells WHT - White PC1208-277 - 208 -277V

Need more information?

Have additional questions?

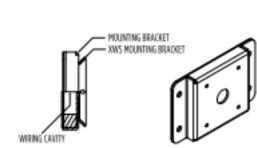
ACCESSORY ORDERING INFORMATION*

Part Number	Description				
758274CLR	XWS Extended Housing/Surface Conduit Wiring Box				
760159CLR	760159CLR XWS Spacer Plate/Wiring Box				
*Assessories are shipped separately and field installed.					

- Battery Backup Emergency battery system provides 90-minutes of constant
- power to the LED system, ensuring code compliance. A test switch/indicator button is installed on the housing for ease
- 10w battery delivers -1,500 lumens during emergency mode.







sensor & battery backup

Custom lumen and wattage packages available, consult factory. Values are within industry-standard tolerances but not DLC listed.

 When high voltage 64V) is specified, IMSBT and ALBCS control options are limited to 6L and 8L lumen packages. I MSEEkt is field configurable via the LSI app that can be downloaded from your smartphone's native app store.

5 For applications with surface conduit.

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PERFORMANCE

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Delivered Lume	Delivered Lumens ¹											
Luman Bratana	Matadhadian	- CTV	3	DOOK CCT		4000K CCT			5000K CCT			w
Lumen Package	Distribution	CRI	Delivered Lumens	Efficacy	Bug Rating	Delivered Lumens	Efficacy	Bug Rating	Delivered Lumens	Efficacy	Bug Rating	Wattage
	2		1,851	142	81-00-61	1,974	152	B1-U0-61	1,976	152	81-00-61	
21.	3	70	1,930	148	81-U0-G1	2,058	158	B1-U0-G1	2,060	158	81-U0-G1	13
	FT		1,889	145	81-00-61	2,015	155	B1-U0-G1	2,017	155	81-U0-G1	
	2		2,765	146	B1-U0-G1	2,950	155	B1-U0-G1	2,953	155	B1-U0-G1	
N.	3	70	2,884	152	81-00-61	3,077	162	B1-U0-G1	3,079	162	81-00-61	19
	FT		2,822	149	81-00-61	3,010	158	B1-U0-G1	3,012	159	81-00-61	
	2		4,655	133	82-U0-G1	4,965	142	B2-U0-G1	4,970	142	82-U0-G1	
51.	3	70	4,855	139	81-00-61	5,179	148	B1-U0-G1	5,184	148	81-00-61	35
	FT		4,750	136	B1-U0-G2	5,067	145	B1-U0-G2	5,072	145	B1-U0-G2	
	2		5,578	130	82-00-61	5,950	138	B2-U0-62	5,956	139	82-00-62	
6L	3	70	5,819	135	81-00-62	6,207	144	B1-U0-62	6,214	145	81-00-62	43

82-00-62

B2-U0-G2 126 82-00-62

Electrical Data – Current Draw AMPS ²									
Lumen Package	120V	206V	240V	2771	347V	480V			
21.	0.11	0.06	0.05	0.05	0.04	0.03			
3L	0.16	0.09	0.08	0.07	0.05	0.04			
5L	0.29	0.17	0.15	0.13	0.10	0.07			
6L	0.36	0.21	0.18	0.16	0.12	0.09			
81.	0.51	0.29	0.25	0.22	0.18	0.13			

ecommended Lumen Maintenance - XWS ³								
Ambient Temperature C°	Initials	25K hrs. ^c	50K hrs.4	75K hrs.5	100K hrs.5			
25	100%	95%	90%	85%	80%			
40	100%	91%	82%	73%	65%			

B2-U0-62

8,799 T34 B2-U0-62 8,207

Mirada Small Wall Sconce Silicone (XWS SIL)

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PHOTOMETRICS

Luminaire photometry has been conducted by a NVLAP accredited testing laboratory in accordance with IESNA LM-79-08. As specified by IESNA LM-79-08 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%. See the individual product page on https://www.lsicorp.com/ for detailed photometric data.

XWS-LED-6L-SIL-2-40-70CRI

Local and an Barba		
Luminaire Data	ISO Footcandle	Polar Curve
Type 2 Distribution		384
Description 4000 Kelvin, 70 Oil] +	
Delivered Lumens 5,951		
Watts 42.5		$\langle X \rangle \rangle \rangle \rangle \rangle \langle X \rangle \rangle \rangle \rangle \langle X \rangle \rangle \rangle \rangle \langle X \rangle \langle X \rangle \rangle \langle X \rangle \langle X \rangle \rangle \langle X \rangle \langle X \rangle \langle X \rangle \rangle \langle X \rangle \langle $
Efficacy 138		
IES Type Type II - Short		
BUG Rating B1-00-G1		
Zonal Lumen Summary		
Zone Lumens % Luminal		
Low (0-30°) 834 20		\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
Medium (30-60°) 3,379 50	1	V XXIIIX V
High (60-80") 1,647 28		
Very High (80-90°) 91	W November Height / W Said Sensing	
Uplight (90-180°) 0	10' Mounting Height / 10' Grid Specing	Wartical Plane Horizontal Cone
Total Flux 5,951 100		

XWS-LED-6L-SIL-3-40-70CRI

uminaire Data			ISO Footcandle	Polar Curve
ype 3 Distribution				5299
escription	4000 Kelvin, 70 G	1	+	
elivered Lumens	6,208			
Tatts	42.5			
Microy	145		\((1)) //	
S Type	Type II - Medium			
UG Rating	B1-U0-62			
onal Lumen Summary			\mathcal{L}	
one .	Lumens	% Luminaire		
ow (0-30°)	582	9%		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
edium (30-60°)	2,997	48%	1	
igh (50-80°)	2,506	40%		
ery High (80-90°)	124	2%	W Mounting Height (W Crist Specime	

Bestrical data at 250 (TTF). Actual waitage may differ by +/40%

3 Luman maintanance values at 25°C are calculated per 1942 based on LM-80 data and in-situ luminaire testing.

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4 In accordance with ESALIM-2F-I, Projected Values represent interpolated value based on time dustions that are within six times (60)the ESMA IM-60-06 total test dustion (in hours) for the device under testing (0UT) i.e. the packaged ESD chip). 5 In accordance with ESNATM-ZFT, Calculated Nations represent time durations that exceed six times NA UM-80-88 total test duration (in hours) for the device under testing (()D(T) i.e. the gardwayed LEO chip).

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Wartical Plane Horizontal Cone

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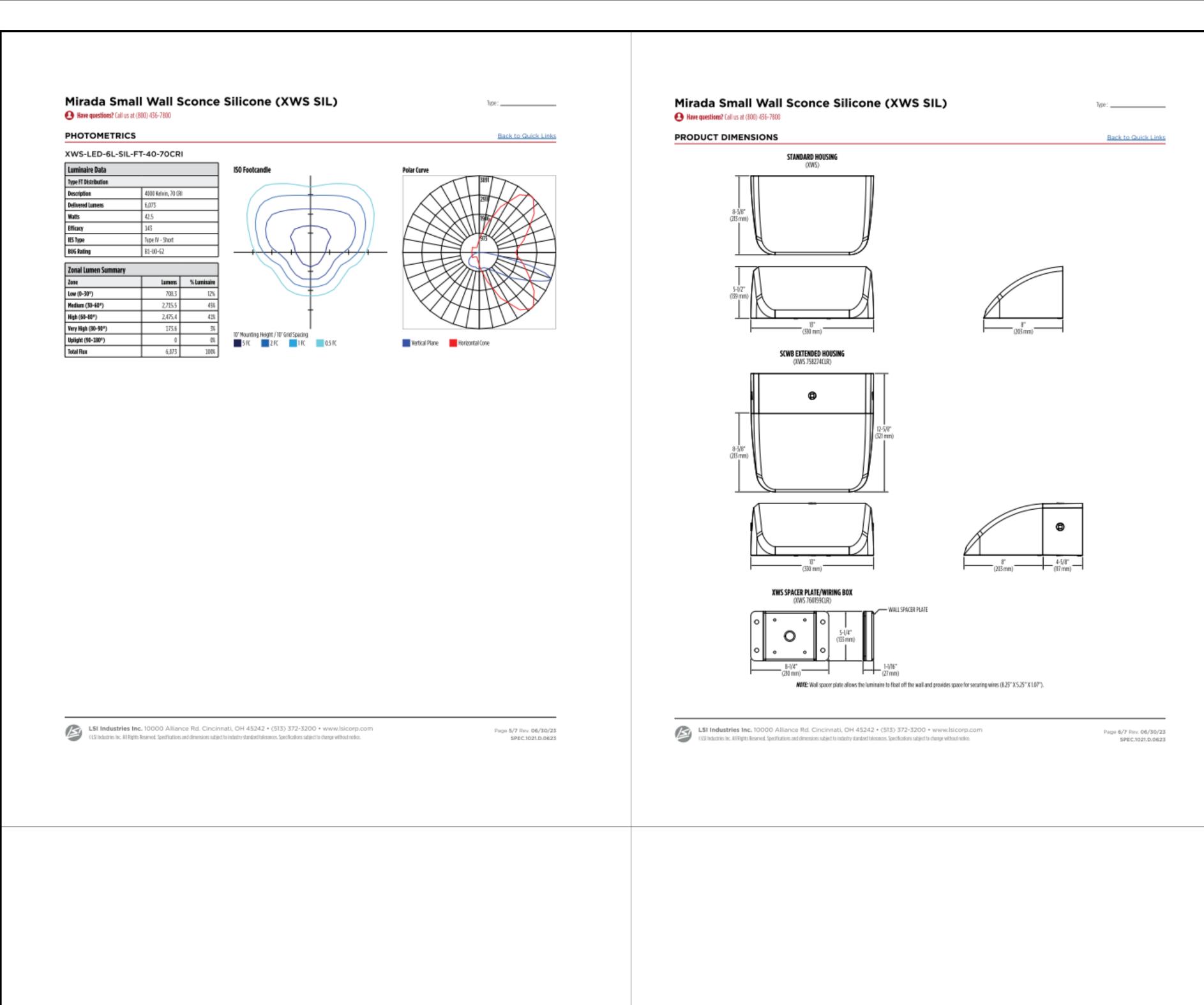
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Click here to learn more details about IMSBT





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Wireless Bluetooth Mesh Outdoor Lighting Control System that provides energy savings, code compliance and enhanced safety/security for parking lots and parking garages. Three key components; Bluetooth wireless radio/sensor controller, Time Keeper and an iOS App. Capable of grouping multiple fixtures and sensors as well as scheduling time-based events by zone. Radio/Sensor Controller is factory integrated into Area/ Site, Wall Mounted, Parking Garage and Canopy luminaires. Click here to learn more details about AirLink Blue



AirLink Blue App Apple

Sensor Sequence of Operations

Standard Programming	On Event	Off Event	On Light Level	Dim Light Level	Daylight Harvesting	Delay To Off	Sensitivity	
IMSBTxL	Motion	No Motion	100%	N/A	On; Auto Calibration	20 minutes	High	
Operation	Operation Description							
On Event	Trigger that activates ligh	its to turn on; either autom	ratic via motion detected or	r manually activated via pu	ish of button.			
Off Event	Trigger that activates ligh	Trigger that activates lights to turn off; either automatic via no motion detected or manually activated via push of button.						
On Light Level	The light level that the fix	The light level that the fixtures will turn on to when ON EVENT occurs.						
Dim Light Level	The light level that the fo	dures will dim down to wh	en no motion is detected.					
Delay to Dim		The amount of time after which no motion is detected that the fixtures will be triggered to dim down. This sequence is optional, and sensor can be programmed to only trigger the fixture to turn off by entering 100% in this field.						
Delay to Off		The amount of time after which no motion is detected that the fixtures will be triggered to turn off. If delay to dim is part of the programmed functionality, this is the amount of time after which no motion is detected after the fixture have already dimmed down.						
Sensitivity		The sensitivity can be set to high, medium, low, or auto where applicable. High will detect smaller, simple motions. Low will only detect larger more complex motions. Auto temperature calibration adjusts the PIR sensitivity as ambient temperature rises to increase detection of heat movement through the field of view.						

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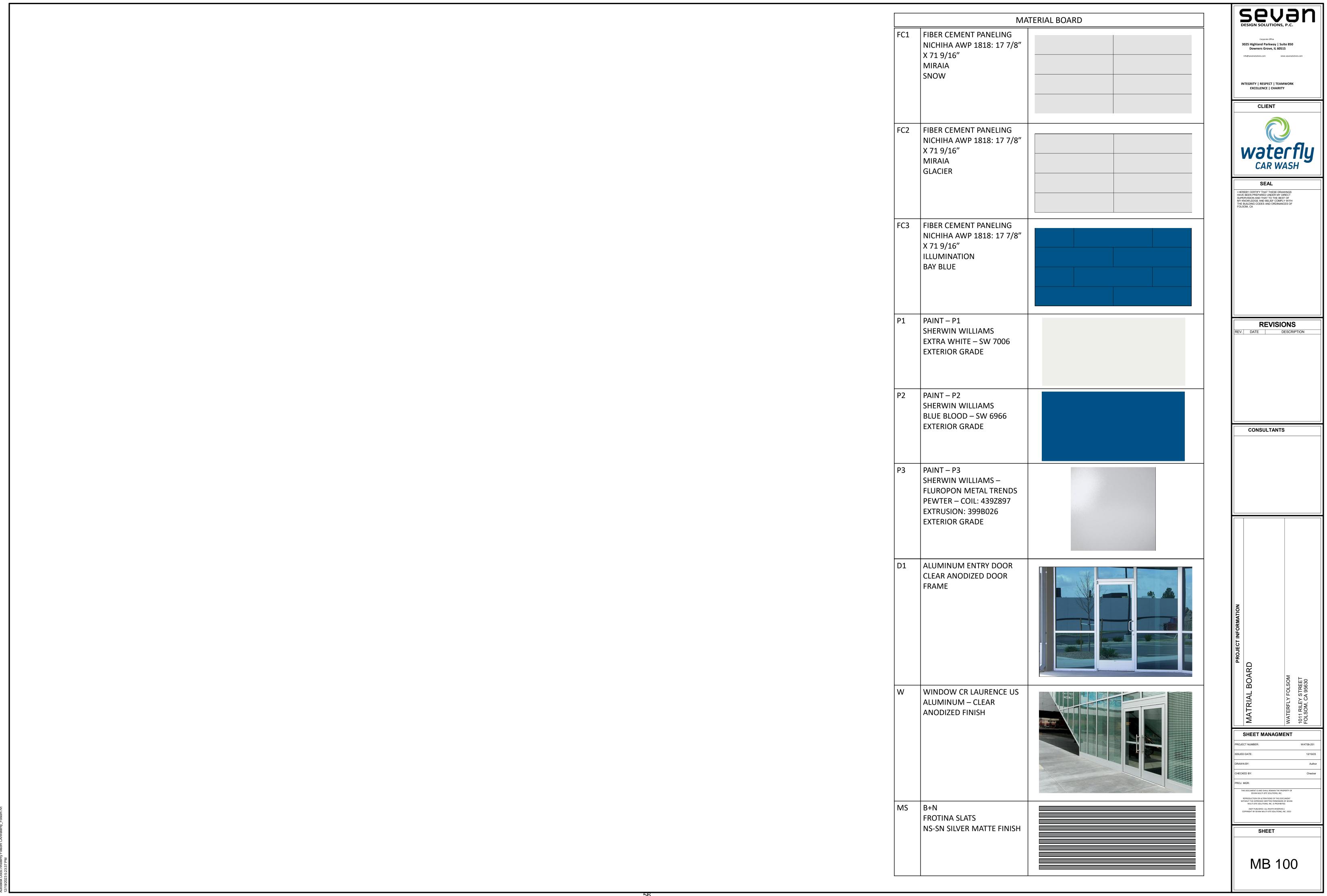
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SHEET MANAGMENT

SHEET

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Planning Commission Waterfly Express Carwash (DRCL23-00197) April 17, 2024

Attachment 6 Applicant's Narrative

To: City of Folsom

Planning Department

50 Natoma St.

Folsom, CA 95630

From: Sevan Multisite Solutions

On Behalf of Waterfly Express Car Wash

while allowing safe passage in and out of our property.

Re:

Proposed Tunnel Carwash 1011 Riley St., Folsom, CA

To Whom It May Concern,

We would like to formally apply for site plan review of a proposed 135-foot Tunnel carwash with associated parking, vacuum stalls, and site ingress and egress at a currently vacant lot at 1011 Riley St. Folsom, CA. Site access will occur from the shared access point off Riley St. which will allow cars into our trip queuing lane while parking lot access will have a single entrance point with one-way traffic to an exit lane back into the shared aisle as conditioned by the City of Folsom Traffic Engineer in conjunction with a queuing analysis completed by Kimley-Horn where our goal is to contain all operation traffic on site

During our due diligence we have completed a noise study completed by Saxelby Acoustics which made recommendations for a sound wall which is to be 6' in height along the northern border while also calling out utilization of the International Drying Corporation (IDC) HP Stealth Predator Drying System which combined with the sound wall will allow the car wash to operate within the Noise Level Standards of the City of Folsom. Both noise control measures will be specified in our construction documents submitted for construction permits.

Please do not hesitate to contact Joseph Bermudez of Sevan Multi-Site Solutions acting on behalf of Waterfly Express Car Wash by email Joseph.Bermudez@sevansolutions.com or phone 253-508-3104 if there are any further questions, comments, or concerns.

Cordially,

Joseph Bermudez Senior Project Manager Sevan Multisite Solutions

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Planning Commission Waterfly Express Carwash (DRCL23-00197) April 17, 2024

Attachment 7 Environmental Noise Assessment, dated November 16, 2023



Environmental Noise Assessment

WaterFly Express Car Wash 1011 Riley Street

City of Folsom, California

November 16, 2023

Project #231008

Prepared for:



WaterFly Express Car Wash 19 Anapuma Street Ladera Ranch, CA 92694

Prepared by:

Saxelby Acoustics LLC

Luke Saxelby, INCE Bd. Cert.

Principal Consultant

Board Certified, Institute of Noise Control Engineering (INCE)

(916) 760-8821 www.SaxNoise.com | Luke@SaxNoise.com 915 Highland Pointe Drive, Suite 250 Roseville, CA 95678



INTRODUCTION

The WaterFly Express Car Wash project is located at 1011 Riley Street in the City of Folsom, California. The project includes the construction of an automated car wash tunnel with a vacuum station area. Surrounding sensitive receptors include multifamily residences north of the project site and single family uses southwest of the project site.

Figure 1 shows the project site plan. **Figure 2** shows an aerial photo of the project site and noise measurement locations.

ENVIRONMENTAL SETTING

BACKGROUND INFORMATION ON NOISE

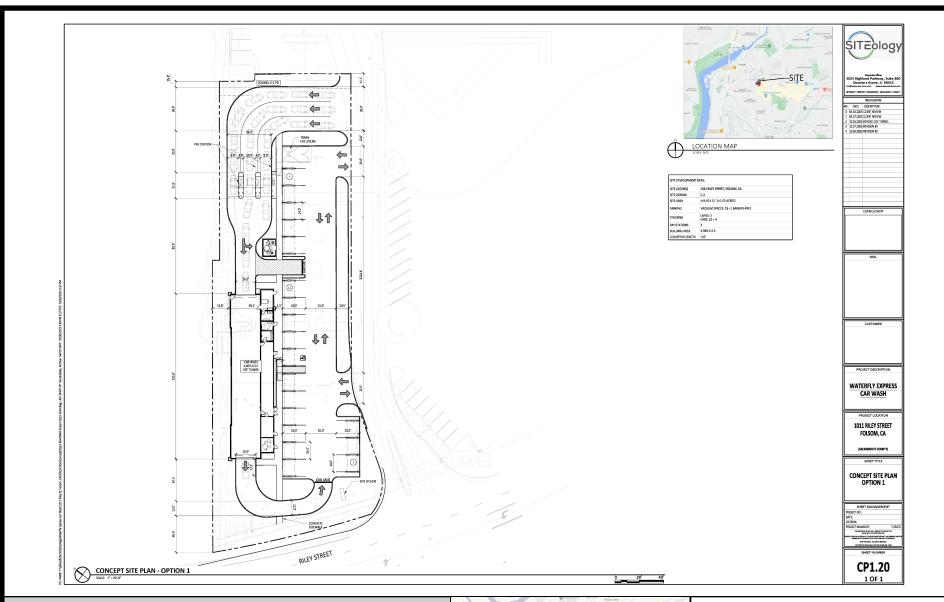
Fundamentals of Acoustics

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels, but are expressed as dB, unless otherwise noted.



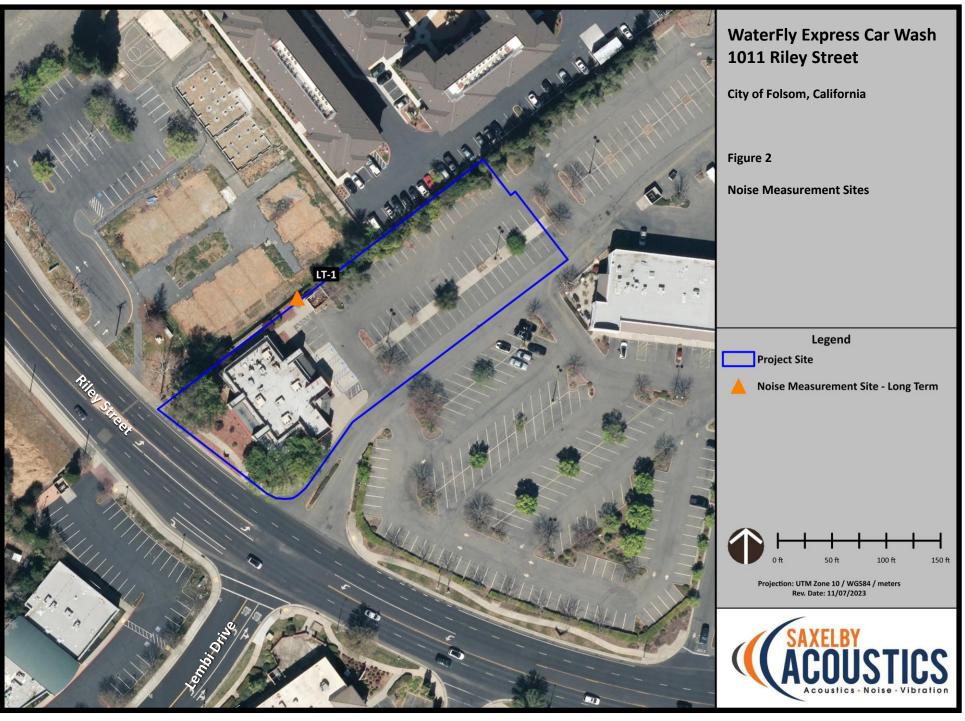
Waterfly Express Car Wash 1011 Riley Street City of Folsom, California

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Figure 1
Project Site Plan









The decibel scale is logarithmic, not linear. In other words, two sound levels 10-dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10-dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn} , and shows very good correlation with community response to noise.

The day/night average level (L_{dn}) is based upon the average noise level over a 24-hour day, with a +10-decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Table 1 lists several examples of the noise levels associated with common situations. **Appendix A** provides a summary of acoustical terms used in this report.

TABLE 1: TYPICAL NOISE LEVELS

Common Out <mark>door Acti</mark> vities	Noise Level (d	BA) Common Indoor Activities
	110	Rock Band
Jet Fly-ove <mark>r at 300 m</mark> (1,000 ft.)	100	
Gas Lawn M <mark>ower at 1</mark> m (3 ft.)	90	
Diesel Truc <mark>k at 15 m</mark> (50 ft.), at 80 km/hr. (<mark>50</mark> mph)	80	Food Blender at 1 m (3 ft.) Garbage Disposal at 1 m (3 ft.)
Noisy Urban A <mark>rea, Day</mark> time Gas Lawn Mower, 30 m <mark>(100 ft</mark> .)	70	Vacuum Cleaner at 3 m (10 ft.)
Commercia <mark>l Area</mark> Heavy Traffic at 90 m (300 ft.)	60	Normal Speech at 1 m (3 ft.)
Quiet Urban Daytime	50	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	30	Library
Quiet Rural Nighttime	20	Bedroom at Night, Concert Hall (Background)
	10	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. September, 2013.



Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1-dBA cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5-dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6-dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.



EXISTING AMBIENT NOISE LEVELS

The existing noise environment in the project area is defined primarily by traffic on Riley Street. To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted continuous (24-hr.) noise level measurements at one location on the project site. The noise measurement location is shown on **Figure 2**. A summary of the noise level measurement survey results is provided in **Table 2**. **Appendix B** contains the complete results of the noise monitoring.

The sound level meter was programmed to record the maximum, median, and average noise levels at each site during the survey. The maximum value, denoted L_{max} , represents the highest noise level measured. The average value, denoted L_{eq} , represents the energy average of all of the noise received by the sound level meter microphone during the monitoring period. The median value, denoted L_{50} , represents the sound level exceeded 50 percent of the time during the monitoring period.

A Larson Davis Laboratories (LDL) model 820 integrating sound level meter was used for the ambient noise level measurement survey. The meter was calibrated before and after use with a CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

TABLE 2: SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA

Location	Date	L _{dn}	Daytime L _{eq}	Daytime L ₅₀	Daytime L _{max}	Nighttime L _{eq}	Nighttime L ₅₀	Nighttime L _{max}
LT-1	11/7/23 – 11/8/23	55	54	52	69	47	43	61

Notes:

- All values shown in dBA
- Daytime hours: 7:00 a.m. to 10:00 p.m.
- Nighttime Hours: 10:00 p.m. to 7:00 a.m.
- Source: Saxelby Acoustics 2023



REGULATORY CONTEXT

FEDERAL

There are no federal regulations related to noise that apply to the Proposed Project.

STATE

There are no state regulations related to noise that apply to the Proposed Project.

LOCAL

City of Folsom General Plan

The City of Folsom General Plan provides noise level criteria for stationary noise sources affecting sensitive receptors. The standards are reproduced in **Table 3** below:

Table 3: City of Folsom Stationary Noise Level Standards

Noise Level Descriptor	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly L _{eq} , <mark>dB</mark>	55	45
Maximum L <mark>evel, dB</mark>	70	65

Noise levels are measured at the property line of the noise-sensitve use.

Source: City of Folsom General Plan 2035 Table SN-2

City of Folsom Municipal Code

The City of Folsom Municipal Code provides noise level criteria for stationary noise sources affecting sensitive receptors. The standards are reproduced below:

8.42.040 Exterior noise standards:

A. It is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise, on property owned, leased, occupied or otherwise controlled by such person which causes the exterior noise level when measured at any affected single- or multiple-family residence, school, church, hospital or public library situated in either the incorporated or unincorporated area to exceed the noise level standards as set forth in the following table:



TABLE 4: STATIONARY NOISE LEVEL STANDARDS

Noise Level Category	Cumulative Number of minutes in any 1-hour time period	dBA Daytime (7 a.m. to 10 p.m.)	dBA Nighttime (10 p.m. to 7 a.m.)
1	30	50	45
2	15	55	50
3	5	60	55
4	1	65	60
5	0	70	65

Source: City of Folsom Municipal Code Table 8.42.040

- B. In the event the measured ambient noise level exceeds the applicable noise level standard in any category above, the applicable standard shall be adjusted so as to equal the ambient noise level.
- C. Each of the noise level standards specified above shall be reduced by 5 dB(A) for simple tone noises, noises consisting primarily of speech or music, or for recurring noises.
- D. If the intruding noise source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient noise level can be measured, the noise level measured while the source is in operation shall be the noise level standards as specified above. (Ord. 764 § 3 (part), 1993)

8.42.060 Noise source exemptions.

The following activities shall be exempt from the provisions of this chapter:

- C. Noise sources associated with construction, provided such activities do not take place before 7 a.m. or after 6 p.m. on any day except Saturday or Sunday, or before 8 a.m. or after 5 p.m. on Saturday or Sunday;
- F. Noise sources associated with a lawful commercial or industrial activity caused by mechanical devices or equipment, including air conditioning or refrigeration systems, installed prior to the effective date of this chapter. This exemption shall expire 1 year after the effective date of this chapter;
- G. Noise sources associated with the collection of waste or garbage from property devoted to commercial or industrial uses:

8.42.070 Air conditioning and refrigeration.

Notwithstanding the provisions of Section 8.42.040 or 8.42.050, where the intruding noise source when measured as provided in Section 8.42.030 is an air-conditioning or refrigeration system or associated equipment installed prior to the effective date of this chapter, the exterior noise level shall not exceed 55 dBA, except where such equipment is otherwise exempt from the provisions of this chapter. The exterior noise level shall not exceed 50 dBA for such equipment installed or in use after 1 year after the effective date of this chapter. (Ord. 764 § 3 (part), 1993)



EVALUATION OF PROJECT OPERATIONAL NOISE ON EXISTING SENSITIVE RECEPTORS

The air blower dryers are considered to be the dominant noise source for this type of car wash. Additionally, the vacuum station area and associated central vacuum turbine are substantial noise-generating components. This analysis considers each of these primary noise sources along with operation of parking lot traffic and heavy trucks associated with deliveries and garbage collection.

The following is a list of assumptions used for noise modeling. The data used is based upon a combination of manufacturer's provided data and Saxelby Acoustics data from similar car wash operations. All sources associated with the project would operate during daytime (7:00 a.m. to 10:00 p.m.) hours only.

Car Wash Blowers: The project will utilize nine MacNeil 15 HP blowers equipped with a

Powerlock air valve. The manufacturer reported a continuous sound level of 92.2 dBA at a distance of one meter for this unit. Maximum (L_{max}) noise levels are approximately equal to continuous median (L_{50}) noise levels for

steady state operation.

Central Vacuum Producer: 50 dBA L₅₀ measured at 50 feet outside enclosure. Maximum (L_{max}) noise

levels are approximately equal to continuous median (L50) noise levels for

steady state operation. Saxelby Acoustics data.

Vacuum Station Area: 70 dBA L₅₀ at edge of vacuum area. Maximum (L_{max}) noise levels are

approximately equal to continuous median (L₅₀) noise levels for steady

state operation. Saxelby Acoustics data.

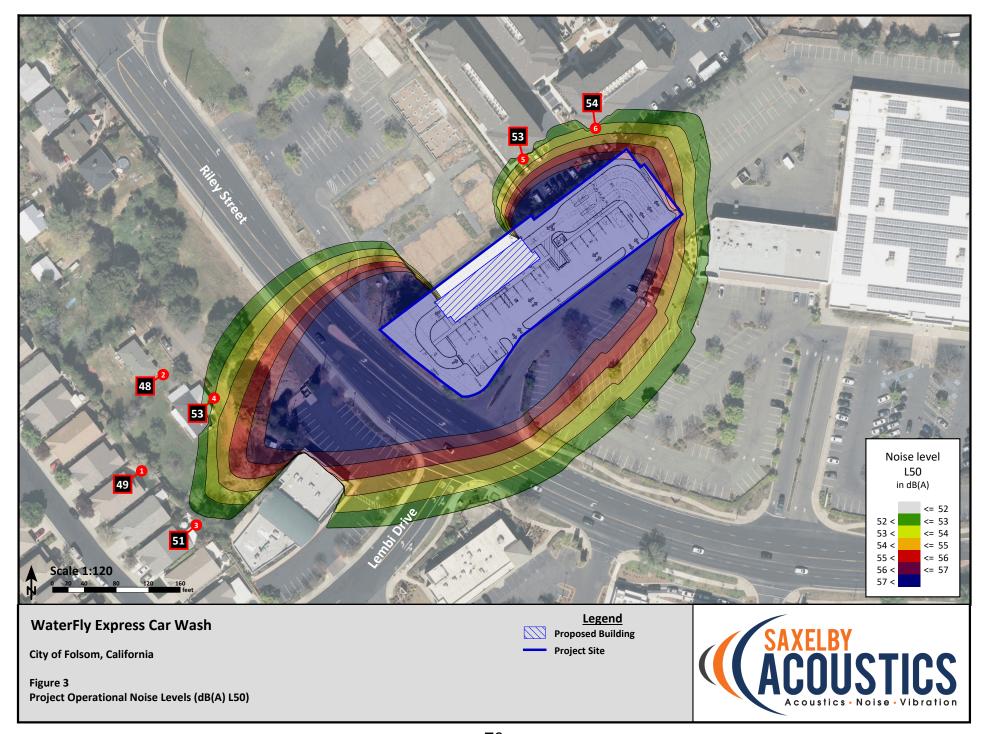
Parking Lot: Up to 71 peak hour trips in the daytime (7:00 a.m. to 10:00 p.m.) peak

hour, at 71 dBA SEL at 50 feet. No trips during nighttime hours (10:00 p.m. to 7:00 a.m.). Includes two heavy truck trips in the peak hour at 85 dBA

SEL at 50 feet. Saxelby Acoustics data.

Saxelby Acoustics used the SoundPLAN noise prediction model. Inputs to the model included sound power levels for the proposed car wash tunnel, existing and proposed buildings, terrain type, and locations of sensitive receptors. These predictions are made in accordance with International Organization for Standardization (ISO) standard 9613-2:1996 (Acoustics – Attenuation of sound during propagation outdoors). ISO 9613 is the most commonly used method for calculating exterior noise propagation.

The noise analysis indicates that daytime (7:00 a.m. to 10:00 p.m.) property line noise levels at the neighboring residential uses would be up to 50 dBA L_{50} . **Figure 3** shows the predicted daytime car wash noise level contours in terms of the median (L_{50}) noise descriptor.





OPERATIONAL NOISE AT EXISTING SENSITIVE RECEPTORS

Figure 3 shows the average (L₅₀) noise contours for daytime (7:00 a.m. to 10:00 p.m.) operation. Due to the number of project noise sources and the different times of day that activities may occur, noise contour graphics are not shown for each noise level metric. However, noise levels for each metric are shown in **Table 5** for the closest noise-sensitive receptor to the project site.

TABLE 5: PROJECT OPERATIONAL NOISE LEVELS AT NEARBY SENSITIVE RECEPTORS

Location ¹	L _{eq} Day, dBA	L ₅₀ Day, dBA	L _{max} Day, dBA	Complies with
Standard	55.0 ²	52.0 ³	70.0 ⁴	Standards?
R1	50.6	48.6	50.1	Yes
R2	49.9	47.9	49.3	Yes
R3	53.4	51.4	53.2	Yes
R4	55.0	53.0	54.5	No
R5	55.0	53.0	61.0	No
R6	5 5.5	53.5	62.4	No

¹Locations of sensitive receptors are shown in **Figure 3.**

As shown in **Table 5**, the proposed project is predicted to exceed the City of Folsom noise level standards. Additional noise control measures would be required to meet City standards.

NOISE CONTROL MEASURES

To achieve compliance with the City noise level standards, Saxelby Acoustics recommends the replacement of the proposed dryer with a quieter model and the construction of a 6-foot-tall sound wall along the northern property boundary. The replacement dryer system must produce a continuous noise level of no greater than 68 dBA Leq at a distance of 55 feet as measured from the exit of the car wash. Any dryer system which meets this criterion may be used. A known dryer system which meets this criterion is the IDC 120 HP Predator Stealth Drying System. The required location of the sound wall and resulting noise level contours are shown on **Figure 4**. **Table 6** summarizes the resulting noise levels.

²City of Folsom General Plan average daytime noise level standard for stationary noise sources.

³City of Folsom Noise Ord<mark>inance me</mark>dian daytime noise level standard adjusted for ambient noise level per Section 8.42.040B.

⁴City of Folsom General Plan and Noise Ordinance daytime maximum noise level standard.



TABLE 6: PROJECT OPERATION NOISE LEVELS WITH NOISE CONTROL

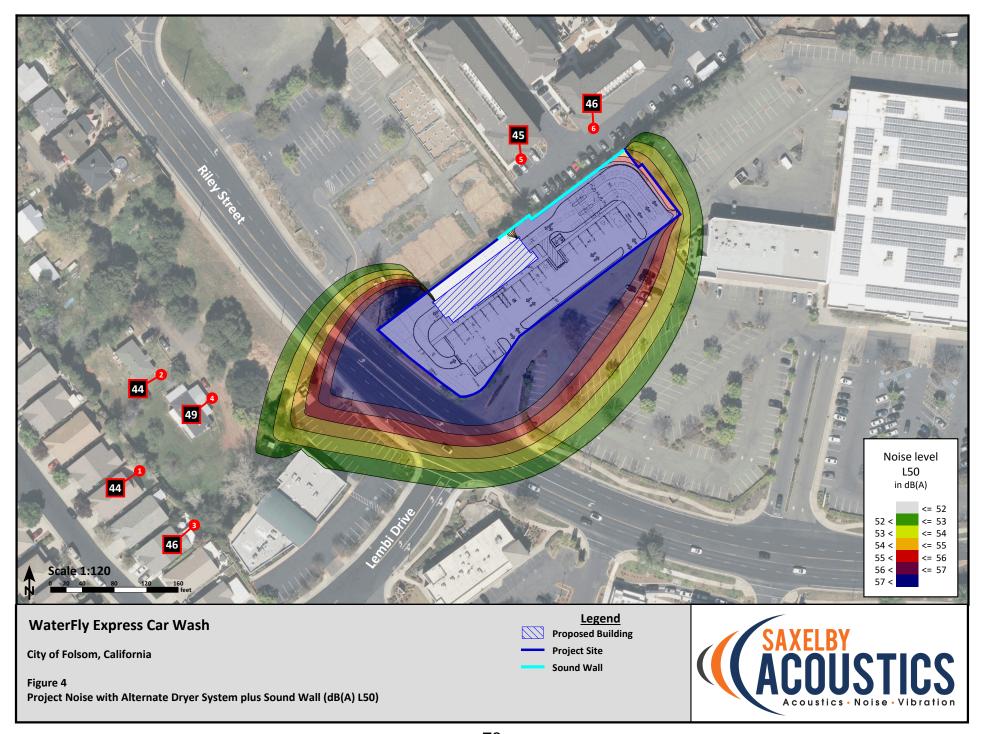
Location ¹	L _{eq} Day, dBA	L ₅₀ Day, dBA	L _{max} Day, dBA	Complies with
Standard	55.0 ²	52.0 ³	70.0 ⁴	Standards?
R1	45.6	43.6	49.3	Yes
R2	45.9	43.9	50.1	Yes
R3	46.7	44.7	54.5	Yes
R4	47.8	45.8	56.1	Yes
R5	48.4	46.4	53.2	Yes
R6	50.5	48.5	54.5	Yes

¹Locations of sensitive receptors are shown in **Figure 3.**

²City of Folsom General Plan average daytime noise level standard for stationary noise sources.

³City of Folsom Noise Ordinance median da<mark>ytime</mark> noise level standard adjusted for ambient noise level per Section 8.42.040B.

⁴City of Folsom General Plan and Noise <mark>Ordina</mark>nce daytime maximum noise level standard.





CONCLUSIONS

The proposed project is predicted to exceed the City of Folsom daytime exterior noise level standards as designed. To achieve compliance with the City's standards, Saxelby Acoustics recommends the project utilize an alternative dryer system which produces no more 68 dBA at 55 feet from the car wash exit (such as the IDC 120 HP Predator Stealth Drying System) and the construction of a 6-foot-tall sound wall at the location shown in **Figure 4**. Implementation of these noise control measures would reduce project noise levels to below the acceptable thresholds.





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Appendix A: Acoustical Terminology

Acoustics The science of sound.

Ambient Noise The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many

cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental

noise study.

ASTC Apparent Sound Transmission Class. Similar to STC but includes sound from flanking paths and correct for room

reverberation. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.

Attenuation The reduction of an acoustic signal.

A-Weighting A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human

response.

Decibel or dB Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the

reference pressure squared. A Decibel is one-tenth of a Bell.

CNEL Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening

hours (7 - 10 p.m.) weighted by +5 dBA and nighttime hours weighted by +10 dBA.

DNL See definition of Ldn.

IIC Impact Insulation Class. An integer-number rating of how well a building floor attenuates impact sounds, such as

footsteps. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.

Frequency The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz (Hz).

Ldn Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.

Leq Equivalent or energy-averaged sound level.

The highest root-mean-square (RMS) sound level measured over a given period of time.

L(n) The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound

level exceeded 50% of the time during the one-hour period.

Loudness A subjective term for the sensation of the magnitude of sound.

Noise Isolation Class. A rating of the noise reduction between two spaces. Similar to STC but includes sound from

flanking paths and no correction for room reverberation.

NNIC Normalized Noise Isolation Class. Similar to NIC but includes a correction for room reverberation.

Noise Unwanted sound.

Noise Reduction Coefficient. NRC is a single-number rating of the sound-absorption of a material equal to the arithmetic

mean of the sound-absorption coefficients in the 250, 500, 1000, and 2,000 Hz octave frequency bands rounded to the nearest multiple of 0.05. It is a representation of the amount of sound energy absorbed upon striking a particular

surface. An NRC of 0 indicates perfect reflection; an NRC of 1 indicates perfect absorption.

RT60 The time it takes reverberant sound to decay by 60 dB once the source has been removed.

Sabin The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1

Sabin.

SEL Sound Exposure Level. SEL is a rating, in decibels, of a discrete event, such as an aircraft flyover or train pass by, that

compresses the total sound energy into a one-second event.

SPC Speech Privacy Class. SPC is a method of rating speech privacy in buildings. It is designed to measure the degree of

speech privacy provided by a closed room, indicating the degree to which conversations occurring within are kept

private from listeners outside the room.

STC Sound Transmission Class. STC is an integer rating of how well a building partition attenuates airborne sound. It is widely

used to rate interior partitions, ceilings/floors, doors, windows and exterior wall configurations. The STC rating is typically used to rate the sound transmission of a specific building element when tested in laboratory conditions where flanking paths around the assembly don't exist. A larger number means more attenuation. The scale, like the decibel

scale for sound, is logarithmic.

Threshold The lowest sound that can be perceived by the human auditory system, generally considered

of Hearing to be 0 dB for persons with perfect hearing.

Threshold Approximately 120 dB above the threshold of hearing. of Pain

Impulsive Sound of short duration, usually less than one second, with an abrupt onset and

rapid decay.

Simple Tone Any sound which can be judged as audible as a single pitch or set of single pitches.





Appendix B: Continuous Ambient Noise Measurement Results



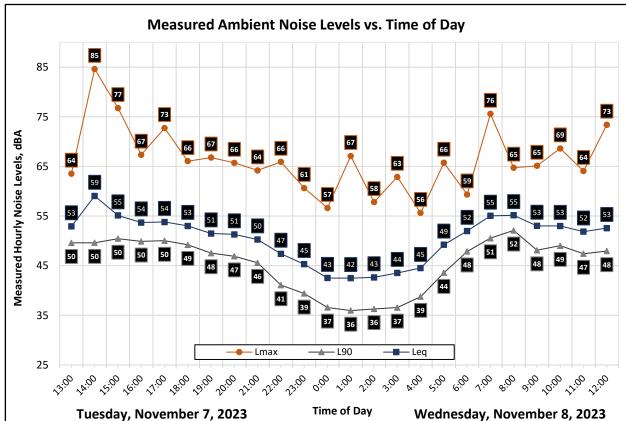
Appendix B1:	Continuous	Noise I	Monitoring	Results
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		M	easured	Level, d	IBA
Date	Time	L eq	L _{max}	L ₅₀	L ₉₀
Tuesday, November 7, 2023	13:00	53	64	52	50
Tuesday, November 7, 2023	14:00	59	85	52	50
Tuesday, November 7, 2023	15:00	55	77	53	50
Tuesday, November 7, 2023	16:00	54	67	53	50
Tuesday, November 7, 2023	17:00	54	73	53	50
Tuesday, November 7, 2023	18:00	53	66	52	49
Tuesday, November 7, 2023	19:00	51	67	50	48
Tuesday, November 7, 2023	20:00	51	66	50	47
Tuesday, November 7, 2023	21:00	50	64	49	46
Tuesday, November 7, 2023	22:00	47	66	45	41
Tuesday, November 7, 2023	23:00	45	61	43	39
Wednesday, November 8, 2023	0:00	43	57	40	37
Wednesday, November 8, 2023	1:00	42	67	39	36
Wednesday, November 8, 2023	2:00	43	58	40	36
Wednesday, November 8, 2023	3:00	44	63	40	37
Wednesday, November 8, 2023	4:00	45	56	43	39
Wednesday, November 8, 2023	5:00	49	66	48	44
Wednesday, November 8, 2023	6:00	52	59	51	48
Wednesday, November 8, 2023	7:00	55	76	54	51
Wednesday, November 8, 2023	8:00	55	65	55	52
Wednesday, November 8, 2023	9:00	53	65	52	48
Wednesday, November 8, 2023	10:00	53	69	52	49
Wednesday, November 8, 2023	11:00	52	64	51	47
Wednesday, November 8, 2023	12:00	53	73	51	48
	Statistics	Leq	Lmax	L50	L90
D	ay Average	54	69	52	49
Nig	ht Average	47	61	43	40
	50	64	49	46	
	59	85	55	52	
	42	56	39	36	
	52	67	51	48	
	Ldn	55	Da	y %	90
	CNEL	56	Nigl	nt %	10

Site: LT-1

Project: WaterFly Express Car Wash 1011 Riley St. Meter: LDL 812-2 Location: North Western Project Boundary Calibrator: CAL200

Coordinates: (38.6719984, -121.1698896)





Planning Commission Waterfly Express Carwash (DRCL23-00197) April 17, 2024

Attachment 8 Folsom Waterfly Carwash Queueing Evaluation, dated March 19, 2024



Memorandum

To: Trevor Knight

Waterfly Express Carwash, LLC

Stephen Dillon, P.E. From:

Pedro Cortes

Folsom Waterfly Carwash Re:

Queueing Evaluation

Date: March 19, 2024

The purpose of this memorandum is to summarize the queuing evaluation conducted for the proposed Waterfly Express Carwash project (the "proposed project" or "project") proposed to be located at 1011 Riley Street in Folsom, California. The project location is shown in Exhibit 1. The project proposes a 4,963square foot (SF) automated drive-through carwash with three (3) automated pay stations. The project site plan is shown in **Exhibit 2**. This memorandum evaluates queueing conditions during this highest anticipated peak-hour of the project. On-site queueing was evaluated using both SimTraffic® software and M/M/1 methodology prescribed by the Institute of Transportation Engineers (ITE).

Trip Generation

The number of trips anticipated to be generated by proposed project was approximated using data published by the San Diego Association of Governments (SANDAG)¹ as the *Trip Generation Manual, 11th* Edition, published by the Institute of Transportation Engineers (ITE), does not provide a sufficient sample size for the project's land use. Relevant data from SANDAG is included in Attachment A. The trips generated by the proposed project are presented in Table 1. As shown in Table 1, the proposed project is estimated to generate 900 new daily trips, with 81 trips occurring during the highest peak-hour.

Table 1 – Proposed Project Trip Generation

	Ci 7.0	Daily	Ħ	ighest	Peak-H	lour			
Land Use	Land Use Size Daily (KSF) Trips				Total	In		Out	
			Trips	%	Trips	%	Trips		
Automated Car Wash	4.963	900	81	50%	41	50%	40		

Source: SANDAG

Queueing Evaluation

SimTraffic® Analysis

The project is anticipated to primarily serve local demand due to its location within the broader transportation network. All on-site queuing analysis was performed using the highest peak-hour trip generation provided in **Table 1**.

To approximate queueing conditions on site, service times per vehicle were assumed at two service points: the automated pay stations (Service Point #1) and the automated carwash tunnel entrance (Service Point #2). The locations of these service points relative to the overall site are shown in Exhibit 3. The anticipated operation involves vehicles paying at the automated pay station (Service Point #1) and subsequently queueing as necessary in the space between the tunnel entrance (Service Point #2) and

555 Capitol Mall, Suite 300, Sacramento, California 95814

¹ (Not So) Brief Guide of Vehicular Traffic Generation Rates for San Diego Region, SANDAG, April 2002



automated pay stations (Service Point #1). The automated pay station transaction time is assumed to be three minutes per vehicle using one of three available kiosks. Each of the three payment processing kiosks provides approximately 130-feet of striped vehicle queueing storage, with the total combined vehicle storage provided measured at 385-feet. Vehicles would be expected to utilize each of the three available processing stations evenly across the hour. Based on industry research, the average time for a vehicle to pass through an automated carwash was estimated to be three minutes². The proposed carwash tunnel is approximately 135-feet long, an approximate equivalent of five vehicles (assuming 25-feet per vehicle). Distributing the three-minute service time across five vehicles allows us to assume that one vehicle enters the tunnel approximately every 30 seconds. To allow for potential variations in following distance and wash time within the tunnel, additional scenarios were developed assuming vehicles entered the tunnel at 45-second and 60-second intervals. All analysis was completed using the SimTraffic® software with service points modeled as pretimed traffic signals. Relevant queue lengths resulting from these analysis conditions are summarized in Table 2. SimTraffic® queuing reports are included in Attachment B.

Table 2 – SimTraffic® Queue Lengths per Alternative Processing Scenario

	A ! I a la la	95th % Queue (ft) Automated Pay Station: 60s/veh					
Service Point	Storage (ft)						
	Storage (11)	Carwash: 30s/veh	Carwash: 45s/veh	Carwash: 60s/veh			
#1, Automated Pay Station							
	385	110	110	110			
#2, Carwash Entrance							
	80	55	55	65			

⁻Orange cells indicate approaches where queue condition exceeds available storage

As seen in **Table 2**, the 95th percentile queue lengths at both Service Point #1 and Service Point #2 are not anticipated to exceed the proposed storage capacity or hinder on-site operations. Based on the processing capacity afforded by three automated pay stations and the provided storage lengths, it is not anticipated that queueing from payment processing will interfere with off-site operations on the adjacent commercial roadway along the east side of the project site.

M/M/1 Single Service Model Analysis

An additional methodology for the carwash queuing analysis was conducted using queuing analysis formulas published in the Institute of Transportation Engineers (ITE) *Transportation Planning Handbook,* 3rd Edition based on the M/M/1 single service model.

The M/M/1 single service model is a commonly used method to estimate vehicle queues in drive-through facilities. This model is based on queuing theory and estimates the average queue length based on a Poisson distribution for arrival rate (λ), exponential distribution for the service rate (μ), and average wait time. The model also estimates the probability that a specific queue (i.e. storage length) would be exceeded. This model is equation-based and allows for the estimation of queues without running a simulation. The following summary provides definitions of the terms used in the M/M/1 model:

<u>Arrival Rate, λ</u>

The arrival rate, λ , was assumed to be the highest peak-hour inbound trips generated by the carwash land use (see **Table 1**).

² How does the car wash work? - FAQ, Quick Quack Car Wash, accessed November 17, 2023



Service Rate, μ

The service rate, μ , was based on the average time for a vehicle to pass through an automated carwash (estimated to be three minutes²) and arrival rate, as previously developed. For M/M/1, the average wait time is calculated by the following equation:

$$W = \frac{1}{\mu - \lambda}$$

Where:

W = Average total wait time (i.e. in queue & being served), hr

 μ = Average service rate, veh/hr

 λ = Average arrival rate, veh/hr

To allow for potential variations in wash time, additional scenarios were developed assuming wait times of four and five minutes.

Average Queue, Q

The average queue length was determined by the following equation:

$$Q = \frac{\lambda}{\mu - \lambda}$$

Where:

Q = Average queue length, veh

 λ = Average arrival rate, veh/hr

μ = Average service rate, veh/hr

Probability queue exceeds drive-through storage, p(Q>n)

The probability the drive-through queue will exceed the storage capacity was determined by the following equation:

$$p(Q > n) = \left(\frac{\lambda}{\mu}\right)^{n+1}$$

Where:

Q = Average queue length, veh

n = Queuing capacity, veh

 λ = Average arrival rate, veh/hr

 μ = Average service rate, veh/hr

The results of the analysis using the M/M/1 model for the carwash are summarized in **Table 3**.

Table 3 – Carwash M/M/1 Queuing Analysis Summary

Variable	Total Wait Time				
Variable	3 min	4 min	5 min		
Avg. arrival rate, λ (veh/hr)	41	41	41		
Avg. service rate, μ (veh/hr)	61.0	56.0	53.0		
Avg. total wait time, W (min)	3.00	4.00	5.00		
Avg. total wait time, W (hr)	0.05	0.07	0.08		
Avg. queue length, Q (veh)	2.1	2.7	3.4		
Queue capacity, n (veh)	15	15	15		
Probability Queue exceeds n, p(Q>n)	0.00	0.01	0.02		



As shown in **Table 3**, the probability that the automated carwash queue will exceed the available capacity of 15-vehicles ranges (the approximate equivalent of 385-feet allocated across 25-feet per vehicle) from 0-2% depending on service rate. The site plan shown in **Exhibit 2** shows tighter vehicle spacing which would provide an available capacity of 21 vehicles. The 25-foot vehicle length (and resultant 15-vehicle capacity) used in this analysis provides a more conservative approach. The average queue length ranges from 2.1-3.4 vehicles, which can be accommodated within the available storage. Based on the results provided, it is not anticipated that queueing from payment processing will interfere with off-site operations on the adjacent commercial roadway along the east side of the project site.

Conclusions

Based on the analysis provided herein, the following is concluded:

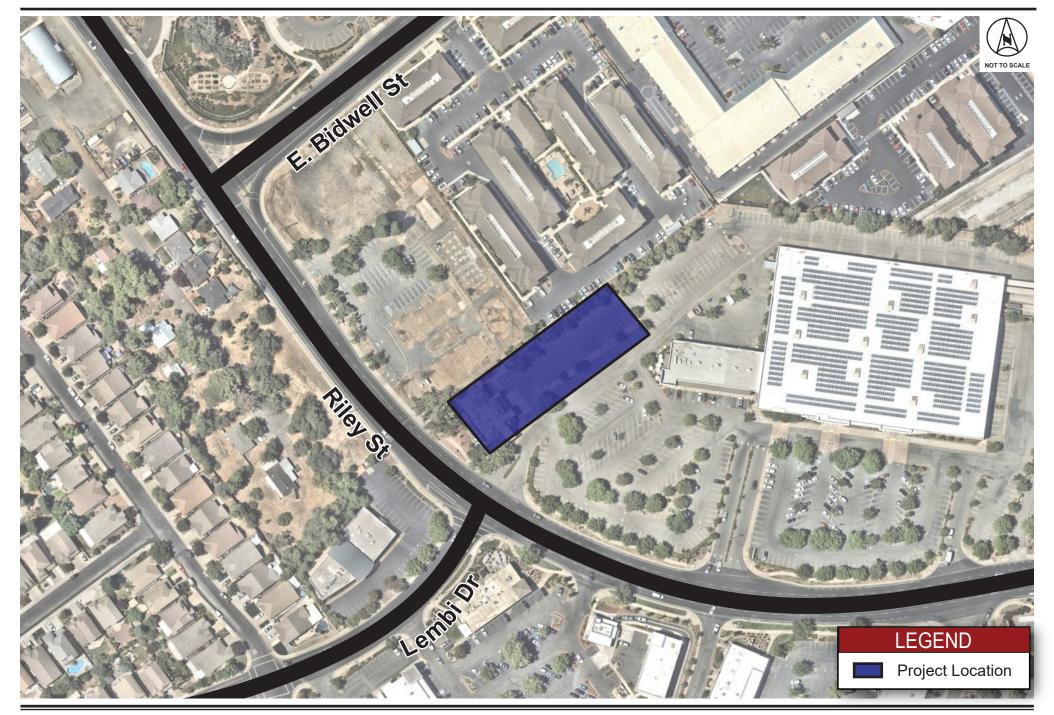
- As shown in Table 2 and Table 3, on-site queuing is not anticipated to exceed the available storage at Service Point #1 or Service Point #2 and is not anticipate to interfere with on-site operations.
- The vehicle storage capacity provided at Service Point #1 (Automated Pay Stations) is anticipated to provide sufficient capacity such that vehicle queueing will not interfere with off-site operations on the adjacent commercial roadway along the east side of the project site.
- To facilitate efficient and orderly operations for vehicles accessing the carwash, the operator should consider stationing an employee at the merge point between Service Point #1 and Service Point #2 during peak periods of demand.

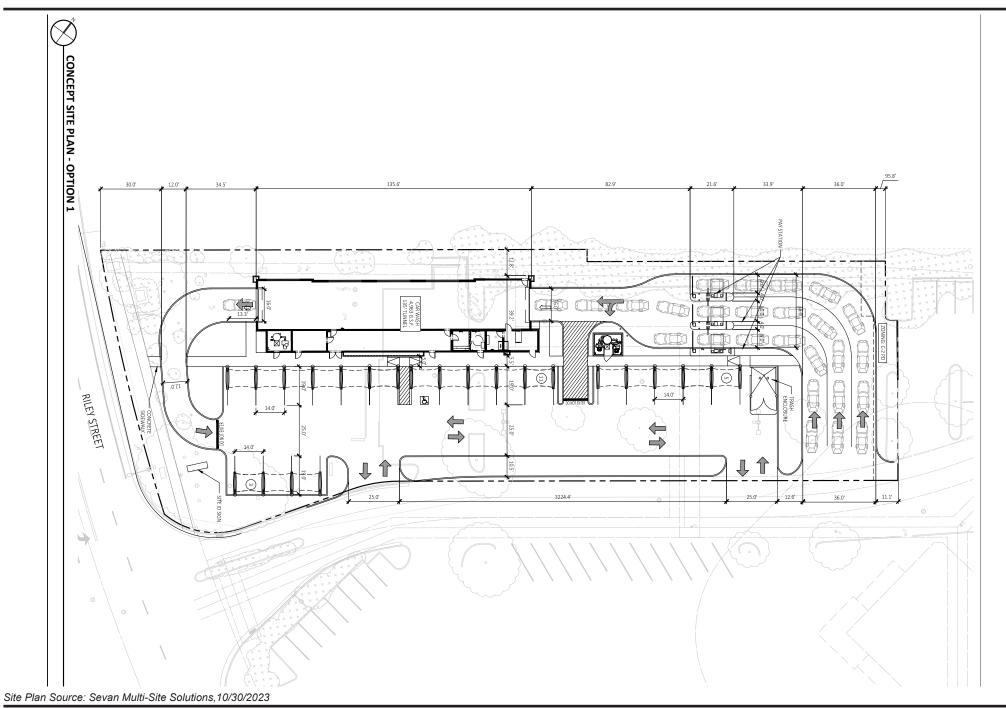
Attachments

Exhibit 1 – Project Vicinity Map Exhibit 2 – Project Site Plan Exhibit 3 – Project Service Points

Attachment A – SANDAG Trip Generation Data **Attachment B** – SimTraffic® Queuing Analysis Reports

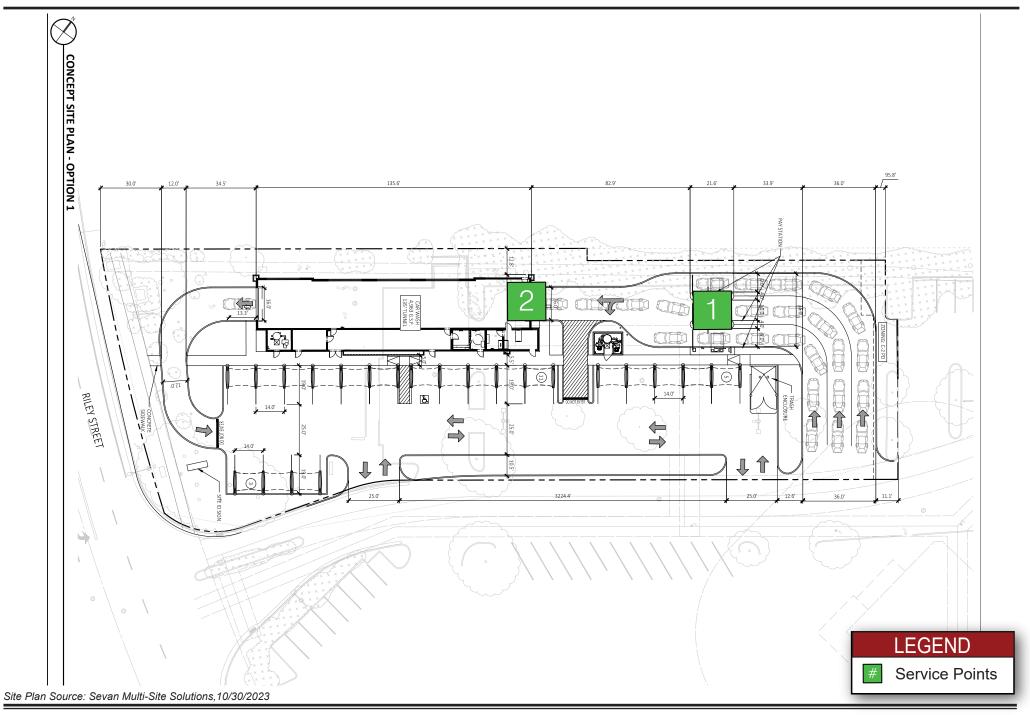
Folsom Waterfly Carwash







Folsom Waterfly Carwash







Attachment A

SANDAG Trip Generation Data

(NOT SO)

BRIEF GUIDE OF VEHICULAR TRAFFIC GENERATION RATES FOR THE SAN DIEGO REGION



401 B Street, Suite 800 San Diego, California 92101 (619) 699-1900 • Fax (619) 699-1950

APRIL 2002

NOTE: This listing only represents a *guide* of average, or estimated, traffic generation "driveway" rates and some very general trip data for land uses (emphasis on acreage and building square footage) in the San Diego region. These rates (both local and national) are subject to change as future documentation becomes available, or as regional sources are updated. For more specific information regarding traffic data and trip rates, please refer to the San Diego Traffic Generators manual. *Always check with local jurisdictions for their preferred or applicable rates*.

General Aviation	 ND USE TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)			JR % (plus IN:OUT ratio) M. Between 3:00-6:30 P.M.		TRIP LENGTH (Miles) ^L	
Commercial	RICULTURE (Open Space) [80:18:2]	2/acre**					10.8	
Commercial	RPORT [78·20·2]						12.5	
Majorista 100/kgre** 100/kgre** 466 Capifus	Commercial			(6:4)	6%	(5:5)	12.5	
Automatic Set once			9%	(7:3)	15%	(5:5)		
Solf-serve Section Case								
Gascine			4%	(5:5)	9%	(5:5)		
withFood Mert & Car Wash Older Service Station Design Older Service Station Older Service Station Design Older Service Station Older Service St		100/washstall**	4%	(5:5)	8%	(5:5)	2.8	
Didde Service Station Design 1504/vehicle fueling space, 900/station** 7% 600 cost, nr. 300/core, 400-vehicle stall** 9% 600 cost, nr. 300/core, 400-vehicle stall** 9% 600 cost, nr. 400/core, 20/service stall** 9% 600 cost, nr. 400/core 20/service stall** 9% 600 cost, nr. 400/core, 20/service stall** 7% 7% 7% 7% 7% 7% 7%	with/Food Mart			(5:5)	8%	(5:5)	2.0	
Sales (Dealer & Repair)		155/vehicle fueling space ** 150/vehicle fueling space 900/station **		(5:5) (5:5)	9% 9%	(5:5) (5:5)		
Auto Paris Sales Outsick Lubo Outsick Lubo Adopting Sales Outside Auto Adopting Sales Outside Auto Adopting Sales Adopting Sales Adopting Sales Feet Feet HURCH (or Synagogue) (A4-25:11] For Sunday, or days of assembly) ONMEDIAL/RETAIL' Super Regional Shopping Center (More than Bo acros, more than 800,000 Sq. ft., avusually 3- major stores Regional Shopping Center (A9-80 Lacros, 400,000-800,000) Comminity Shopping Center (A9-80 Lacros, 125,000-400,000) Comminity Shopping Center (A1-31:22] (A9-80 Lacros, 125,000-400,000) Comminity Shopping Center (A1-31:22) (A9-80 Lacros, 125,000-400,000) Comminity Shopping Center (A1-31:22) (A9-80 Lacros, 125,000-400,000) Registranted Shopping Center (A1-31:22) (A9-80 Lacros, 125,000-400,000) Registrated Shopping Center (A1-31:22) (A9-80 Lacros, 125,000-400,000) Registrated Shopping Center (A1-31:22) (A9-80 Lacros, 125,000-400,000) Registrated Shopping Center (A9-80 Lacros, 125,000-400,000,000) Registra	Sales (Dealer & Repair)	50/1000 sq. ft., 300/acre, 60/service stall* **	5%	(7:3)	8%	(4:6)		
Authorities				(7:3)	11% 10%	(4:6)		
CHURCH (or Synagogue) [64:25:11] 9/1000 sq. ft., 30/acre** (quadruple rates for Sunday, or days of assembly) 9/100 sq. ft., 9/1000 sq.	Quick Lube	40/service stall * *	7%	(6:4)	10%	(5:5)		
### Convenience Market (15-16 hours) **Specially RefullStrip Commercial Electronics Superstore Market (15-16 hours) **Specially Refull Superstore **Convenience Market (15-16 hours) **Dispount Claid **Dispo		·	7%	(6:4)	11%	(5:5)		
South Sout			-	((= =)		
Super Regional Shopping Center (More than 80 acres, more than 800,000 sq. ft., wisusally 3+ major stores) Section 1.5	URCH (or Synagogue)[64:25:11]		5%	(6:4)	8%	(5:5)	5.1	
(More than 80 acres, more than 800,000 sq. ft., wibusuily 3+ major stores)		35/1000 sq. ft ^c 400/acro*	10/_	(7:3)	10%	(5:5)		
major stores) Regional Shopping Center	(More than 80 acres, more than	33/1000 Sq. 1t., 400/dute	470	(7.3)	1076	(0.0)		
(40 80acres, 400 000 800 ,000 sq. ft., w/usually 2 + might stores) Community Shopping Center	major stores)	50/1000 sg. ftº 500/acre*	4%	(7:3)	9%	(5:5)	5.2	
Community Shopping Center	(40-80acres, 400,000-800,000	2-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	770	()	770	()	U.2	
w/usually 1 major store, detached restaurants), grocery and drugstore) Neighborhood Shopping Center (Less than 15 acres, less than 125,000 sq. ft., w/usually grocery & drugstore, cleaners, beauty & barber shop, & fast food services) Commercial Shops	Community Shopping Center[47:31:22]	80/1000 sq. ft., 700/acre* **	4%	(6:4)	10%	(5:5)	3.6	
Neighborhood Shopping Center	w/usually 1 major store, detached							
125,000 sq. ft., w/usually grocery & drugstore, cleaners, beauty & barber shop, & fast food services)	Neighborhood Shopping Center	120/1000 sq. ft., 1200/acre* **	4%	(6:4)	10%	(5:5)		
& drugstore, cleaners, beauty & barber shop, & fast food services) Commercial Shops								
Commercial Shops (45:40:15 Specially Retail/Strip Commercial 40/1000 sq. ft., 400/acre* 3% (
Specialty Retail/Strip Commercial 40/1000 sq. ft. 40/00cre* 3%								
Factory Outlet	Specialty Retail/Strip Commercial	40/1000 sq. ft., 400/acre*	3%	(6:4)	9%	(5:5)	4.3	
Supermarket 150/1000 sq. ft. ** 4% 6% 60 70 70 70 70 70 70 70			29/	(7:3)	10% 9%	(5:5) (5:5)		
Convenience Market (15-16 hours)	Supermarket	150/1000 sq. ft., 2000/acre* **	4%	(7:3)	10%	(5:5)		
Convenience Market (24 hours) 700/1000 sq. ft., ** 9% 850/1000 sq. ft., 550/vehicle fueling space** 6% 6 Discount Club 60/1000 sq. ft., 600/acre** 7% 7% 6 Discount Store 60/1000 sq. ft., 600/acre** 3% 6 Furniture Store 6/1000 sq. ft., 100/acre** 7% 4% 6 Furniture Store 6/1000 sq. ft., 100/acre** 7% 4% 6 Furniture Store 30/1000 sq. ft., 150/acre** 7% 6 Furniture Store 60/1000 sq. ft., 150/acre** 7% 6 Furniture Store 60/1000 sq. ft., 2000/acre** 2% 6 Furniture Store 7% 6 Furniture Store 8 Furnit				(6:4) (5:5)	10% 8%	(5:5) (5:5)		
Discount Club	Convenience Market (24 hours)	700/1000 sq. ft. * *	9%	(5:5)	7%	(5:5)		
Discount Store				(5:5) (7:3)	7% 9%	(5:5) (5.5)		
Lumber Store	Discount Store	60/1000 sq. ft., 600/acre**	3%	(6:4)	8%	(5:5)		
Home Improvement Superstore				(7:3) (6:4)	9% 9%	(5:5) (5:5)		
Garden Nursery Mixed Use: Commercial (w/supermarket)/Residential \$10/1000 sq. ft., 2000/acre* (commercial only) \$36 (c	Home Improvement Superstore	40/1000 sq. ft. * *	5%	(6:4)	8%	(5:5)		
Mixed Use: Commercial (w/supermarket)/Residential \$\frac{110/1000 \text{ sq. ft., 2000/acre* (commercial only)}{5/dwelling unit, 200/acre* (residential only)}				(6:4) (6:4)	9% 10%	(5:5) (5:5)		
DUCATION		110/1000 sq. ft., 2000/acre [⋆] (commercial only)		(6:4)	9%	(5:5)		
University (4 years)		15/dwelling unit, 200/acre* (residential only)	9%	(3:7)	13%	(6:4)		
High School [75:19:6]	Jniversity (4 years)[91:9:0]			(8:2)	9%	(3:7)	8.9	
Middle/Junior High [63:25:12] 1.4/student, 12/1000 sq. ft. 50/acre** 30% (compensation of the property of the prop				(8:2) (7:3)	9% 10%	(6:4) (4:6)	9.0 4.8	
Day Care [28:58:14] 5/child, 80/1000 sq. ft.** 17% (17% (17% (17% (17% (17% (17% (17%	Middle/Junior High[63:25:12]	1.4/student, 12/1000 sq. ft. 50/acre**	30%	(6:4)	9%	(4:6)	5.0	
INANCIALs	Elementary			(6:4) (5:5)	9% 18%	(4:6) (5:5)	3.4 3.7	
Bank (Walk-In only) 150/1000 sq. ft., 1000/acre*** 4% (with Drive-Through 200/1000 sq. ft., 1500/acre* 5% (Drive-Through only 250 (125 one-way)/lane* 3% (Savings & Loan 60/1000 sq. ft., 600/acre** 2% Drive-Through only 100 (50 one-way)/lane** 4% IOSPITAL [73:25:2] General 20/bed, 25/1000 sq. ft., 250/acre* 8% (Convalescent/Nursing 3/bed** 7% (NDUSTRIAL Industrial/Business Park (commercial included) [79:19:2] 16/1000 sq. ft., 200/acre*** 12% (Industrial Park (no commercial) 8/1000 sq. ft., 90/acre** 11% ((Industrial Plant (multiple shifts) [92:5:3] 10/1000 sq. ft., 120/acre* 14% (Manufacturing/Assembly 4/1000 sq. ft., 50/acre** 19% (3/dilia, 00/1000 3q. 1t.	1770	(3.3)	1070	(0.0)	3.4	
Drive-Through only 250 (125 one-way)/lane* 3% (Savings & Loan 60/1000 sq. ft., 600/acre** 2% Drive-Through only 100 (50 one-way)/lane** 4% HOSPITAL [73:25:2] General 20/bed, 25/1000 sq. ft., 250/acre* 8% (Convalescent/Nursing 3/bed** 7% (NDUSTRIAL Industrial/Business Park (commercial included) [79:19:2] 16/1000 sq. ft., 200/acre*** 12% (Industrial Park (no commercial) 8/1000 sq. ft., 90/acre** 11% (Industrial Plant (multiple shifts) [92:5:3] 10/1000 sq. ft., 120/acre* 14% (Manufacturing/Assembly 4/1000 sq. ft., 50/acre** 19% (Bank (Walk-In only)			(7:3)	8%	(4:6)	5.4	
Savings & Loan 60/1000 sq. ft., 600/acre** 2% Drive-Through only 100 (50 one-way)/lane** 2% OSPITAL [73:25:2] General 20/bed, 25/1000 sq. ft., 250/acre* 8% (Convalescent/Nursing 3/bed** 7% (NDUSTRIAL Industrial/Business Park (commercial included) [79:19:2] 16/1000 sq. ft., 200/acre*** 12% (Industrial Park (no commercial) 8/1000 sq. ft., 90/acre** 11% (Industrial Plant (multiple shifts) [92:5:3] 10/1000 sq. ft., 120/acre* 14% (Manufacturing/Assembly 4/1000 sq. ft., 50/acre** 19% ((6:4) (5:5)	10% 13%	(5:5) (5:5)		
OSPITAL [73:25:2] General 20/bed, 25/1000 sq. ft., 250/acre* 8% (Convalescent/Nursing 3/bed** 7% (NDUSTRIAL Industrial/Business Park (commercial included) [79:19:2] 16/1000 sq. ft., 200/acre*** 12% (Industrial Park (no commercial) 8/1000 sq. ft., 90/acre** 11% (Industrial Plant (multiple shifts) [92:5:3] 10/1000 sq. ft., 120/acre* 14% (Manufacturing/Assembly 4/1000 sq. ft., 50/acre** 19% (Savings & Loan	60/1000 sq. ft., 600/acre**	2%	(0.0)	9%	(3.3)		
General 20/bed, 25/1000 sq. ft., 250/acre* 8% (Convalescent/Nursing 3/bed** 7% (NDUSTRIAL Industrial/Business Park (commercial included)		TUU (50 one-way)/lane**	4%		15%			
Convalescent/Nursing 3/bed** 7% 0 NDUSTRIAL Industrial/Business Park (commercial included)		20/hed 25/1000 sq. ft 250/acro*	20 /2	(7:3)	10%	(4:6)	8.3	
Industrial/Business Park (commercial included) [79:19:2] 16/1000 sq. ft., 200/acre*** 12% (Industrial Park (no commercial) 8/1000 sq. ft., 90/acre** 11% (Industrial Plant (multiple shifts) [92:5:3] 10/1000 sq. ft., 120/acre* 14% (Manufacturing/Assembly 4/1000 sq. ft., 50/acre** 19% ((6:4)	7%	(4:6)		
Industrial Park (no commercial) 8/1000 sq. ft., 90/acre** 11% 0 Industrial Plant (multiple shifts) [92:5:3] 10/1000 sq. ft., 120/acre* 14% 0 Manufacturing/Assembly 4/1000 sq. ft., 50/acre** 19% 0		16/1000 sq. ft 200/acre* **	1294	(8:2)	12%	(2:8)	9.0	
Manufacturing/Assembly 4/1000 sq. ft., 50/acre** 19% (ndustrial Park (no commercial)	8/1000 sq. ft., 90/acre**	11%	(9:1)	12%	(2:8)		
Warehousing 5/1000 sq. ft - 60/acra** 1976 ((8:2) (9:1)	15% 20%	(3:7) (2:8)	11.7	
	Warehousing	5/1000 sq. ft., 60/acre**	13%	(7:3)	15%	(4:6)		
				(5:5) (9:1)	9% 14%	(5:5) (1:9)		
				(5:5)	10%	(4:6)		

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City,
Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista and County of San Diego.
ADVISORY/LIAISON MEMBERS: California Department of Transportation, County Water Authority, U.S. Department of Defense, S.D. Unified Port District and Tijuana/Baja California.

LAND USE TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY] ^P		ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)			% (plus IN:0 Between 3:00	TRIP LENGTH	
LIBRARY	[44:44:12]	50/1000 sq. ft., 400/acre**	2%	(7:3)	10%	(5:5)	3.9
LODGINGHotel (w/convention facilities/ Motel Resort Hotel	[58:38:4] (restaurant)	10/occupied room, 300/acre 9/occupied room, 200/acre* 8/occupied room, 100/acre*	6% 8% 5%	(6:4) (4:6) (6:4)	8% 9% 7%	(6:4) (6:4) (4:6)	7.6
Business Hotel	[82:16:2]	7/occupied room** 2.5/military & civilian personnel*	8% 9%	(4:6) (9:1)	9% 10%	(6:4) (2:8)	11.2
	[62.10.2]	2.5/mintary & civilian personner	7 /0	(9.1)	1076	(2.0)	11.2
(less than 100,000 sq. f	ce[77:19:4] it.)	20/1000 sq. ft.,° 300/acre*	14%	(9:1)	13%	(2:8)	8.8
Large (High-Rise) Commerc (more than 100,000 sq.	cial Office [82:15:3]	17/1000 sq. ft., ^o 600/acre*	13%	(9:1)	14%	(2:8)	10.0
Office Park (400,000+ so Single Tenant Office Corporate Headquarters		12/1000 sq.ft., 200/acre* ** 14/1000 sq. ft., 180/acre* 7/1000 sq. ft., 110/acre*	13% 15% 17%	(9:1) (9:1) (9:1)	13% 15% 16%	(2:8) (2:8) (1:9)	8.8
Government (Civic Center Post Office)[50:34:16]	30/1000 sq. ft.**	9%	(9:1)	12%	(3:7)	6.0
Central/Walk-In Only Community (not includ Community (w/mail dro Mail Drop Lane only Department of Motor Vo	op lane) ehicles	90/1000 sq. ft. ** 200/1000 sq. ft., 1300/acre* 300/1000 sq. ft., 2000/acre* 1500 (750 one-way)/lane* 180/1000 sq. ft., 900/acre**	5% 6% 7% 7% 6%	(6:4) (5:5) (5:5) (6:4)	7% 9% 10% 12% 10%	(5:5) (5:5) (5:5) (4:6)	
Medical-Dental	[60:30:10]	50/1000 sq. ft., 500/acre*	6%	(8:2)	11%	(3:7)	6.4
City (developed w/meetir Regional (developed) Neighborhood/County (und	[66:28:6] ng rooms and sports facilities) developed)	50/acre* 20/acre* 5/acre (add for specific sport uses), 6/picnic site* **	4% 13%	(5:5)	8% 9%	(5:5)	5.4
State (average 1000 acres Amusement (Theme) San Diego Zoo Sea World	;)	1/acre, 10/picnic site** 80/acre, 130/acre (summer only)** 115/acre* 80/acre*			6%	(6:4)	
Beach, Lake (fresh water) Bowling Center Campground Golf Course Driving Range only Marinas	golf, video arcade, batting cage, etc.)	600/1000 ft. shoreline, 60/acre* 50/1000 ft. shoreline, 5/acre* 30/1000 sq. ft., 300/acre, 30/lane ** 4/campsite** 7/acre, 40/hole, 700/course* ** 70/acre, 14/tee box* 4/berth, 20/acre* ** 90/acre 30/1000 sq. ft., 300/acre, 40/court* 16/acre, 30/court** 50/acre, 0.2/seat* 30/acre, 0.1/seat*	7% 4% 7% 3% 3% 2% 4% 5%	(7:3) (8:2) (7:3) (3:7) (6:4)	11% 8% 9% 9% 7% 6% 9% 11%	(4:6) (3:7) (5:5) (6:4) (6:4) (5:5)	6.3
Racetrack	inee)[66:17:17]	40/acre, 0.6 seat* 80/1000 sq. ft., 1.8/seat, 360/screen*	1/3%		8%	(6:4)	6.1
RESIDENTIAL	[86:11:3]		70		0,0	(0.4)	7.9
Estate, Urban or Rural (average 1-2 DU/acre)		12/dwelling unit * ^R	8%	(3:7)	10%	(7:3)	
Single Family Detached		10/dwelling unit *R	8%	(3:7)	10%	(7:3)	
(average 3-6 DU/acre) Condominium		8/dwelling unit *R	8%	(2:8)	10%	(7:3)	
	ts more than 20 DU/acre)	6/dwelling unit *R	8%	(2:8)	9%	(7:3)	
Military Housing (off-base, (less than 6 DU/acre) (6-20 DU/acre)	multi-family)	8/dwelling unit 6/dwelling unit	7% 7%	(3:7) (3:7)	9% 9%	(6:4) (6:4)	
Mobile Home Family Adults Only Retirement Community Congregate Care Facility		5/dwelling unit, 40/acre* 3/dwelling unit, 20/acre* 4/dwelling unit** 2.5/dwelling unit**	8% 9% 5% 4%	(3:7) (3:7) (4:6) (6:4)	11% 10% 7% 8%	(6:4) (6:4) (6:4) (5:5)	
RESTAURANTS	[51:37:12]	-					4.7
Quality Sit-down, high turnover Fast Food (w/drive-througl Fast Food (without drive-th Delicatessen (7am-4pm)	n)	100/1000 sq. ft., 3/seat, 500/acre* ** 160/1000 sq. ft., 6/seat, 1000/acre* ** 650/1000 sq. ft., 20/seat, 3000/acre* ** 700/1000 sq. ft.** 150/1000 sq. ft., 11/seat*	1% 8% 7% 5% 9%	(6:4) (5:5) (5:5) (6:4) (6:4)	8% 8% 7% 7% 3%	(7:3) (6:4) (5:5) (5:5) (3:7)	
TRANSPORTATION Bus Depot		25/1000 sq. ft.**					
Truck Terminal	N.	10/1000 sq. ft., 7/bay, 80/acre**	9%	(4:6)	8%	(5:5)	
Waterport/Marine Termina Transit Station (Light Rail Park & Ride Lots		170/berth, 12/acre** 300/acre, 2 ^{1/2} /parking space (4/occupied)** 400/acre (600/paved acre), 5/parking space (8/occupied)* **	14% 14%	(7:3) (7:3)	15% 15%	(3:7) (3:7)	

^{*} Primary source: San Diego Traffic Generators.

10% 20%

S Suggested PASS-BY [undiverted or diverted < 1 m during P.M. peak period (based on combination of	nile] percentages for trip rate reductions only local data/review and Other sources**):
COMMERCIAL/RETAIL	
Regional Shopping Center	20%
Community " "	30%
Neighborhood " "	40%
Specialty Retail/Strip Commercial (other)	10%
Supermarket	40%
Convenience Market	50%
Discount Club/Store	30%
FINANCIAL	
Bank	25%
AUTOMOBILE	
Gasoline Station	50%
RESTAURANT	

Quality

Sit-down high turnover

^{*} Other sources: ITE Trip Generation Report [6th Edition], Trip Generation Rates (other agencies and publications), various SANDAG & CALTRANS studies, reports and estimates.

P Trip category percentage ratios are daily from local household surveys, often cannot be applied to very specific land uses, and do not include non-resident drivers (draft SANDAG Analysis of Trip Diversion, revised November, 1990):
PRIMARY - one trip directly between origin and primary destination.
DIVERTED - linked trip (having one or more stops along the way to a primary destination) whose distance compared to direct distance ≥ 1 mile.
PASS-BY - undiverted or diverted < 1 mile.

L Trip lengths are average weighted for all trips to and from general land use site. (All trips system-wide average length = 6.9 miles)

Fitted curve equation: Ln(T) = 0.502 Ln(x) + 6.945 T = total trips, x = 1,000 sq. ft. Ln(T) = 0.756 Ln(x) + 3.950 T = total trips, x = 1,000 sq. ft.

t = trips/DU, d = density (DU/acre), DU = dwelling unit R Fitted curve equation: t = -2.169 Ln(d) + 12.85

Trip Reductions - In order to help promote regional "smart growth" policies, and acknowledge San Diego's expanding mass transit system, consider vehicle trip rate reductions (with proper documentation and necessary adjustments for peak periods). The following are some examples:

^[1] A 5% daily trip reduction for land uses with transit access or near transit stations accessible within 1/4 mile.

^[2] Up to 10% daily trip reduction for mixed-use developments where residential and commercial retail are combined (demonstrate mode split of walking trips to replace vehicular trips).



Attachment B

SimTraffic® Queueing Analysis Reports

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:50	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	38	44	40	43	42	30	31
Vehs Exited	37	44	40	43	40	29	33
Starting Vehs	0	0	0	0	0	0	3
Ending Vehs	1	0	0	0	2	1	1
Travel Distance (mi)	4	5	4	5	5	3	4
Travel Time (hr)	1.2	1.5	1.0	1.3	1.7	0.7	1.1
Total Delay (hr)	1.0	1.2	8.0	1.1	1.5	0.5	0.9
Total Stops	73	88	79	85	80	54	63
Fuel Used (gal)	0.5	0.6	0.4	0.5	0.6	0.3	0.4

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	45	38	39	39
Vehs Exited	47	41	38	39
Starting Vehs	3	4	0	1
Ending Vehs	1	1	1	1
Travel Distance (mi)	5	4	4	4
Travel Time (hr)	1.3	1.6	1.3	1.3
Total Delay (hr)	1.1	1.4	1.1	1.1
Total Stops	91	80	77	77
Fuel Used (gal)	0.6	0.6	0.5	0.5

Interval #0 Information Seeding

Start Time	4:50	
End Time	5:00	
Total Time (min)	10	
Volumes adjusted by Growth Factors.		
No data recorded this inter	rval.	

Intorval	#1	Inform	otion
Interval	#1	intorm	ation

Start Time	5:00		
End Time	5:15		
Total Time (min)	15		
Volumes adjusted by Grov	wth Factors.		

Run Number	1	2	3	4	5	6	7
Vehs Entered	12	11	11	10	13	13	5
Vehs Exited	9	10	10	9	9	12	8
Starting Vehs	0	0	0	0	0	0	3
Ending Vehs	3	1	1	1	4	1	0
Travel Distance (mi)	1	1	1	1	1	1	1
Travel Time (hr)	0.3	0.4	0.3	0.3	0.5	0.3	0.2
Total Delay (hr)	0.3	0.4	0.2	0.2	0.4	0.2	0.1
Total Stops	21	21	20	19	23	22	13
Fuel Used (gal)	0.1	0.1	0.1	0.1	0.2	0.1	0.1

Interval #1 Information

Start Time	5:00	
End Time	5:15	
Total Time (min)	15	
Volumes adjusted b	y Growth Factors.	

Run Number	8	9	10	Avg	
Vehs Entered	11	4	11	10	
Vehs Exited	13	8	10	10	
Starting Vehs	3	4	0	1	
Ending Vehs	1	0	1	1	
Travel Distance (mi)	1	1	1	1	
Travel Time (hr)	0.4	0.2	0.4	0.3	
Total Delay (hr)	0.3	0.1	0.4	0.3	
Total Stops	23	11	21	19	
Fuel Used (gal)	0.2	0.1	0.1	0.1	

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Interval	#2	Inform	ation
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Start Time	5:15	
End Time	5:30	
Total Time (min)	15	
Volumes adjusted by P	PHF, Growth Factors.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	12	16	12	10	14	6	15
Vehs Exited	13	15	12	9	15	7	13
Starting Vehs	3	1	1	1	4	1	0
Ending Vehs	2	2	1	2	3	0	2
Travel Distance (mi)	1	2	1	1	2	1	2
Travel Time (hr)	0.5	0.4	0.3	0.3	0.8	0.1	0.6
Total Delay (hr)	0.5	0.3	0.2	0.2	0.8	0.1	0.5
Total Stops	24	31	24	19	28	12	28
Fuel Used (gal)	0.2	0.2	0.1	0.1	0.3	0.1	0.2

Interval #2 Information

Start Time	5:15		
End Time	5:30		
Total Time (min)	15		
Volumes adjusted by PHI	F, Growth Factors.		

Run Number	8	9	10	Avg	
Vehs Entered	10	16	13	12	
Vehs Exited	10	10	11	12	
Starting Vehs	1	0	1	1	
Ending Vehs	1	6	3	2	
Travel Distance (mi)	1	1	1	1	
Travel Time (hr)	0.2	0.7	0.4	0.4	
Total Delay (hr)	0.2	0.6	0.4	0.4	
Total Stops	20	29	24	24	
Fuel Used (gal)	0.1	0.2	0.2	0.2	

Interval #3 Infor	mation	
Start Time	5:30	
End Time	5:45	

Total Time (min) 15 Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	6	5	5	12	10	5	4
Vehs Exited	8	7	6	14	12	3	6
Starting Vehs	2	2	1	2	3	0	2
Ending Vehs	0	0	0	0	1	2	0
Travel Distance (mi)	1	1	1	1	1	0	1
Travel Time (hr)	0.2	0.2	0.1	0.4	0.3	0.1	0.1
Total Delay (hr)	0.2	0.1	0.1	0.3	0.3	0.1	0.1
Total Stops	14	12	11	25	21	7	9
Fuel Used (gal)	0.1	0.1	0.1	0.2	0.1	0.0	0.1

Interval #3 Information

Start Time 5:30
End Time 5:45
Total Time (min) 15
Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg	
Vehs Entered	13	9	10	8	
Vehs Exited	14	14	13	10	
Starting Vehs	1	6	3	2	
Ending Vehs	0	1	0	0	
Travel Distance (mi)	2	1	1	1	
Travel Time (hr)	0.4	0.5	0.4	0.3	
Total Delay (hr)	0.3	0.4	0.3	0.2	
Total Stops	27	21	23	17	
Fuel Used (gal)	0.2	0.2	0.2	0.1	

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Interval #4 Informa	ation Recordin	g						
Start Time	5:45							
End Time	6:00							
Total Time (min)	15							
Volumes adjusted by Grow	th Factors.							
Run Number		1	2	3	4	5	6	7
Vehs Entered		8	12	12	11	5	6	7
Vehs Exited		7	12	12	11	4	7	6
Starting Vehs		0	0	0	0	1	2	0
Ending Vahs		1	Λ	Λ	0	2	1	1

Vehs Entered	8	12	12	11	5	6	7
Vehs Exited	7	12	12	11	4	7	6
Starting Vehs	0	0	0	0	1	2	0
Ending Vehs	1	0	0	0	2	1	1
Travel Distance (mi)	1	1	1	1	0	1	1
Travel Time (hr)	0.2	0.4	0.3	0.4	0.1	0.2	0.2
Total Delay (hr)	0.1	0.4	0.3	0.3	0.1	0.1	0.1
Total Stops	14	24	24	22	8	13	13
Fuel Used (gal)	0.1	0.2	0.1	0.1	0.0	0.1	0.1

Interval #4 Information Recording

Start Time	5:45	
End Time	6:00	
Total Time (min)	15	
Volumes adjusted by Gi	rowth Factors	

Run Number	8	9	10	Avg	
Vehs Entered	11	9	5	9	
Vehs Exited	10	9	4	8	
Starting Vehs	0	1	0	0	
Ending Vehs	1	1	1	1	
Travel Distance (mi)	1	1	0	1	
Travel Time (hr)	0.4	0.3	0.1	0.2	
Total Delay (hr)	0.3	0.2	0.1	0.2	
Total Stops	21	19	9	16	
Fuel Used (gal)	0.1	0.1	0.0	0.1	

1: Automated Pay Station Performance by movement

Movement	WBT	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.7	0.7
Total Del/Veh (s)	65.8	65.8
Stop Delay (hr)	0.7	0.7
Stop Del/Veh (s)	65.3	65.3

2: Carwash Entrance Performance by movement

Movement	WBT	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	28.8	28.8
Stop Delay (hr)	0.3	0.3
Stop Del/Veh (s)	26.9	26.9

Total Zone Performance

Denied Delay (hr)	0.0
Denied Del/Veh (s)	
Total Delay (hr)	1.0
Total Del/Veh (s)	3757.4
Stop Delay (hr) Stop Del/Veh (s)	1.0
Stop Del/Veh (s)	3658.8

Intersection: 1: Automated Pay Station

Movement	WB	WB	B4
Directions Served	T	Т	Т
Maximum Queue (ft)	82	33	19
Average Queue (ft)	37	4	2
95th Queue (ft)	76	19	15
Link Distance (ft)	31	31	25
Upstream Blk Time (%)	44	3	1
Queuing Penalty (veh)	6	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Carwash Entrance

Movement	WB
Directions Served	T
Maximum Queue (ft)	57
Average Queue (ft)	27
95th Queue (ft)	52
Link Distance (ft)	41
Upstream Blk Time (%)	3
Queuing Penalty (veh)	1
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 9

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:50	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	38	44	40	43	42	30	31
Vehs Exited	37	44	40	43	40	29	33
Starting Vehs	0	0	0	0	0	0	3
Ending Vehs	1	0	0	0	2	1	1
Travel Distance (mi)	4	5	4	5	5	3	4
Travel Time (hr)	1.2	1.5	1.1	1.3	1.8	0.7	1.1
Total Delay (hr)	1.1	1.3	0.9	1.1	1.6	0.5	1.0
Total Stops	73	88	79	85	80	54	63
Fuel Used (gal)	0.5	0.6	0.5	0.5	0.6	0.3	0.4

Summary of All Intervals

Run Number	8	9	10	Avg	
Start Time	4:50	4:50	4:50	4:50	
End Time	6:00	6:00	6:00	6:00	
Total Time (min)	70	70	70	70	
Time Recorded (min)	60	60	60	60	
# of Intervals	5	5	5	5	
# of Recorded Intervals	4	4	4	4	
Vehs Entered	45	38	39	39	
Vehs Exited	47	41	38	39	
Starting Vehs	3	4	0	1	
Ending Vehs	1	1	1	1	
Travel Distance (mi)	5	4	4	4	
Travel Time (hr)	1.4	1.6	1.3	1.3	
Total Delay (hr)	1.1	1.4	1.1	1.1	
Total Stops	91	80	77	77	
Fuel Used (gal)	0.6	0.6	0.5	0.5	

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10
Volumes adjusted by Grow	vth Factors.
No data recorded this inter	nval

Interval	#1	Inform	ation
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Start Time	5:00		
End Time	5:15		
Total Time (min)	15		
Volumes adjusted by Grov	wth Factors.		

Run Number	1	2	3	4	5	6	7
Vehs Entered	12	11	11	10	13	13	5
Vehs Exited	9	10	10	9	9	12	8
Starting Vehs	0	0	0	0	0	0	3
Ending Vehs	3	1	1	1	4	1	0
Travel Distance (mi)	1	1	1	1	1	1	1
Travel Time (hr)	0.3	0.4	0.3	0.3	0.5	0.3	0.2
Total Delay (hr)	0.3	0.4	0.2	0.3	0.4	0.2	0.2
Total Stops	21	21	20	19	23	22	13
Fuel Used (gal)	0.1	0.2	0.1	0.1	0.2	0.1	0.1

Interval #1 Information

Start Time	5:00		
End Time	5:15		
Total Time (min)	15		
Volumes adjusted by Grov	wth Factors.		

Run Number	8	9	10	Avg	
Vehs Entered	11	4	11	10	
Vehs Exited	13	8	10	10	
Starting Vehs	3	4	0	1	
Ending Vehs	1	0	1	1	
Travel Distance (mi)	1	1	1	1	
Travel Time (hr)	0.4	0.2	0.4	0.3	
Total Delay (hr)	0.3	0.1	0.3	0.3	
Total Stops	23	11	21	19	
Fuel Used (gal)	0.2	0.1	0.1	0.1	

Interval	#2	Inform	nation
IIIICI VAI	π_	1111011	παιιστ

Start Time	5:15		
End Time	5:30		
Total Time (min)	15		
Volumes adjusted by PHF	, Growth Factors.		

Run Number	1	2	3	4	5	6	7
Vehs Entered	12	16	12	10	14	6	15
Vehs Exited	13	14	12	9	15	7	13
Starting Vehs	3	1	1	1	4	1	0
Ending Vehs	2	3	1	2	3	0	2
Travel Distance (mi)	1	2	1	1	2	1	2
Travel Time (hr)	0.5	0.4	0.3	0.3	0.8	0.1	0.6
Total Delay (hr)	0.5	0.4	0.3	0.2	0.8	0.1	0.5
Total Stops	24	31	24	19	28	12	28
Fuel Used (gal)	0.2	0.2	0.1	0.1	0.3	0.1	0.2

Interval #2 Information

Start Time	5:15		
End Time	5:30		
Total Time (min)	15		
Volumes adjusted by PHF	F, Growth Factors.		

Run Number	8	9	10	Avg	
Vehs Entered	10	16	13	12	
Vehs Exited	10	10	11	11	
Starting Vehs	1	0	1	1	
Ending Vehs	1	6	3	2	
Travel Distance (mi)	1	1	1	1	
Travel Time (hr)	0.2	0.7	0.4	0.4	
Total Delay (hr)	0.2	0.6	0.4	0.4	
Total Stops	20	29	24	24	
Fuel Used (gal)	0.1	0.2	0.2	0.2	

Start Time	5:30	
End Time	5:45	
Total Time (min)	15	
Volumes adjusted by	Growth Factors.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	6	5	5	12	10	5	4
Vehs Exited	8	8	6	14	12	3	6
Starting Vehs	2	3	1	2	3	0	2
Ending Vehs	0	0	0	0	1	2	0
Travel Distance (mi)	1	1	1	1	1	0	1
Travel Time (hr)	0.2	0.2	0.2	0.4	0.3	0.1	0.2
Total Delay (hr)	0.2	0.1	0.1	0.3	0.3	0.1	0.1
Total Stops	14	12	11	25	21	7	9
Fuel Used (gal)	0.1	0.1	0.1	0.2	0.1	0.0	0.1

Interval #3 Information

Start Time	5:30	
End Time	5:45	
Total Time (min)	15	
Volumes adjusted by Gro	wth Factors.	

Run Number	8	9	10	Avg	
Vehs Entered	13	9	10	8	
Vehs Exited	14	14	13	10	
Starting Vehs	1	6	3	2	
Ending Vehs	0	1	0	0	
Travel Distance (mi)	2	1	1	1	
Travel Time (hr)	0.4	0.5	0.4	0.3	
Total Delay (hr)	0.3	0.5	0.3	0.2	
Total Stops	27	21	23	17	
Fuel Used (gal)	0.2	0.2	0.2	0.1	

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Total Delay (hr)
Total Stops

Fuel Used (gal)

Interval #4 Informati	on Recordi	ng						
Start Time	5:45							
End Time	6:00							
Total Time (min)	15							
Volumes adjusted by Growth	Factors.							
Run Number		1	2	3	4	5	6	7
Vehs Entered		8	12	12	11	5	6	7
Vehs Exited		7	12	12	11	4	7	6
Starting Vehs		0	0	0	0	1	2	0
Ending Vehs		1	0	0	0	2	1	1
Travel Distance (mi)		1	1	1	1	0	1	1
Travel Time (hr)		0.2	0.4	0.3	0.4	0.1	0.2	0.2
Total Delay (hr)		0.1	0.4	0.3	0.3	0.1	0.1	0.1
Total Stops		14	24	24	22	8	13	13
Fuel Used (gal)		0.1	0.2	0.1	0.1	0.0	0.1	0.1
Interval #4 Informati	on Recordi	ng						
Start Time	5:45							
End Time	6:00							
Total Time (min)	15							
Volumes adjusted by Growth	Factors.							
Run Number		8	9	10	Avg			
Vehs Entered		11	9	5	9			
Vehs Exited		10	9	4	8			
Starting Vehs		0	1	0	0			
Ending Vehs		1	1	1	1			
Travel Distance (mi)		1	1	0	1			
Travel Time (hr)		0.4	0.3	0.1	0.3			
T D								

0.2

19

0.1

0.3

21

0.1

0.1

0.0

0.2

16

0.1

1: Automated Pay Station Performance by movement

Movement	WBT	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.7	0.7
Total Del/Veh (s)	65.8	65.8
Stop Delay (hr)	0.7	0.7
Stop Del/Veh (s)	65.3	65.3

2: Carwash Entrance Performance by movement

Movement	WBT	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	30.8	30.8
Stop Delay (hr)	0.3	0.3
Stop Del/Veh (s)	28.9	28.9

Total Zone Performance

Denied Delay (hr)	0.0
Denied Del/Veh (s)	
Total Delay (hr)	1.1
Total Del/Veh (s)	3835.4
Stop Delay (hr) Stop Del/Veh (s)	1.0
Stop Del/Veh (s)	3737.6

Intersection: 1: Automated Pay Station

Movement	WB	WB	B4
Directions Served	T	Т	Т
Maximum Queue (ft)	82	33	19
Average Queue (ft)	37	4	2
95th Queue (ft)	76	19	15
Link Distance (ft)	31	31	25
Upstream Blk Time (%)	44	3	1
Queuing Penalty (veh)	6	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Carwash Entrance

Movement	WB
Directions Served	T
Maximum Queue (ft)	59
Average Queue (ft)	27
95th Queue (ft)	53
Link Distance (ft)	41
Upstream Blk Time (%)	4
Queuing Penalty (veh)	2
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 9

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:50	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	38	44	40	43	42	30	31
Vehs Exited	38	43	40	43	41	30	33
Starting Vehs	1	0	0	0	1	1	4
Ending Vehs	1	1	0	0	2	1	2
Travel Distance (mi)	4	5	4	5	5	3	4
Travel Time (hr)	1.6	1.9	1.5	1.9	2.3	0.9	1.5
Total Delay (hr)	1.4	1.7	1.3	1.7	2.1	0.8	1.4
Total Stops	73	88	79	82	80	54	63
Fuel Used (gal)	0.6	0.7	0.5	0.6	0.7	0.3	0.5

Summary of All Intervals

Run Number	8	9	10	Avg	
Start Time	4:50	4:50	4:50	4:50	
End Time	6:00	6:00	6:00	6:00	
Total Time (min)	70	70	70	70	
Time Recorded (min)	60	60	60	60	
# of Intervals	5	5	5	5	
# of Recorded Intervals	4	4	4	4	
Vehs Entered	45	38	39	39	
Vehs Exited	46	42	38	39	
Starting Vehs	4	5	1	2	
Ending Vehs	3	1	2	1	
Travel Distance (mi)	5	4	4	4	
Travel Time (hr)	1.9	2.3	1.7	1.8	
Total Delay (hr)	1.7	2.2	1.5	1.6	
Total Stops	91	70	77	76	
Fuel Used (gal)	0.7	0.7	0.6	0.6	

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10
Volumes adjusted by Grow	th Factors.
No data recorded this inter-	val

Interval	#1	Inform	ation
mervar	# 1	IIIIOIIII	ลแบท

Start Time	5:00		
End Time	5:15		
Total Time (min)	15		
Volumes adjusted by Grov	wth Factors.		

Run Number	1	2	3	4	5	6	7
Vehs Entered	12	11	11	10	13	13	5
Vehs Exited	9	9	10	9	9	12	9
Starting Vehs	1	0	0	0	1	1	4
Ending Vehs	4	2	1	1	5	2	0
Travel Distance (mi)	1	1	1	1	1	1	1
Travel Time (hr)	0.4	0.5	0.4	0.4	0.6	0.4	0.3
Total Delay (hr)	0.4	0.5	0.3	0.3	0.5	0.3	0.3
Total Stops	21	21	20	19	23	22	13
Fuel Used (gal)	0.2	0.2	0.1	0.1	0.2	0.1	0.1

Interval #1 Information

Start Time	5:00		
End Time	5:15		
Total Time (min)	15		
Volumes adjusted by Gro	wth Factors.		

Run Number	8	9	10	Avg	
Vehs Entered	11	4	11	10	
Vehs Exited	13	8	9	10	
Starting Vehs	4	5	1	2	
Ending Vehs	2	1	3	2	
Travel Distance (mi)	1	1	1	1	
Travel Time (hr)	0.5	0.3	0.5	0.4	
Total Delay (hr)	0.5	0.3	0.5	0.4	
Total Stops	23	11	21	19	
Fuel Used (gal)	0.2	0.1	0.2	0.1	

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Interval	#2	Information
micrivai	π∠	IIIIOIIIIalioii

Start Time	5:15	
End Time	5:30	
Total Time (min)	15	
Volumes adjusted by	y PHF, Growth Factors.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	12	16	12	10	14	6	15
Vehs Exited	13	14	12	9	15	7	12
Starting Vehs	4	2	1	1	5	2	0
Ending Vehs	3	4	1	2	4	1	3
Travel Distance (mi)	1	2	1	1	2	1	1
Travel Time (hr)	0.7	0.6	0.4	0.3	1.1	0.2	0.8
Total Delay (hr)	0.7	0.5	0.4	0.3	1.1	0.2	0.8
Total Stops	24	31	24	19	28	12	28
Fuel Used (gal)	0.2	0.2	0.2	0.1	0.3	0.1	0.3

Interval #2 Information

Start Time	5:15		
End Time	5:30		
Total Time (min)	15		
Volumes adjusted by PHI	F, Growth Factors.		

Run Number	8	9	10	Avg	
Vehs Entered	10	16	13	12	
Vehs Exited	10	10	12	11	
Starting Vehs	2	1	3	2	
Ending Vehs	2	7	4	3	
Travel Distance (mi)	1	1	1	1	
Travel Time (hr)	0.3	0.7	0.5	0.6	
Total Delay (hr)	0.3	0.7	0.5	0.5	
Total Stops	20	29	24	24	
Fuel Used (gal)	0.1	0.2	0.2	0.2	

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Interval #3 Info	rmation				
Start Time	5:3	30			
End Time	5:4	45			

Total Time (min) 15 Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	6	5	5	12	10	5	4
Vehs Exited	9	8	6	12	13	3	6
Starting Vehs	3	4	1	2	4	1	3
Ending Vehs	0	1	0	2	1	3	1
Travel Distance (mi)	1	1	1	1	1	0	1
Travel Time (hr)	0.3	0.3	0.2	0.6	0.4	0.1	0.2
Total Delay (hr)	0.2	0.3	0.2	0.6	0.4	0.1	0.2
Total Stops	14	12	11	22	21	7	9
Fuel Used (gal)	0.1	0.1	0.1	0.2	0.2	0.0	0.1

Interval #3 Information

Start Time	5:30		
End Time	5:45		
Total Time (min)	15		
Volumes adjusted by Grov	wth Factors.		

Run Number	8	9	10	Avg	
Vehs Entered	13	9	10	8	
Vehs Exited	15	15	13	10	
Starting Vehs	2	7	4	3	
Ending Vehs	0	1	1	1	
Travel Distance (mi)	2	1	1	1	
Travel Time (hr)	0.6	1.0	0.5	0.4	
Total Delay (hr)	0.5	0.9	0.4	0.4	
Total Stops	27	11	23	15	
Fuel Used (gal)	0.2	0.3	0.2	0.1	

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Fuel Used (gal)

Interval #4 Informat	ion Recordi	ng						
Start Time	5:45							
End Time	6:00							
Total Time (min)	15							
Volumes adjusted by Growth	n Factors.							
Run Number		1	2	3	4	5	6	7
Vehs Entered		8	12	12	11	5	6	7
Vehs Exited		7	12	12	13	4	8	6
Starting Vehs		0	1	0	2	1	3	1
Ending Vehs		1	1	0	0	2	1	2
Travel Distance (mi)		1	1	1	1	0	1	1
Travel Time (hr)		0.2	0.5	0.5	0.5	0.1	0.2	0.2
Total Delay (hr)		0.2	0.5	0.4	0.5	0.1	0.2	0.2
Total Stops		14	24	24	22	8	13	13
Fuel Used (gal)		0.1	0.2	0.2	0.2	0.1	0.1	0.1
Interval #4 Informat Start Time End Time	5:45 6:00	ng						
Total Time (min)	15							
Volumes adjusted by Growth								
Run Number		8	9	10	Avg			
Vehs Entered		11	9	5	9			
Vehs Exited		8	9	4	8			
Starting Vehs		0	1	1	1			
Ending Vehs		3	1	2	1			
Travel Distance (mi)		1	1	0	1			
Travel Time (hr)		0.5	0.3	0.1	0.3			
Total Delay (hr)		0.5	0.3	0.1	0.3			
Total Stops		21	19	9	16			
Fuel Head (gel)		Λ 1	Λ 1	0.1	0.1			

0.1

0.1

0.1

0.2

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1: Automated Pay Station Performance by movement

Movement	WBT	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.7	0.7
Total Del/Veh (s)	65.8	65.8
Stop Delay (hr)	0.7	0.7
Stop Del/Veh (s)	65.3	65.3

2: Carwash Entrance Performance by movement

Movement	WBT	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	8.0	8.0
Total Del/Veh (s)	71.3	73.2
Stop Delay (hr)	8.0	8.0
Stop Del/Veh (s)	69.6	71.3

Total Zone Performance

0.0
1.5
5485.6
1.5
5393.4

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Intersection: 1: Automated Pay Station

Movement	WB	WB	B4
Directions Served	T	Т	Т
Maximum Queue (ft)	82	33	19
Average Queue (ft)	37	4	2
95th Queue (ft)	76	19	15
Link Distance (ft)	31	31	25
Upstream Blk Time (%)	44	3	1
Queuing Penalty (veh)	6	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Carwash Entrance

Movement	WB
Directions Served	T
Maximum Queue (ft)	66
Average Queue (ft)	32
95th Queue (ft)	62
Link Distance (ft)	41
Upstream Blk Time (%)	17
Queuing Penalty (veh)	8
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 15

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Planning Commission Waterfly Express Carwash (DRCL23-00197) April 17, 2024

Attachment 9 SMUD Conditions of Approval, dated February 6, 2024

То	From
SMUD HQ	Joseph Bermudez, Senior Project Manager,
Ellen Springer, SMUD Land Specialist	Design
	Sevan Multi-Site Solutions
	3025 Highland Parkway Suite: 850
	Downers Grove, IL 60515
Re:	Date
SMUD Design Review for	3/1/2024
Waterfly Express Carwash	
1011 Riley St., Folsom, CA	
DLCR23-00197	

We are in receipt of the SMUD Land Specialist Design Review letter received February 6th, 2024 and this letter services as an official response the comments and conditions that must be adhered to during our development of the Waterfly Express Car Wash at 1011 Riley St., Folsom, CA.

COMMENT: 1) SMUD has existing overhead 12kV facilities along Riley St that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 95 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.

RESPONSE: This condition has been acknowledged and will be accepted.

COMMENT: 2) SMUD has existing underground 12kV facilities on the project site along the southwest and northwest parcel lines that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 128 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.

RESPONSE: This condition has been acknowledged and will be accepted.

COMMENT: 3) Structural setbacks less than 14-feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained.

RESPONSE: This condition has been acknowledged and will be accepted.

COMMENT: 4) Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property.

RESPONSE: This condition has been acknowledged and will be accepted.

COMMENT: 5) In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be



responsible for the cost of relocation or removal.

RESPONSE: This condition has been acknowledged and will be accepted.

COMMENT: 6) SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs.

RESPONSE: This condition has been acknowledged and will be accepted.

COMMENT: 7) The Applicant shall not place any building foundations within 5-feet of any existing or new SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).

RESPONSE: This condition has been acknowledged and will be accepted.

COMMENT: 8) In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City's IOD.

RESPONSE: This condition has been acknowledged and will be accepted.

COMMENT: 9) The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). Information regarding SMUD siting requirements can be found at: https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services

RESPONSE: This condition has been acknowledged and will be accepted.

Sincerely,

Name: Joseph Bermudez

Title: Senior Project Manager, Civil, Zoning, & Permitting



Planning Commission Waterfly Express Carwash (DRCL23-00197) April 17, 2024

Attachment 10 Site Photos















