



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

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-square-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

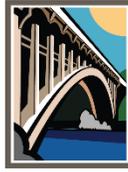
The next Planning Commission meeting is scheduled for **May 15, 2024**. Additional non-public hearing items may be added to the agenda; any such additions will be posted on the bulletin board in the foyer at City Hall at least 72 hours prior to the meeting.

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.



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

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

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

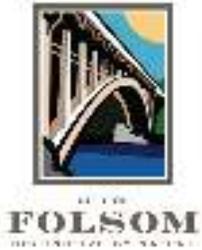
There being no further business to come before the Folsom Planning Commission, Chair Eileen Reynolds adjourned the meeting at 9:16 p.m.

RESPECTFULLY SUBMITTED,

Karen Sanabria, ADMINISTRATIVE ASSISTANT

APPROVED:

Eileen Reynolds, CHAIR



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

Name: Tas Cal Properties, Inc.
Address: 31 Rulla Road
Sisters Creek, Tasmania 7235, Australia

Applicant

Name: Joseph Bermudez
Address: 3015 Highland Pkwy, Ste 850
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,

A handwritten signature in blue ink, appearing to read "Pam Johns", with a long horizontal flourish extending to the right.

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.

GENERAL PLAN DESIGNATION CC (Community Commercial), within East 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 Folsom Municipal Code (FMC) 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 FMC Section 17.06.030. FMC 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 FMC 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

FMC 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 Folsom Municipal Code 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 FMC 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 FMC 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 Folsom Municipal Code (FMC, 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.		<p>The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> • Plan Set (as provided in Attachment 5) • Applicant's Narrative (as provided in Attachment 6) <p>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.</p>	B	CD (P)(E)
2.		<p>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.</p>	B	CD (P)(E)(B)
3.		<p>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.</p>	B	CD (P)

4.		<p>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:</p> <ul style="list-style-type: none"> • The City bears its own attorney’s fees and costs; and • The City defends the claim, action or proceeding in good faith <p>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.</p>	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.	B	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.	I	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.	B	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.	B	CD (P)
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.	B	CD (E)
15.		Final lot, underground on-site drainage facilities and storage, and building configurations may be modified to address storm events greater than the capacity of the underground system.	B	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.	O	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.	B	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.	B	CD (E)
24.		All on-site sanitary sewer shall be privately owned, operated, and maintained. Proposed Sewer Reclamation shall conform 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.	B	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)

26.		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.	B	CD (E)
STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS				
27.		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)
28.		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)
29.		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)
30.		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

LANDSCAPE/TREE PRESERVATION REQUIREMENTS

31.		<p>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.</p>	B, OG	CD (P)(E)
32.		<p>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 on-site 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.</p> <p>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 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.</p>	B, I	CD (E)

33.		<p>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.</p> <p>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.</p>	B, I	CD (E)
34.		<p>Pursuant to <u>Folsom Municipal Code</u> 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 <u>Managing Trees During Site Development and Construction</u>.</p>	G, I, B	CD (P)(E)
AIR QUALITY REQUIREMENTS				
35.		<p>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.</p>	G, I, B	CD (P)(E)(B)
36.		<p>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.</p>	G, I, B	CD (P)(E)(B)
37.		<p>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.</p>	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 District's Rule 403 (Fugitive Dust) is required.	G, I, B	CD (P)(E)(B)

ARCHITECTURE/SITE DESIGN REQUIREMENTS

40.		<p>The project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> 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. 	B	CD (P)
41.		<p>The owner/applicant shall obtain a sign permit for all proposed signage. Signage shall comply with the requirements of <u>Folsom Municipal Code</u> Chapter 17.59.</p>	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)

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)
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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)
NOISE REQUIREMENTS				
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.	B	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.	I, B	CD(P)(B)
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	B	CD (P)(E)
49.		Five bicycle parking spaces shall be provided near the building entrance to the satisfaction of the Community Development Department.	B, O	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.	B, O	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.	I, B	FD
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.	I, B	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.	I, B	FD
POLICE/SECURITY REQUIREMENT				
55.		<p>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:</p> <ul style="list-style-type: none"> • 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 (FMC, Chapter 13.26, Water Conservation)</u> 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.	B, I, OG	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.	I	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	Community Development Department Planning Division Engineering Division Building Division Fire Division	I	Prior to approval of Improvement Plans
(P)		M	Prior to approval of Final Map
(E)		B	Prior to issuance of first Building Permit
(B)		O	Prior to approval of Occupancy Permit
(F)		G	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		

Attachment 4 Vicinity Map

Attachment 5 Plan Set

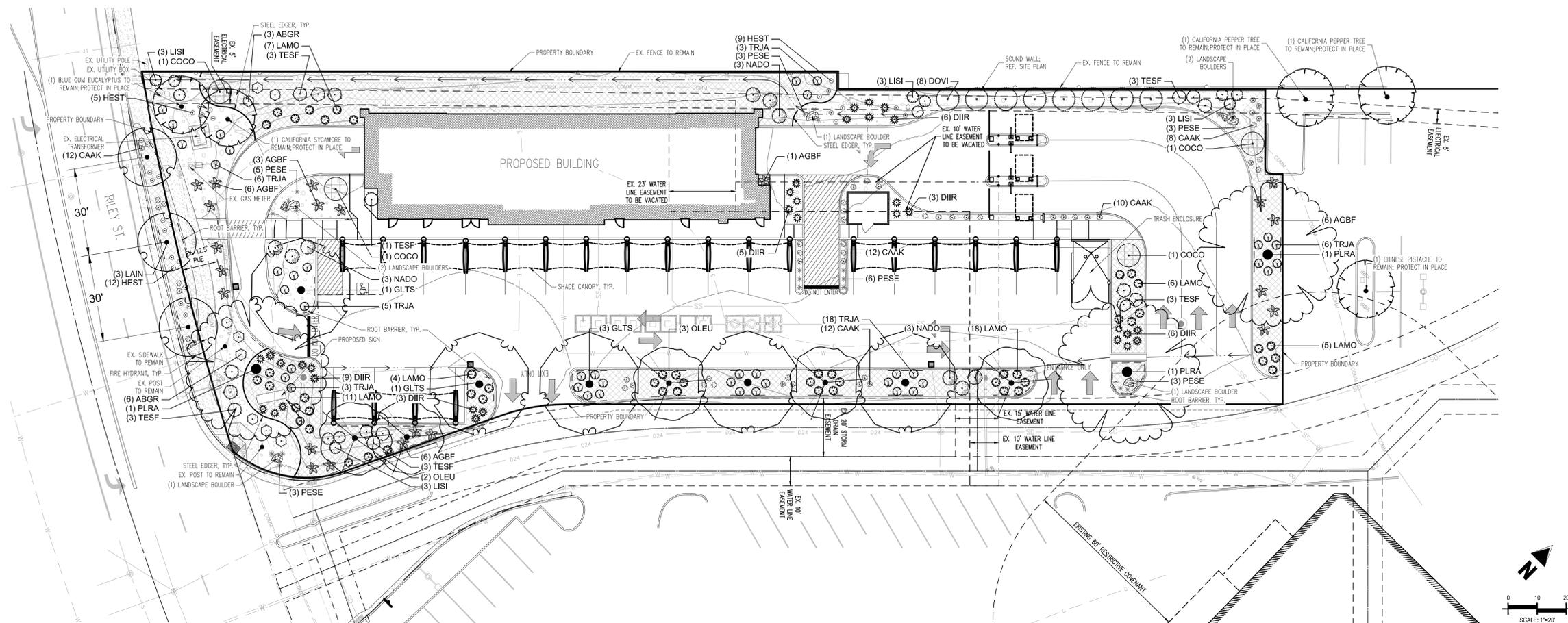
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WATERFLY EXPRESS CARWASH
SEVAN MULTI-SITE SOLUTIONS

1011 RILEY STREET
FOLSOM, CA 95630



PLANT SCHEDULE

SYMBOL	CODE	QTY	COMMON NAME	BOTANICAL NAME	CONT.	CAL / SIZE	HT. X SPD.	WATER USE	SYMBOL	QTY	COMMON NAME	BOTANICAL NAME	TYPE
DECIDUOUS TREES													
	GLTS	5	SHADEMASTER HONEY LOCUST	GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER'	B&B	36" BOX	50' X35'	LOW		12	SUNSHINE CHINESE PRIVET	LIGUSTRUM SINENSE 'SUNSHINE'	#5 CONT. 4'X4' LOW
	LAIN	3	MUSKOGEE CRAPE MYRTLE	LAGERSTROEMIA INDICA X FAURIEI 'MUSKOGEE'	B&B	24" BOX	25' X20'	LOW		9	GULF STREAM HEAVENLY BAMBOO	NANDINA DOMESTICA 'GULF STREAM'	#5 CONT. 4'X5' MODERATE
	PLRA	3	CALIFORNIA SYCAMORE	PLATANUS RACEMOSA	B&B	36" BOX	50' X50'	LOW		41	STAR JASMINE	TRACHELOSPERMUM JASMINOIDES 'STAR'	#5 CONT. 1'X3' MODERATE
EVERGREEN TREES													
	OLEU	5	SWAN HILL FRUITLESS OLIVE	OLEA EUROPAEA 'SWAN HILL'	B&B	24" BOX	30' X25'	LOW	ORNAMENTAL GRASSES				
										54	KARL FOERSTER FEATHER REED GRASS	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	#1 CONT. 5'X2' LOW
EXISTING TREES													
	EXDT	5	EXISTING DECIDUOUS TREE	TO REMAIN	EXISTING								
PERENNIALS													
	HEST	26	STELLA DE ORO DAYLILY	HEMEROCALLIS X 'STELLA DE ORO'	#1 CONT.	1.5'X1.5'	VERY LOW						
	PESE	23	DWARF RED FOUNTAIN GRASS	PENNISETUM SETACEUM 'EATON CANYON'	#1 CONT.	2'X2'	LOW						
MULCH													
	RMULCH	4,840 SF	2"-4" ROCK COBBLE MULCH	2"-4" ROCK COBBLE MULCH									
	WMULCH	7,770 SF	WOOD MULCH	WOOD MULCH									
LANDSCAPE MATERIALS													
	DESCRIPTION	QTY											
	ROOT BARRIER	403 LF											
	STEEL EDGER	123 LF											
	BOULDER	7											
LANDSCAPE REQUIREMENTS													
CODE SECTION	CATEGORY	FORMULA	CALCULATION	REQUIRED	PROVIDED	ABBREVIATION DENOTED ON PLAN							
17.57.070 (G)(2)	PARKING LOTS	5% MINIMUM TOTAL PARKING AREA LANDSCAPE	12,100 SF x 0.05	605 SF	2,800 SF								
17.57.070 (G)(3)	PARKING LOT SHADING	40% OF PARKING LOT SHADED WITHIN 15 YEARS OF PLANTING	9,208 SF x 0.4	3,683 SF	3,873 SF								
12.16.190 (A)	STREET TREES	1 TREE / 30 LF	155 LF / 30	5 TREES	6 TREES*								
* STREET TREES ARE A MIX OF SMALL AND LARGE CANOPY TREES AVERAGING 30' SPACING O.C. TO MEET THE STREET TREE REQUIREMENT													
TREE PROTECTION NOTES													
1. REFER TO ARBORIST REPORT PREPARED BY CALIFORNIA TREE & LANDSCAPE CONSULTING, INC., DATED 02/28/2024, FOR TREE REMOVALS AND TREES TO REMAIN ON SITE.													
2. CONTRACTOR TO PROVIDE TREE PROTECTION FOR EXISTING TREES TO REMAIN, PER THE PROJECT ARBORIST REPORT AND ON-SITE DIRECTION.													
3. CONTRACTOR SHALL COORDINATE TREE REMOVALS, TREES TO REMAIN, AND TREE PROTECTION MEASURES WITH THE PROJECT ARBORIST PRIOR TO ANY SITE DEMOLITION OR CONSTRUCTION ACTIVITIES.													
4. ALL EXISTING TREES, NOTED TO REMAIN, SHALL BE PRUNED FOR HEALTH AND SAFETY, PER THE DIRECTION OF THE PROJECT ARBORIST.													
UTILITY NOTES													
1. THE LANDSCAPE CONTRACTOR IS REQUIRED TO CONTACT THE COUNTY PUBLIC WORKS DEPARTMENT, AND ANY OTHER 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.													
3. THE LOCATION OF THE ALL UNDERGROUND UTILITIES ARE LOCATED ON THE ENGINEERING DRAWINGS FOR THIS PROJECT. THE MOST CURRENT REVISION IS HEREIN 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 ENGINEER PRIOR TO CONSTRUCTION.

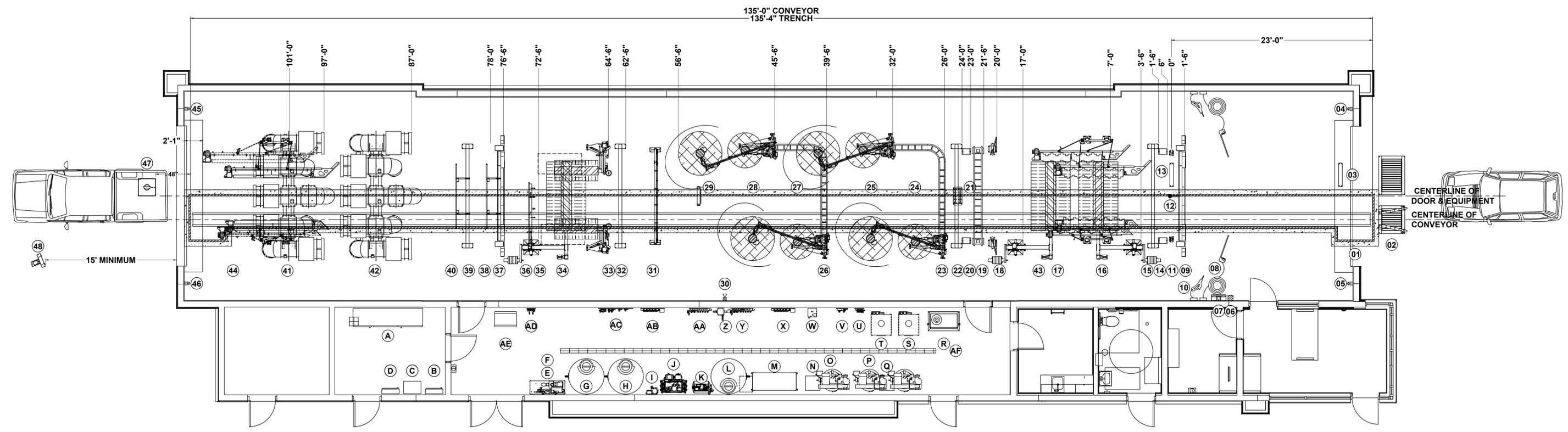
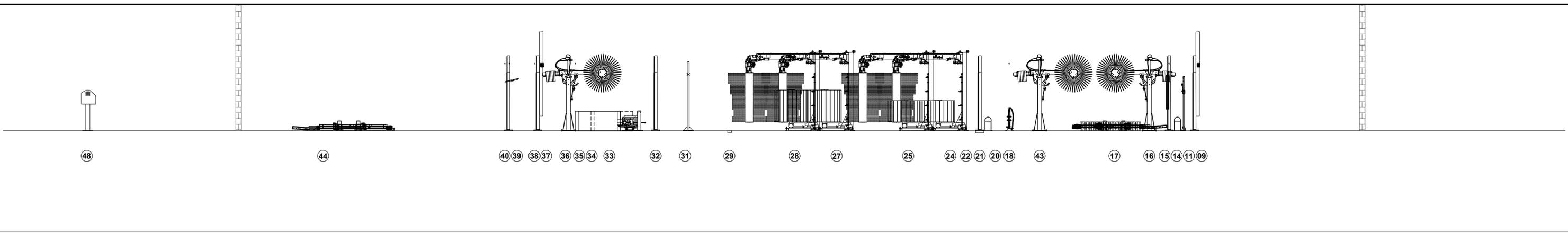
2. WHERE A PROPOSED UTILITY CROSSES AN EXISTING UTILITY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF SUCH EXISTING UTILITY, EITHER THROUGH POT-HOLING OR ALTERNATIVE METHOD. REPORT INFORMATION TO THE ENGINEER PRIOR TO CONSTRUCTION.



LANDSCAPE PLAN & SCHEDULE

Project No: SVM000009
Drawn By: TJR
Checked By: DEF
Date: 3/27/2024

L1.0



ITEM #	WASH BAY EQUIPMENT	ITEM #	WASH BAY EQUIPMENT	ITEM #	WASH BAY EQUIPMENT	ITEM #	BACKROOM EQUIPMENT	ITEM #	BACKROOM EQUIPMENT
01	XR-1000 CONVEYOR	20	CTA	39	UTILITY ARCH	A	MASTER CONTROL CENTER	T	M2000R - 15HP PUMP
02	RC120 CORRELATOR WITH WHEEL SAFE PLUS	21	BW100-P	40	RAIN BAR - RW112	B	SDP - ELECTRICAL PANEL	U	POWERLOCK
03	TAPE SWITCH FOR ROLLER UP	22	UTILITY ARCH	41	INTERNATIONAL DRYER ARCH	C	STX - TRANSFORMER	V	FLIP NOZZLE AIR PANEL
04	EMERGENCY STOP BUTTONS	23	CABLE TRAY - RW200S	42	INTERNATIONAL DRYER ARCH	D	MDP - ELECTRICAL PANEL	W	HYDRAFUSE
05	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	H	R.O. TANK 850 GAL.	AA	HYDRAFLEX CHEMICAL PANEL XD
09	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
11	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	PW400-5M240 - RECLAIM SYSTEM	AF	BACKROOM TRENCH - HUB DRAIN
14	CTA	33	RS550 - SUPERSONIC			N	AIR DRYER		
15	UTILITY ARCH	34	RS1000 - 94 INCH TOP BRUSH			O	AIR COMPRESSOR		
16	RS1000 - 94 INCH TOP BRUSH	35	RAIN BAR - RW112			P	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		

THE PLAN BEARING THIS LEGEND AND THE ACCOMPANYING SPECIFICATIONS HAVE BEEN PREPARED BY MACNEIL WASH SYSTEMS LTD. FOR THE PARTY WHOSE NAME APPEARS IN THE TITLE BOX IN CONNECTION WITH THE PROPOSED ERECTION OF AN AUTOMATIC CAR WASH AT THE LOCATION SHOWN THEREON. SAME ARE THE EXCLUSIVE PROPERTY OF MACNEIL WASH SYSTEMS LTD. AND ARE SUBJECT 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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REVISION	NO.	BY	DATE	DESCRIPTION
PREVIOUS	RA	FS	04-02-2024	
REVISION	RB	FS	04-03-2024	DRAWING REVISED
REVISION	RC	FS	04-03-2024	DRAWING REVISED

NCS **MACNEIL**

90 WELHAM ROAD,
BARRIE ONTARIO,
L4N 8Y4
CANADA

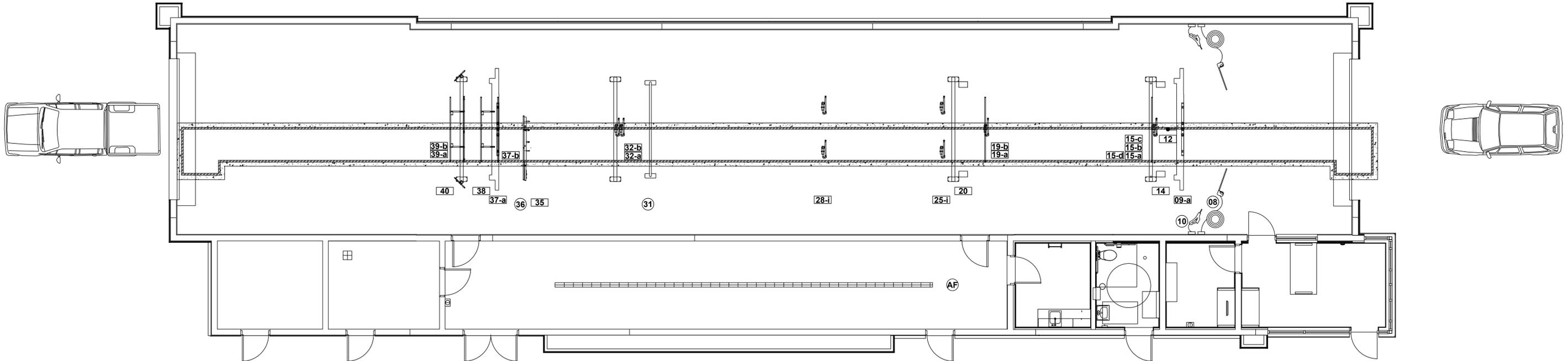
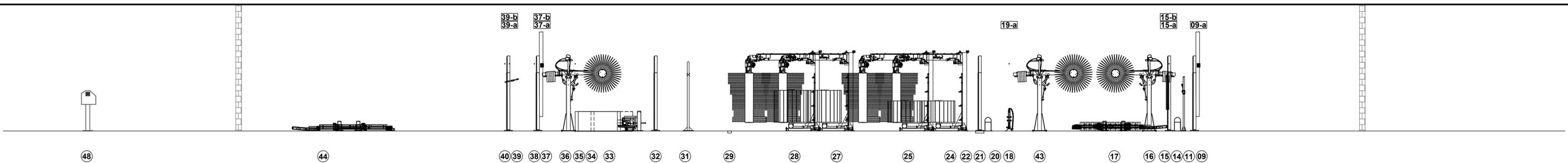
DRAWN BY: FS CHK'D BY: DATE: 03-25-2024 SCALE: 3/16"=1'-0" JOB NUMBER: J-23426 REVISION: RC

CUSTOMER: **WATERFLY FOLSOM**
EQUIPMENT LAYOUT
PLAN VIEW 1

TITLE: **FOLSOM, CA**

SITE LOCATION: **FOLSOM, CA**

DRAWING NUMBER: **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		

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PRODUCT
MANUALS &
MAINTENANCE

REVISION	RA	FS	DATE	REVISION	RB	FS	DATE
			04-02-2024				



90 WELHAM ROAD,
BARRIE ONTARIO,
L4N 8Y4
CANADA

DRAWN BY: FS	CHK'D BY:	DATE: 03-25-2024	SCALE: 3/16"=1'-0"	JOB NUMBER: J-23426	REVISION: RC
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**WATERFLY FOLSOM
WASH BAY
APPLICATORS & LIGHTS 1**

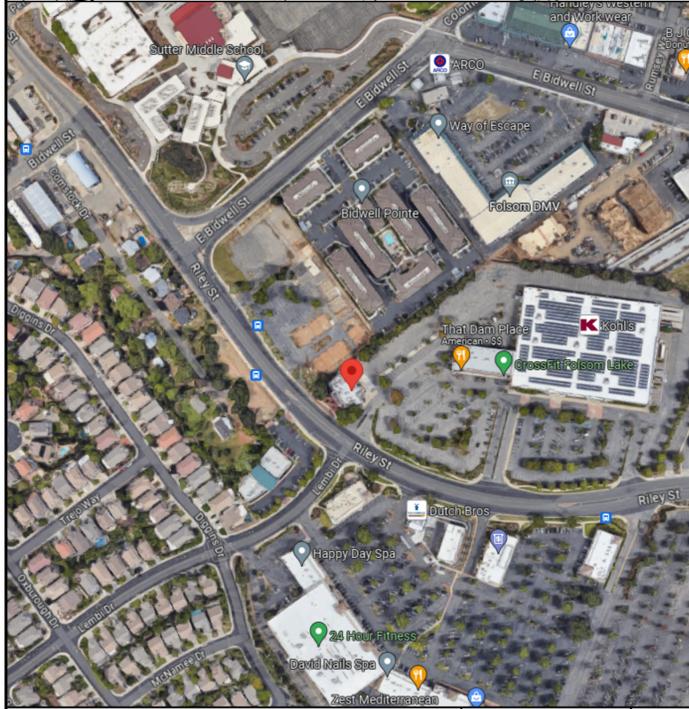
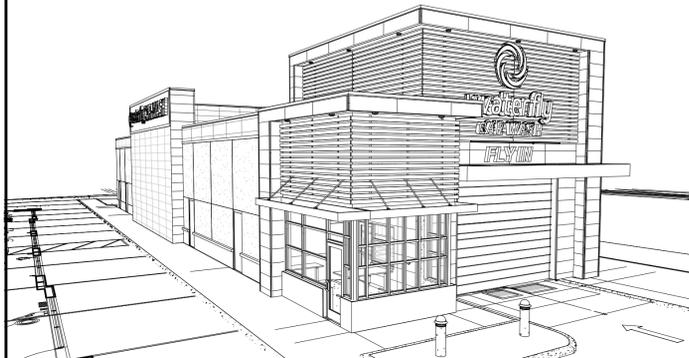
CUSTOMER: **FOLSOM, CA**

DRAWING NUMBER: **SE24-052-C1**

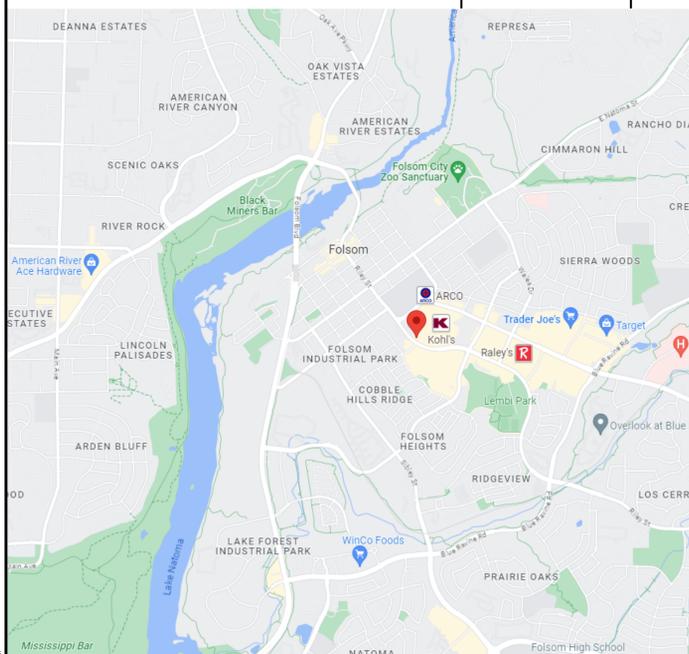


waterfly CAR WASH

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



VICINITY MAP N.T.S



LOCATION MAP N.T.S

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

sevan
DESIGN SOLUTIONS, P.C.
Corporate Office
3025 Highland Parkway | Suite 850
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I HEREBY CERTIFY THAT THESE DRAWINGS HAVE BEEN PREPARED UNDER MY DIRECT SUPERVISION AND THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF THEY COMPLY WITH THE BUILDING CODES AND ORDINANCES OF FOLSOM, CA.

REVISIONS

REV.	DATE	DESCRIPTION

CONSULTANTS

PROJECT INFORMATION

COVER SHEET

WATERFLY FOLSOM
1011 RILEY STREET
FOLSOM, CA 95630

SHEET MANAGEMENT

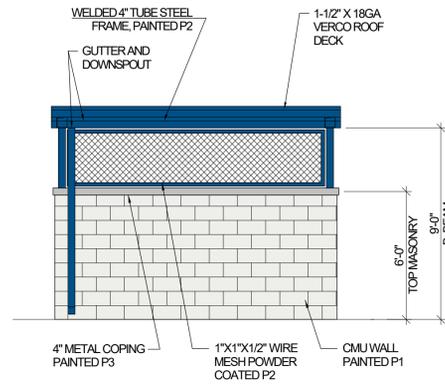
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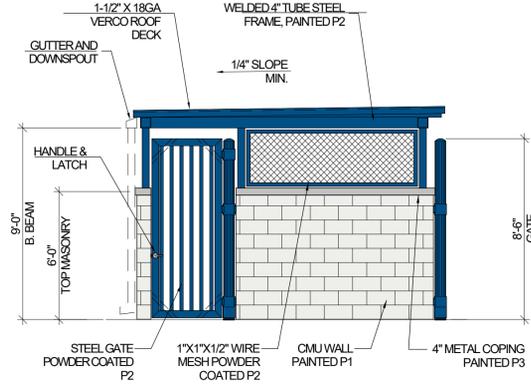
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G100

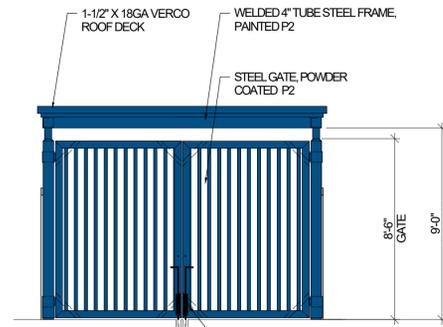
Autodesk Docs | Waterfly | Folsom CA | Waterfly | Folsom CA | 1/26/2024 2:37:57 PM



4 DUMPSTER ENCLOSURE - REAR ELEVATION
SCALE: 1/4" = 1'-0"

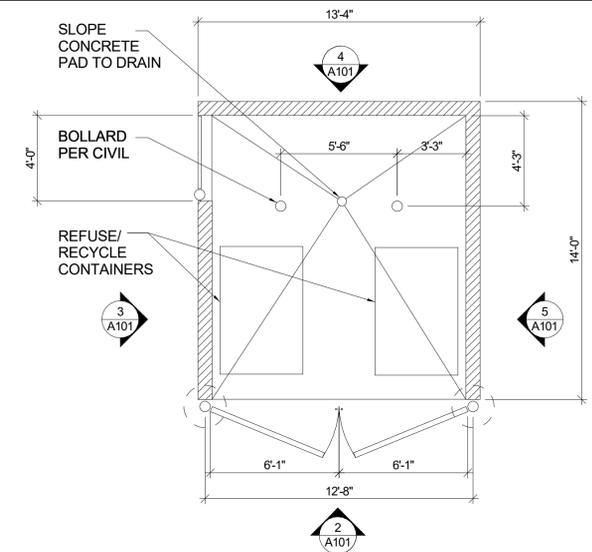


3 DUMPSTER ENCLOSURE - SIDE ELEVATION
SCALE: 1/4" = 1'-0"

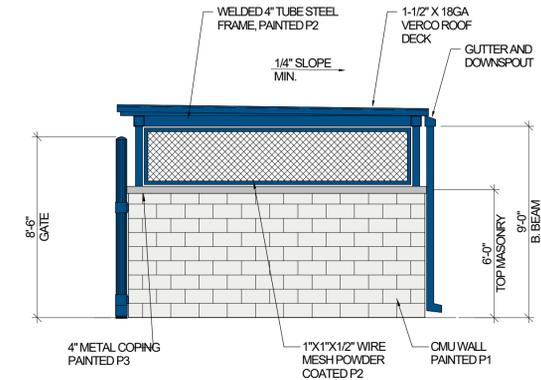


CORE DRILL PAVEMENT TO INSTALL BRASS OR SS PIPE SLEEVE. USE NON-SHRINK GROUT. DO NOT PENETRATE ALL THE WAY THRU SLAB. TYPICAL @ OPEN & CLOSED POSITIONS (4 LOCATIONS)

2 DUMPSTER ENCLOSURE - FRONT ELEVATION
SCALE: 1/4" = 1'-0"



1 DUMPSTER ENCLOSURE - PLAN
SCALE: 1/4" = 1'-0"



5 DUMPSTER SIDE ELEVATION
SCALE: 1/4" = 1'-0"

OWNER FURNISHED PRODUCTS AND NOTE:

- VACUUM EQUIPMENT FURNISHED AND INSTALLED BY OWNER'S CONTRACTOR.
- GENERAL CONTRACTOR SHALL FURNISH AND INSTALL UNDERGROUND VACUUM SUCTION PIPES.

REFER TO CIVIL PAVING DRAWINGS FOR ALL PAVING SPECIFICATIONS AND DIMENSIONAL CONTROLS.

REVISIONS

REV.	DATE	DESCRIPTION

CONSULTANTS

PROJECT INFORMATION
DUMPSTER AND VACUUM ENCLOSURE
PLAN AND ELEVATIONS
WATERFLY FOLSOM
1011 RILEY STREET
FOLSOM, CA 95630

SHEET MANAGEMENT

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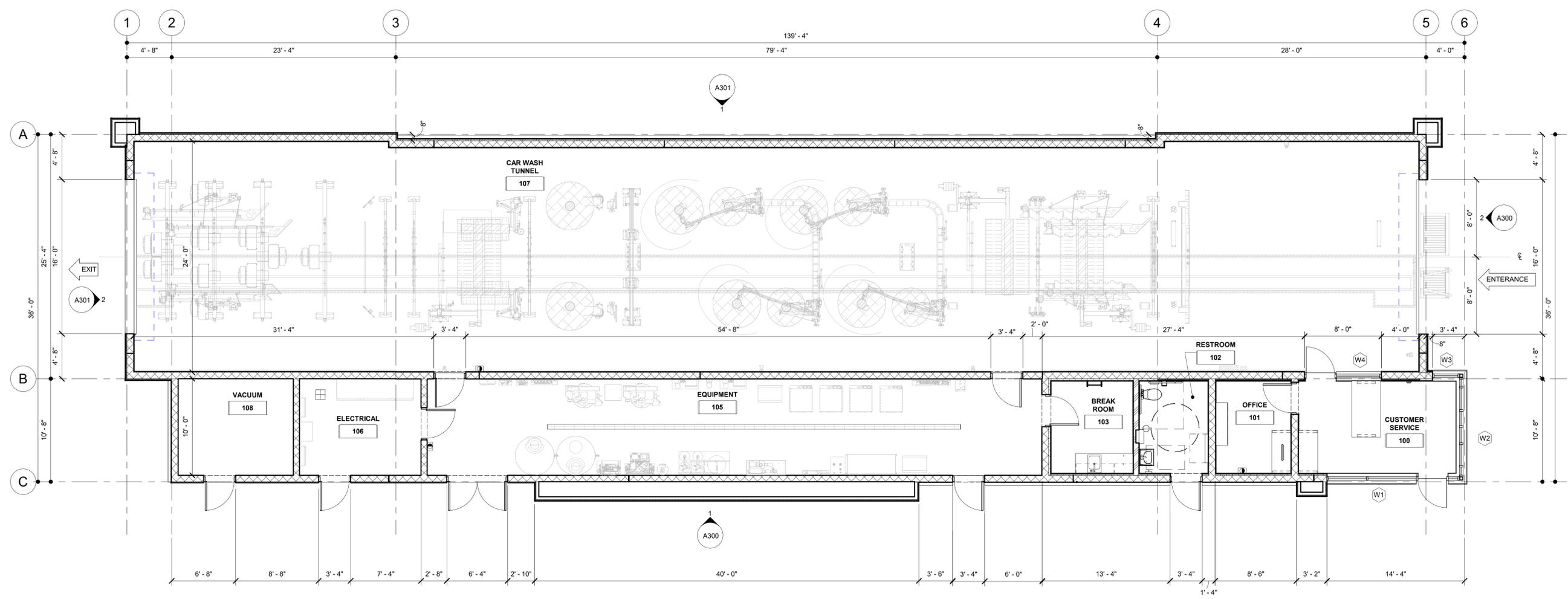
SHEET

A101

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1 FLOOR PLAN
SCALE: 3/16" = 1'-0"

REVISIONS

REV.	DATE	DESCRIPTION

CONSULTANTS

PROJECT INFORMATION
EXTERIOR ELEVATIONS

WATERFLY FOLSOM
1011 RILEY STREET
FOLSOM, CA 95630

SHEET MANAGEMENT

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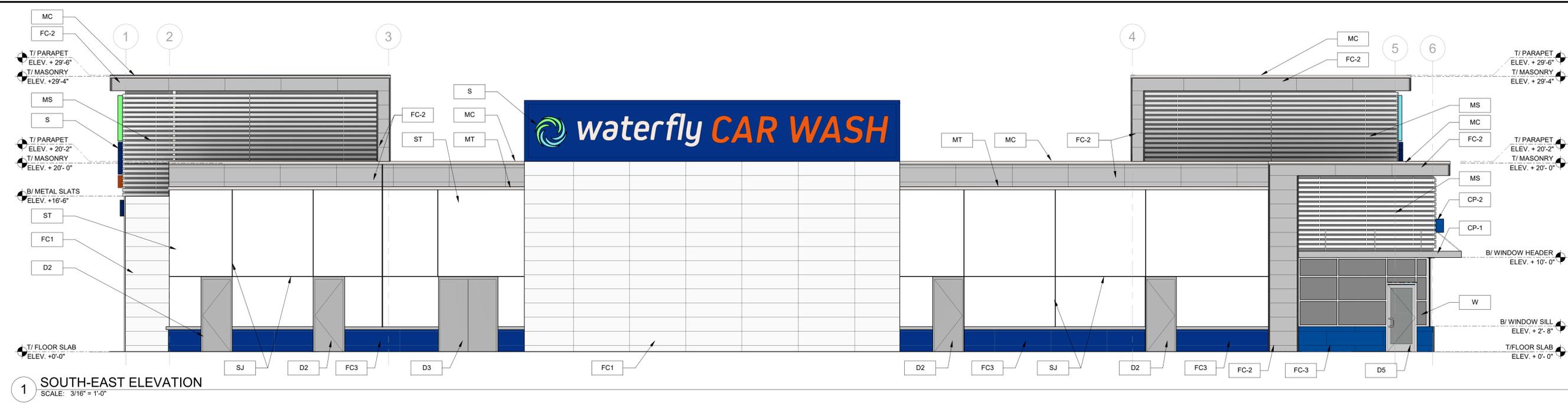
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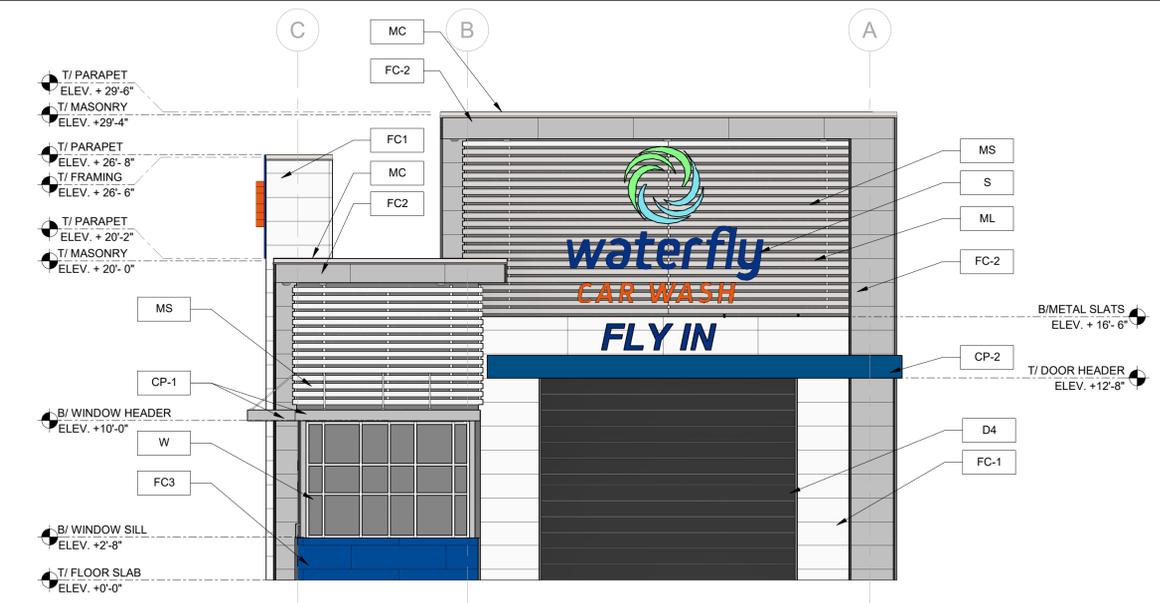
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SHEET

A300



1 SOUTH-EAST ELEVATION
SCALE: 3/16" = 1'-0"



2 NORTH-EAST ELEVATION
SCALE: 3/16" = 1'-0"

EXTERIOR MATERIAL SCHEDULE

MARK	DESCRIPTION
BR1	STONE VENEER - CORONADO STONE - URBANA SMOOTH - COLOR: SILVER ASH
CP-1	METAL CANOPY W/ TIEBACKS ALUMINUM FINISH W/ CONCEAL DRIP LEDGE
CP-2	CANTILEVERED OPEN CANOPY PAINTED P2
D1	ALUMINUM ENTRY DOOR - ANODIZED ALUMINUM FINISH
D2	HOLLOW METAL DOOR - EQUIPMENT ROOM DOOR
D3	HOLLOW METAL DOOR - EQUIPMENT ROOM DOUBLE DOOR
D4	OVERHEAD COILING DOOR - VENDING AREA AND TUNNEL - COLOR: GRAY
FC1	FIBER CEMENT PANELING NICHHA - MIRAIA - COLOR: SNOW
FC2	FIBER CEMENT PANELING NICHHA - MIRAIA - COLOR: GLACIER
FC3	FIBER CEMENT PANELING NICHHA - ILLUMINATION - COLOR: BAY BLUE
MS	METAL SLATS WITH ANODIZED SILVER FINISH
MC	METAL COPING - ALUMINUM PAINTED P3
MT	METAL TRIM - ALUMINUM PAINTED P3
P1	PAINT - SHERWIN WILLIAMS - EXTERIOR GRADE EXTRA WHITE - SW 7006
P2	PAINT - SHERWIN WILLIAMS - EXTERIOR GRADE BLUE BLOOD - SW 6966
P3	PAINT - SHERWIN WILLIAMS - EXTERIOR GRADE PEWTER - COL: 43928974M - EXTRUSION: 399B026, FLUOROPON METAL TRENDS
S	BUILDING SIGNAGE - PERMITTED AND INSTALLED BY OTHERS
SJ	STUCCO CONTROL JOINT
ST	STUCCO - PAINTED P1
W	WINDOW - CR LAURENCE US ALUMINUM - FLUSH FRONT SERIES 451 CLEAR ANODIZED



SEAL
I HEREBY CERTIFY THAT THESE DRAWINGS HAVE BEEN PREPARED UNDER MY DIRECT SUPERVISION AND THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF THEY COMPLY WITH THE BUILDING CODES AND ORDINANCES OF FOLSOM, CA.

REVISIONS

REV.	DATE	DESCRIPTION

CONSULTANTS

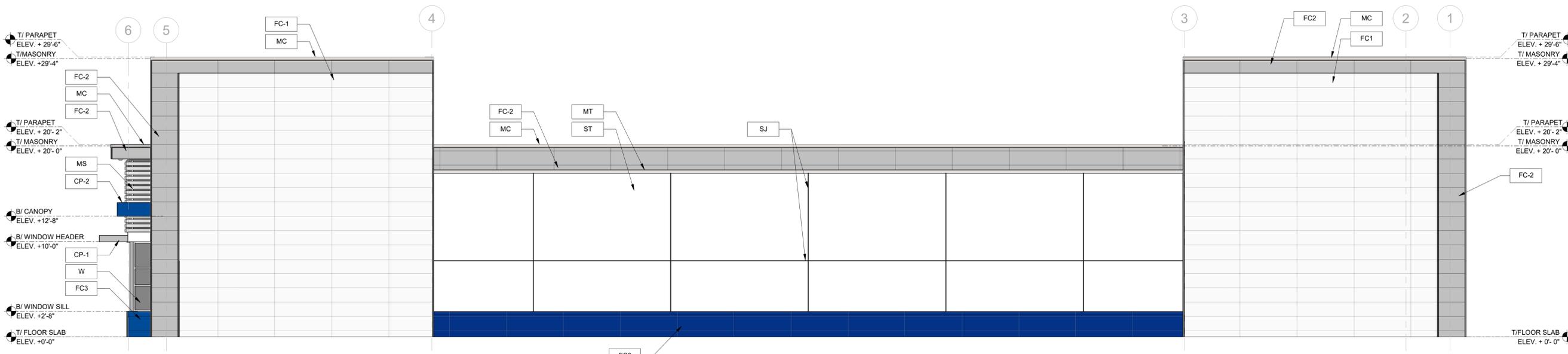
PROJECT INFORMATION
EXTERIOR ELEVATIONS
WATERFLY FOLSOM
1011 RILEY STREET
FOLSOM, CA 95630

SHEET MANAGEMENT

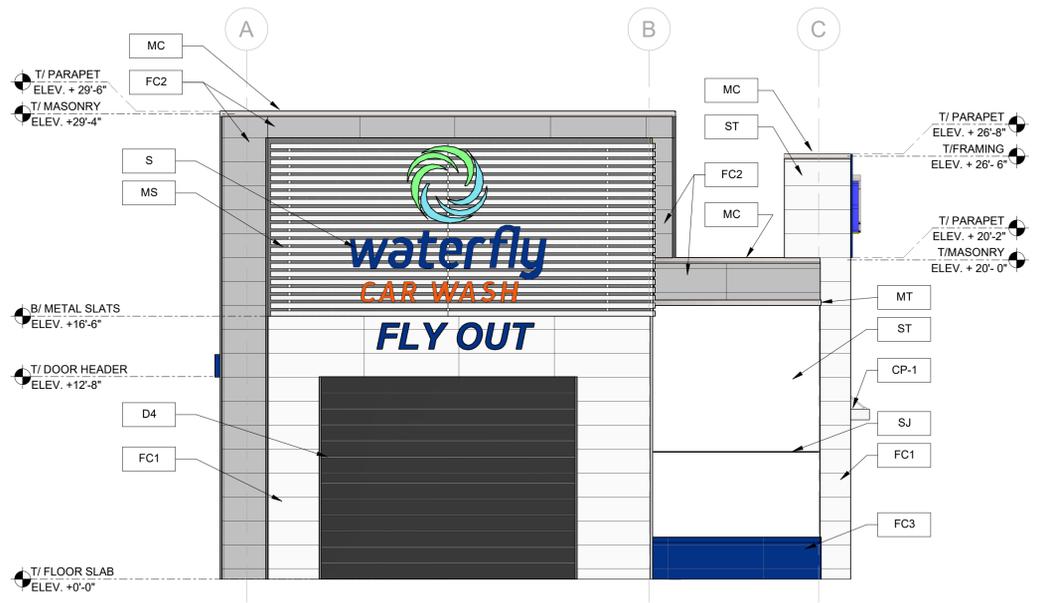
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SHEET
A301



1 NORTH-WEST ELEVATION
SCALE: 3/16" = 1'-0"



2 SOUTH-WEST ELEVATION
SCALE: 3/16" = 1'-0"

EXTERIOR MATERIAL SCHEDULE

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SJ	STUCCO CONTROL JOINT
ST	STUCCO - PAINTED P1
W	WINDOW - CR LAURENCE US ALUMINUM - FLUSH FRONT SERIES 451 CLEAR ANODIZED

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REVISIONS

REV.	DATE	DESCRIPTION
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CONSULTANTS

PROJECT INFORMATION
EXTERIOR RENDERINGS

WATERFLY FOLSOM
1011 RILEY STREET
FOLSOM, CA 95630

SHEET MANAGEMENT

PROJECT NUMBER:	WAT09-251
ISSUED DATE:	01/26/24
DRAWN BY:	Author
CHECKED BY:	Checker
PROJ. MGR:	

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SHEET

A900



1 VIEW 01 - CUSTOMER SERVICE
SCALE: NOT TO SCALE



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



3 VIEW 03 - TUNNEL EXIT
SCALE: 1/2" = 1'-0"



4 VIEW 04 - TUNNEL EXIT
SCALE: 1/2" = 1'-0"

Mirada Small Area Light (MRS)

Have questions? Call us at (800) 456-7800

PHOTOMETRICS (CONT)

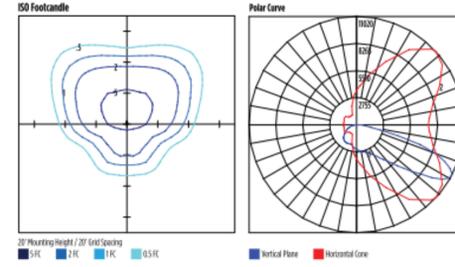
Type: _____

[Back to Quick Links](#)

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

Luminaire Data	
Type FT Distribution	
Description	4000 Kelvin, 70-CRI
Delivered Lumens	17682
Watts	105
Efficacy	167
IES Type	Type B - Short
DMC Rating	ES-10-G2

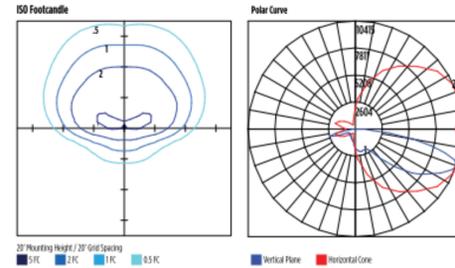
Zonal Lumen Summary		
Zone	Lumens	% Luminaire
Low (0-30°)	2255	13%
Medium (30-60°)	9662	54%
High (60-90°)	5696	32%
Very High (90-180°)	268	2%
Uplight (90-180°)	0	0%
Total Flux	17682	100%



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

Luminaire Data	
Type 4 Distribution	
Description	4000 Kelvin, 70-CRI
Delivered Lumens	10349
Watts	105
Efficacy	104
IES Type	Type W - Very Short
DMC Rating	ES-10-G4

Zonal Lumen Summary		
Zone	Lumens	% Luminaire
Low (0-30°)	1671	9%
Medium (30-60°)	795	42%
High (60-90°)	8074	44%
Very High (90-180°)	790	4%
Uplight (90-180°)	0	0%
Total Flux	10349	100%



Mirada Small Area Light (MRS)

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PHOTOMETRICS (CONT)

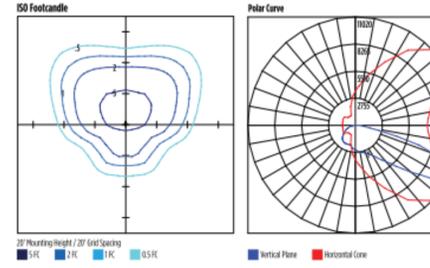
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[Back to Quick Links](#)

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

Luminaire Data	
Type FT Distribution	
Description	4000 Kelvin, 70-CRI
Delivered Lumens	17682
Watts	105
Efficacy	167
IES Type	Type B - Short
DMC Rating	ES-10-G2

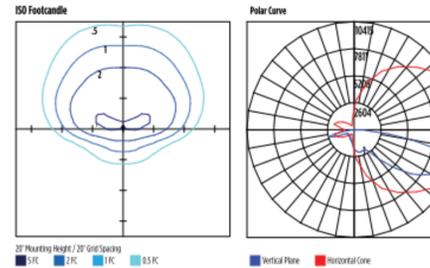
Zonal Lumen Summary		
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MRS-LED-18L-SIL-4-40-70CRI

Luminaire Data	
Type 4 Distribution	
Description	4000 Kelvin, 70-CRI
Delivered Lumens	10349
Watts	105
Efficacy	104
IES Type	Type W - Very Short
DMC Rating	ES-10-G4

Zonal Lumen Summary		
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Medium (30-60°)	795	42%
High (60-90°)	8074	44%
Very High (90-180°)	790	4%
Uplight (90-180°)	0	0%
Total Flux	10349	100%



Mirada Small Area Light (MRS)

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PHOTOMETRICS (CONT)

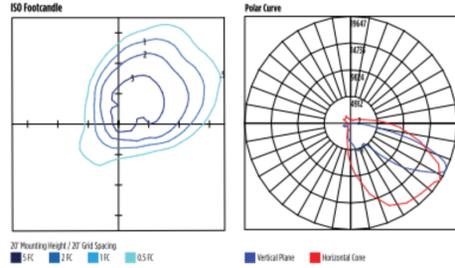
Type: _____

[Back to Quick Links](#)

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

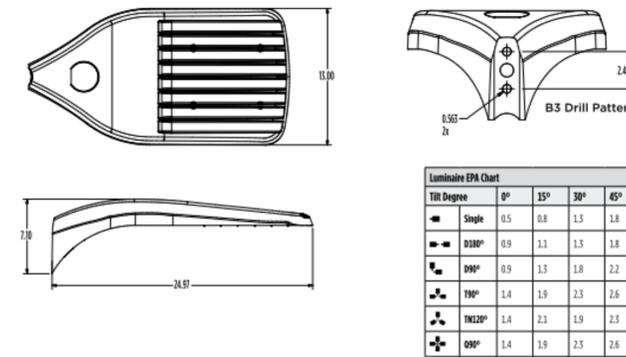
Luminaire Data	
Type Right Corner Distribution	
Description	4000 Kelvin, 70-CRI
Delivered Lumens	18138
Watts	105
Efficacy	173
IES Type	NA
DMC Rating	ES-10-G5

Zonal Lumen Summary		
Zone	Lumens	% Luminaire
Low (0-30°)	2917	16%
Medium (30-60°)	8966	49%
High (60-90°)	7204	40%
Very High (90-180°)	540	3%
Uplight (90-180°)	0	0%
Total Flux	18138	100%



PRODUCT DIMENSIONS

[Back to Quick Links](#)



Luminaire EPA Chart				
Tilt Degree	0°	15°	30°	45°
Simple	0.5	0.8	1.3	1.8
D130°	0.9	1.1	1.5	1.8
D90°	0.9	1.3	1.8	2.2
T90°	1.4	1.9	2.3	2.6
T60°	1.4	2.1	2.5	2.5
D90°	1.4	1.9	2.3	2.6

Mirada Small Area Light (MRS)

Have questions? Call us at (800) 456-7800

CONTROLS

Type: _____

[Back to Quick Links](#)

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

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	Description
On Event	Trigger that activates lights to turn on; either automatic via motion detected or manually activated via push of button.
Off Event	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 fixtures will turn on to when ON EVENT occurs.
Dim Light Level	The light level that the fixtures will dim down to when 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 has 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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REVISIONS

REV.	DATE	DESCRIPTION

CONSULTANTS

PROJECT INFORMATION
 EXTERIOR LIGHTING CUT SHEETS
 WATERFLY FOLSOM
 1011 RILEY STREET
 FOLSOM, CA 95630

SHEET MANAGEMENT

PROJECT NUMBER:	WAT09-251
ISSUED DATE:	01/26/24
DRAWN BY:	Author
CHECKED BY:	Checker
PROJ. MGR:	

SHEET

EL201



Catalog #: _____ Project: _____ Type: _____
 Prepared By: _____ Date: _____

Mirada Small Wall Sconce Silicone (XWS SIL)

Outdoor LED Wall Light



OVERVIEW	
Lumen Package (lm)	2,000 - 8,000
Wattage Range (W)	13 - 61
Efficacy Range (LPW)	126 - 162
Weight (lbs (kg))	10 (4.5)

QUICK LINKS

- Ordering Guide
- Performance
- Photometrics
- Dimensions

FEATURES & SPECIFICATIONS

- Construction**
- Rugged die-cast aluminum housing.
 - 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.
 - Extended housing available with 1/2" threaded hubs for surface conduit and rated wire.
 - 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
- Electrical**
- High-performance driver features over-voltage under-voltage, short-circuit, and over temperature protection.
- Controls**
- 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.
 - 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 (40°C max for 8L). 120-277V Only.
- Warranty**
- LSI luminaires carry a 5-year limited warranty. Refer to <https://www.lsicorp.com/resources/terms-conditions-warranty/> for more information.
- Listings**
- 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
 - IK08 rated luminaire 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/DPL to confirm which versions are qualified.



Mirada Small Wall Sconce Silicone (XWS SIL)

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

ORDERING GUIDE

Prefix	Light Source	Lumen Package	Lens	Distribution	Voltage	Driver
XWS - Mirada Small Wall Sconce	LED	2L - 2,000 3L - 5,000 4L - 6,000 8L - 8,000 Custom Lumen Packages!	SIL - Silicone	2 - Type 2 3 - Type 3 FT - Forward Throw	UNV - Universal Voltage (120-277V) HV - High Voltage (347-480V)	DM - 0-10V Dimming (0-100)

Color Temperature	Color Rendering	Controls	Finish	Options
50 - 5000K 40 - 4000K 30 - 3000K	70CRI - 70 CRI	Blank - None Wireless Controls ALBCS1 - LSI's AirLink Blue Wireless Motion & Photo Sensor Controller (8-24" mounting height) Standalone Controls EXT - 0-10V Dimming leads extended to housing exterior WBT011 - Integral Bluetooth™ Motion Sensor 8-24" Mtg! Button Tap Photocell PC120 - 120V PC120-277 - 120-277V PC147 - 147V	BLK - Black BRZ - Dark Bronze GMC - Gun Metal Gray GPT - Graphite MSF - Metallic Silver PPP - Platinum Plus ZNG - Safety Verde Green WHT - White	Blank - None BB - 10w Battery Back-up (0°C) CW8 - 10w Cold Weather Battery Backup (-20°C) BK20 - 20W Battery Back-up (0°C) EH - Extended Housing! SP1 - 10W Surge Protection Device

Need more information? [Click here for our glossary.](#) Have additional questions? Call us at (800) 436-7800

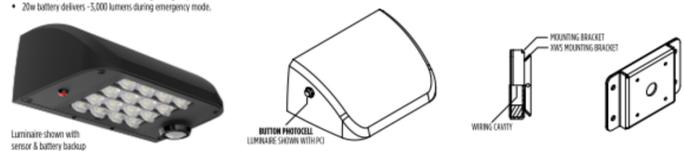
ACCESSORY ORDERING INFORMATION*

Part Number	Description
75K274GR	XWS Extended Housing/Surface Conduit Wiring Box
76W159GR	XWS Spacer Plate/Wiring Box

*Accessories are shipped separately and sold at retail.

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 of maintenance.
- 10w battery delivers 1,500 lumens during emergency mode.
- 20w battery delivers 3,000 lumens during emergency mode.



1. Custom lumen and wattage packages available. Consult factory. Values within industry standard tolerances but not IEC listed.
 2. When high voltage (HV) is specified, MSF and ALBCS control options are limited to BL and 8L lumen packages.
 3. WBT011 is not compatible with the 12 app that can be downloaded from your smartphone's native app store.
 4. Universal Voltage (UNV) (120-277V, 200V battery backup) are available in 2, 3, 4L.
 5. For applications with surface conduit.

Mirada Small Wall Sconce Silicone (XWS SIL)

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

PERFORMANCE

Lumen Package	Distribution	CRI	3000K CCT			4000K CCT			5000K CCT			Wattage
			Delivered Lumens	Efficacy	Bay Rating	Delivered Lumens	Efficacy	Bay Rating	Delivered Lumens	Efficacy	Bay Rating	
2L	2	70	1,851	142	81-10-61	1,914	152	81-10-61	1,976	152	81-10-61	13
	3		1,950	148	81-10-61	2,058	158	81-10-61	2,160	158	81-10-61	
	FT		1,889	145	81-10-61	2,005	155	81-10-61	2,017	155	81-10-61	
3L	2	70	2,765	146	81-10-61	2,950	155	81-10-61	2,955	155	81-10-61	19
	3		2,884	152	81-10-61	3,077	162	81-10-61	3,079	162	81-10-61	
	FT		2,822	149	81-10-61	3,000	158	81-10-61	3,012	159	81-10-61	
4L	2	70	4,655	155	82-10-61	4,965	142	82-10-61	4,970	142	82-10-61	25
	3		4,855	159	81-10-61	5,179	148	81-10-61	5,184	148	81-10-61	
	FT		4,750	156	81-10-61	5,062	145	81-10-61	5,072	145	81-10-61	
6L	2	70	5,578	150	82-10-61	5,950	150	82-10-61	5,956	150	82-10-61	45
	3		5,899	155	81-10-61	6,207	144	81-10-61	6,214	145	81-10-61	
	FT		5,695	152	81-10-61	6,075	141	81-10-61	6,079	141	81-10-61	
8L	2	70	7,571	125	82-10-61	8,054	132	82-10-61	8,047	132	82-10-61	61
	3		7,856	129	82-10-61	8,380	137	82-10-61	8,388	138	82-10-61	
	FT		7,687	126	82-10-61	8,199	134	82-10-61	8,207	135	82-10-61	

Lumen Package	Electrical Data - Current Draw AMPS*					
	120V	208V	240V	277V	347V	480V
2L	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
4L	0.29	0.17	0.15	0.13	0.10	0.07
6L	0.36	0.21	0.19	0.16	0.12	0.09
8L	0.51	0.29	0.25	0.22	0.18	0.13

Ambient Temperature (°C)	Recommended Lumen Maintenance - XWS!				
	Initial	25K hrs.†	50K hrs.†	75K hrs.†	100K hrs.†
25	100%	95%	90%	85%	80%
40	100%	91%	82%	73%	65%

Mirada Small Wall Sconce Silicone (XWS SIL)

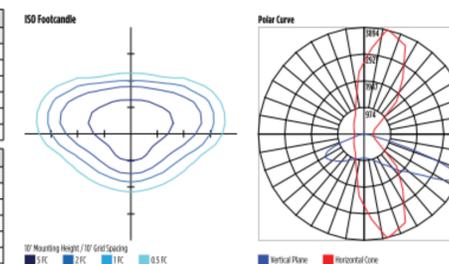
Have questions? Call us at (800) 436-7800

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.

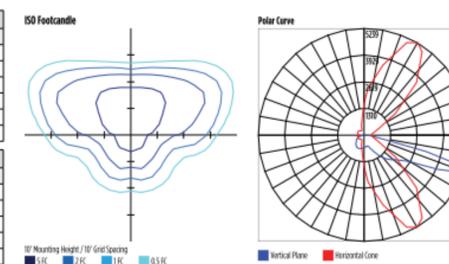
XWS-LED-6L-SIL-2-40-70CRI

Luminaire Data		
Type 2 Distribution	4000 Kelvin, 70 CRI	
Description	4000 Kelvin, 70 CRI	
Delivered Lumens	5,951	
Watts	42.5	
Efficacy	138	
IES Type	Type II - Short	
IK5 Rating	81-10-61	



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

Luminaire Data		
Type 3 Distribution	4000 Kelvin, 70 CRI	
Description	4000 Kelvin, 70 CRI	
Delivered Lumens	6,208	
Watts	42.5	
Efficacy	146	
IES Type	Type III - Medium	
IK5 Rating	81-10-61	



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 Downers Grove, IL 60515
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REVISIONS

REV.	DATE	DESCRIPTION

CONSULTANTS

PROJECT INFORMATION
 EXTERIOR LIGHTING CUT SHEETS
 WATERFLY FOLSOM
 1011 RILEY STREET
 FOLSOM, CA 95630

SHEET MANAGEMENT

PROJECT NUMBER:	WAT709-251
ISSUED DATE:	01/26/24
DRAWN BY:	Author
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Mirada Small Wall Sconce Silicone (XWS SIL)

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

Type: _____

PHOTOMETRICS

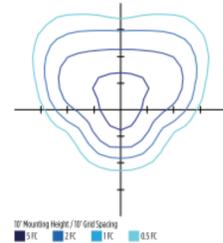
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XWS-LED-6L-SIL-FT-40-70CRI

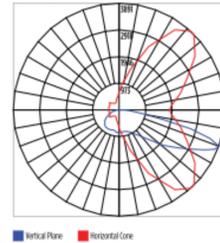
Luminaire Data	
Type / Distribution	4000 Kelvin, 70 DR
Description	4000 Kelvin, 70 DR
Delivered Lumens	6,873
Watts	42.5
Efficiency	163
IES Type	Type IV - Street
IKV Rating	IKV 40-42

Zonal Lumen Summary		
Zone	Lumens	% Luminaire
Low (0-30°)	788.3	12%
Medium (30-60°)	2,755.3	40%
High (60-90°)	2,475.4	43%
Very High (90-180°)	375.6	5%
Uplight (180-300°)	0	0%
Total Flux	6,873	100%

ISO Footcandle



Polar Curve



Mirada Small Wall Sconce Silicone (XWS SIL)

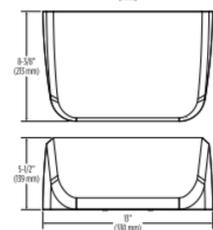
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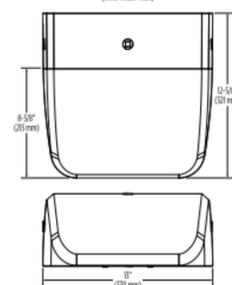
PRODUCT DIMENSIONS

[Back to Quick Links](#)

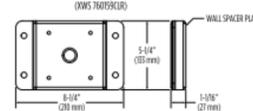
STANDARD HOUSING (XWS)



SCWB EXTENDED HOUSING (XWS 758274CLR)



XWS SPACER PLATE/WIRING BOX (XWS 760799CLR)



NOTE: Wall spacer plate allows the luminaire to float off the wall and provides space for securing wires (8.25\"/>

Mirada Small Wall Sconce Silicone (XWS SIL)

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

Type: _____

CONTROLS

[Back to Quick Links](#)

Integral Bluetooth™ Motion and Photocell Sensor (IMSBTL)

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[Click here to learn more details about AirLink Blue](#)



Sensor Sequence of Operations

Standard Programming	On Event	Off Event	On Light Level	Dim Light Level	Daylight Harvesting	Delay To Off	Sensitivity
IMSBTL	Motion	No Motion	100%	N/A	On: Auto Calibration	20 minutes	High

Operation	Description
On Event	Trigger that activates lights to turn on; either automatic via motion detected or manually activated via push of button.
Off Event	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 fixtures will turn on to when ON EVENT occurs.
Dim Light Level	The light level that the fixtures will dim down to when 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 fixtures 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 has 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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REVISIONS

REV.	DATE	DESCRIPTION

CONSULTANTS

PROJECT INFORMATION
 EXTERIOR LIGHTING CUT SHEETS

WATERFLY FOLSOM
 1011 RILEY STREET
 FOLSOM, CA 95630

SHEET MANAGEMENT

PROJECT NUMBER:	WAT09-251
ISSUED DATE:	01/26/24
DRAWN BY:	Author
CHECKED BY:	Checker
PROJ. MGR:	

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SHEET

EL203

MATERIAL BOARD		
FC1	FIBER CEMENT PANELING NICHIHA AWP 1818: 17 7/8" X 71 9/16" MIRAIA SNOW	
FC2	FIBER CEMENT PANELING NICHIHA AWP 1818: 17 7/8" X 71 9/16" MIRAIA GLACIER	
FC3	FIBER CEMENT PANELING NICHIHA AWP 1818: 17 7/8" X 71 9/16" ILLUMINATION BAY BLUE	
P1	PAINT – P1 SHERWIN WILLIAMS EXTRA WHITE – SW 7006 EXTERIOR GRADE	
P2	PAINT – P2 SHERWIN WILLIAMS BLUE BLOOD – SW 6966 EXTERIOR GRADE	
P3	PAINT – P3 SHERWIN WILLIAMS – FLUROPON METAL TRENDS PEWTER – COIL: 439Z897 EXTRUSION: 399B026 EXTERIOR GRADE	
D1	ALUMINUM ENTRY DOOR CLEAR ANODIZED DOOR FRAME	
W	WINDOW CR LAURENCE US ALUMINUM – CLEAR ANODIZED FINISH	
MS	B+N FROTINA SLATS NS-SN SILVER MATTE FINISH	

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REVISIONS

REV.	DATE	DESCRIPTION

CONSULTANTS

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PROJECT INFORMATION

MATERIAL BOARD

WATERFLY FOLSOM
1451 RILEY STREET
FOLSOM, CA 95630

SHEET MANAGEMENT

PROJECT NUMBER:	WAT09-201
ISSUED DATE:	12/19/23
DRAWN BY:	Aufur
CHECKED BY:	Checker
PROJ. MGR:	

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SHEET

MB 100

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

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 while allowing safe passage in and out of our property.

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

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)



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

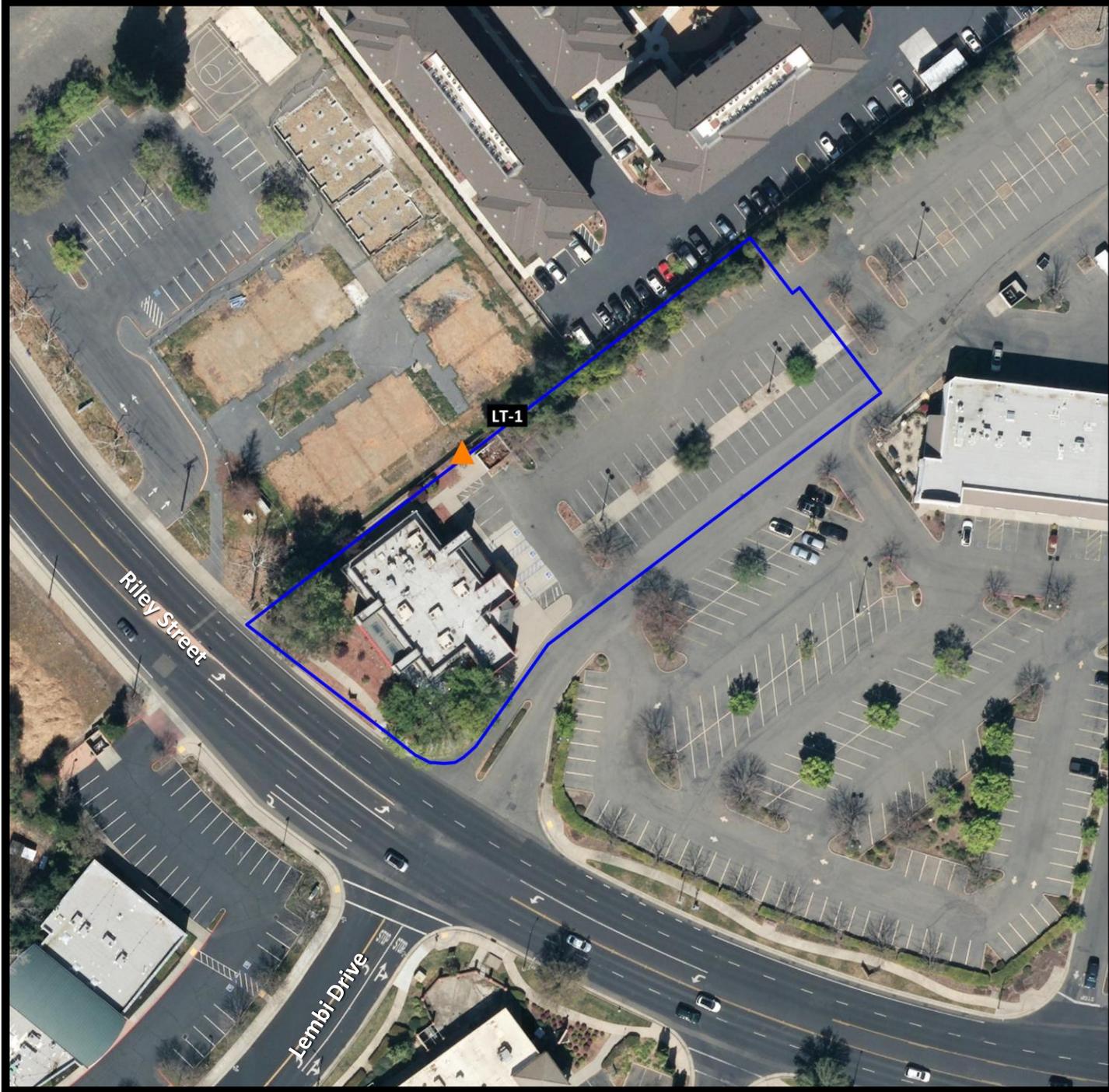
Fundamentals of Acoustics

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

**Figure 2
Noise Measurement Sites**

Legend

- Project Site
- ▲ Noise Measurement Site - Long Term



Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 11/07/2023



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 Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft.)	--100--	
Gas Lawn Mower at 1 m (3 ft.)	--90--	
Diesel Truck at 15 m (50 ft.), at 80 km/hr. (50 mph)	--80--	Food Blender at 1 m (3 ft.) Garbage Disposal at 1 m (3 ft.)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft.)	--70--	Vacuum Cleaner at 3 m (10 ft.)
Commercial Area 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} , dB	55	45
Maximum Level, dB	70	65

Noise levels are measured at the property line of the noise-sensitive 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

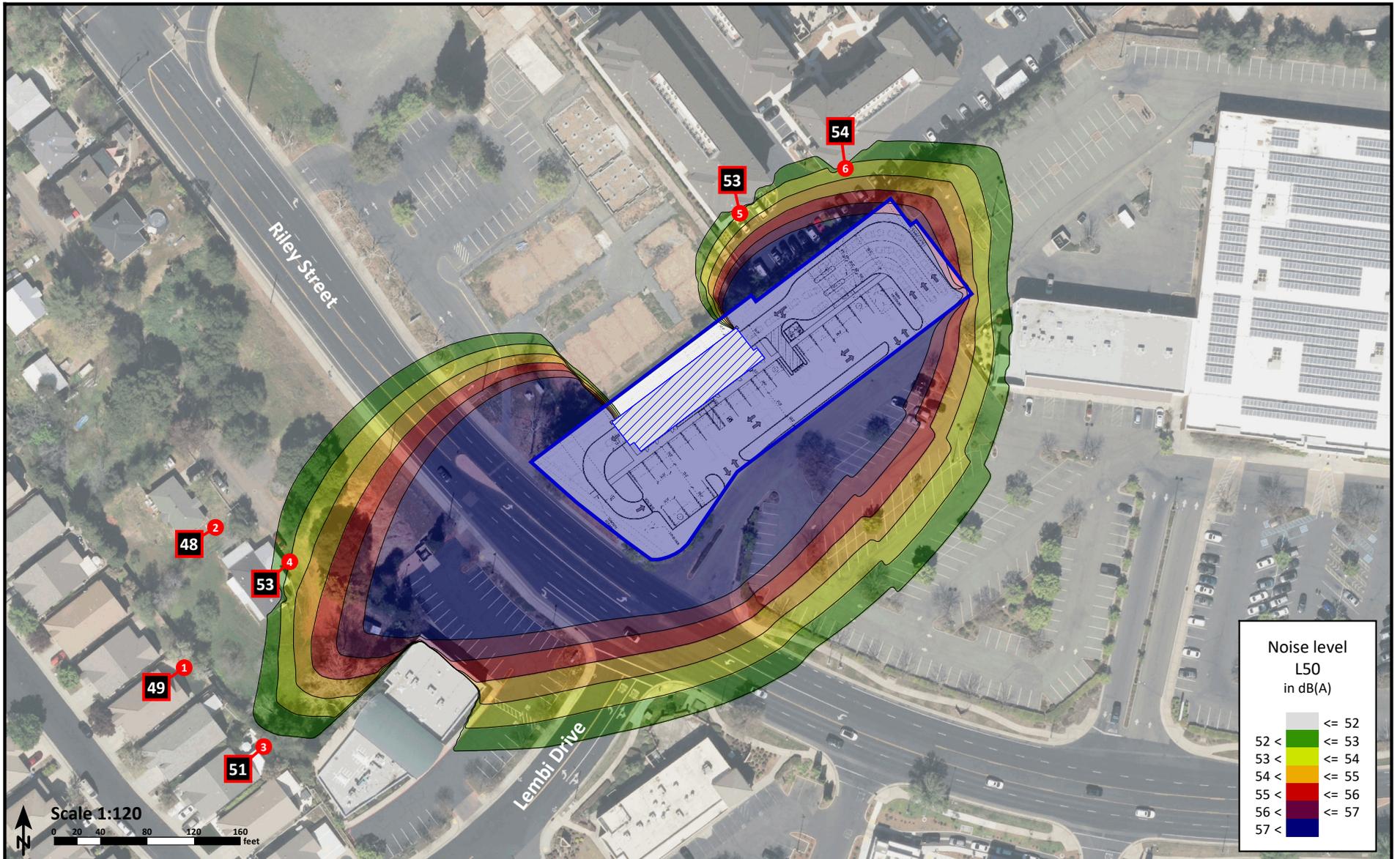
The air blower dryers are considered to be the dominant noise source for this type of car wash. Additionally, the vacuum station area and associated central vacuum turbine are substantial noise-generating components. This analysis considers each of these primary noise sources along with operation of 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 L_{50} measured at 50 feet outside enclosure. Maximum (L_{max}) noise levels are approximately equal to continuous median (L_{50}) noise levels for steady state operation. Saxelby Acoustics data.
Vacuum Station Area:	70 dBA L_{50} at edge of vacuum area. Maximum (L_{max}) noise levels are approximately equal to continuous median (L_{50}) 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.



Noise level
L50
in dB(A)

<= 52	Lightest Green
52 <	Light Green
53 <	Yellow-Green
54 <	Yellow
55 <	Orange
56 <	Red
57 <	Dark Red

WaterFly Express Car Wash

City of Folsom, California

Figure 3
Project Operational Noise Levels (dB(A) L50)

- Legend**
-  Proposed Building
 -  Project Site



OPERATIONAL NOISE AT EXISTING SENSITIVE RECEPTORS

Figure 3 shows the average (L_{50}) 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 Standards?
Standard	55.0 ²	52.0 ³	70.0 ⁴	
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	55.5	53.5	62.4	No

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 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.

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 L_{eq} 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.

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 Standards?
Standard	55.0 ²	52.0 ³	70.0 ⁴	
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 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.



Noise level
L50
in dB(A)

<= 52	Lightest Green
52 <	Light Green
53 <	Yellow-Green
54 <	Yellow
55 <	Orange
56 <	Red
57 <	Dark Blue

WaterFly Express Car Wash

City of Folsom, California

Figure 4
Project Noise with Alternate Dryer System plus Sound Wall (dB(A) L50)

- Legend**
-  Proposed Building
 -  Project Site
 -  Sound Wall



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.
Lmax	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.
NIC	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.
NRC	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 of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.
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 Monitoring Results

Site: LT-1

Project: WaterFly Express Car Wash 1011 Riley St.

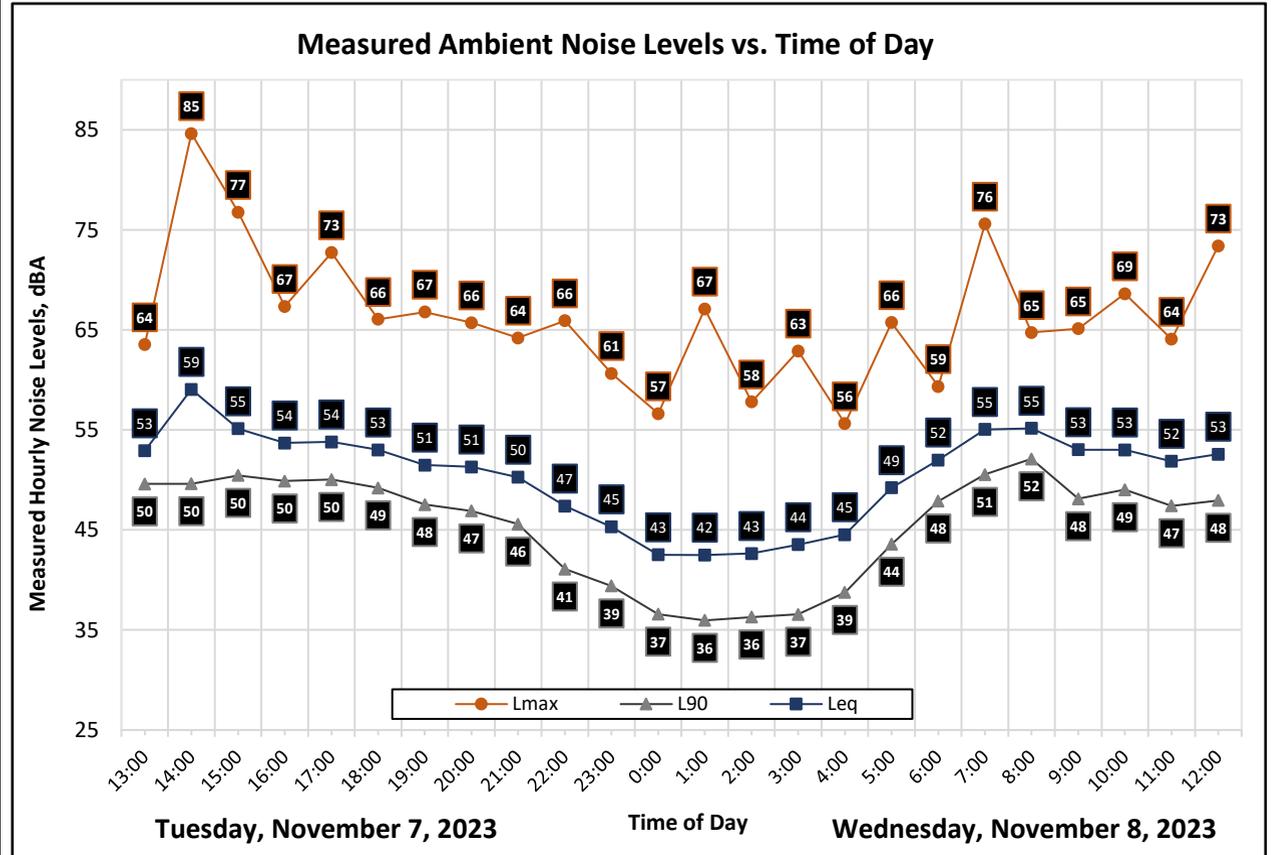
Meter: LDL 812-2

Location: North Western Project Boundary

Calibrator: CAL200

Coordinates: (38.6719984, -121.1698896)

Date	Time	Measured Level, dBA			
		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	L _{eq}	L _{max}	L ₅₀	L ₉₀
Day Average	54	69	52	49
Night Average	47	61	43	40
Day Low	50	64	49	46
Day High	59	85	55	52
Night Low	42	56	39	36
Night High	52	67	51	48
L _{dn}	55	Day %		90
CNEL	56	Night %		10



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

To: Trevor Knight
Waterfly Express Carwash, LLC

From: Stephen Dillon, P.E.
Pedro Cortes

Re: *Folsom Waterfly Carwash
Queueing Evaluation*

Date: March 19, 2024

The purpose of this memorandum is to summarize the queueing 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 4,963-square 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

Land Use	Size (KSF)	Daily Trips	Highest Peak-Hour				
			Total Trips	In		Out	
				%	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 queueing 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

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

Service Point	Available Storage (ft)	95th % Queue (ft)		
		Automated Pay Station: 60s/veh		
		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:

Arrival Rate, λ

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		
	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 queuing 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 anticipated 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 queuing 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

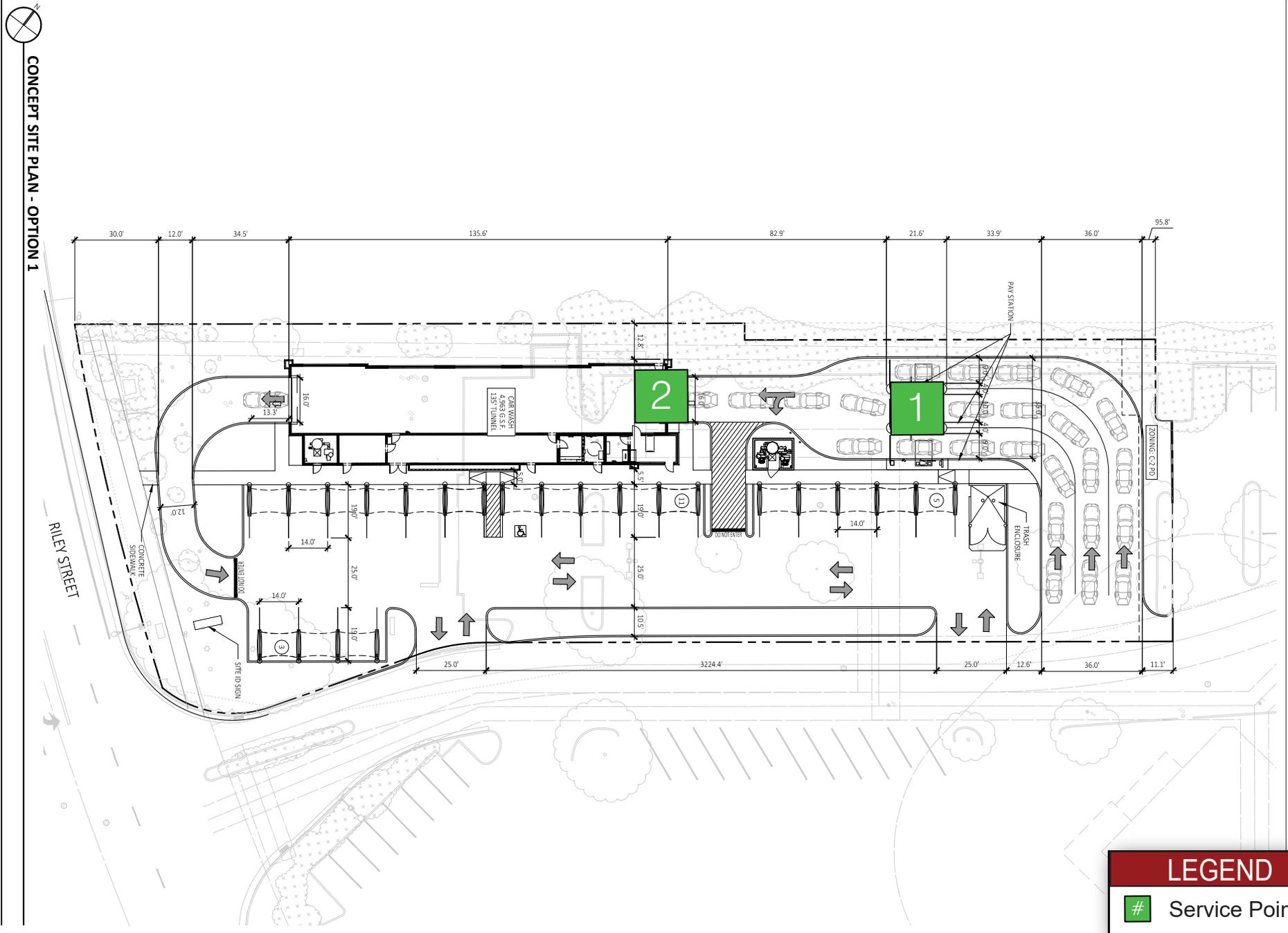
Attachment A – SANDAG Trip Generation Data

Attachment B – SimTraffic® Queuing Analysis Reports



NOT TO SCALE





LEGEND	
#	Service Points

Site Plan Source: Sevan Multi-Site Solutions, 10/30/2023

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.*

LAND USE	TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY]P	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio)				TRIP LENGTH (Miles) ^t
			Between 6:00-9:30 A.M.		Between 3:00-6:30 P.M.		
AGRICULTURE (Open Space)	[80:18:2]	2/acre**					10.8
AIRPORT	[78:20:2]						12.5
Commercial		60/acre, 100/flight, 70/1000 sq. ft. * **	5%	(6:4)	8%	(5:5)	
General Aviation		6/acre, 2/flight, 6/based aircraft * **	9%	(7:3)	15%	(5:5)	
Heliports		100/acre**					
AUTOMOBILE^s							
Car Wash							
Automatic		900/site, 600/acre**	4%	(5:5)	9%	(5:5)	
Self-serve		100/wash stall**	4%	(5:5)	8%	(5:5)	
Gasoline	[21:51:28]						2.8
with/Food Mart		160/vehicle fueling space**	7%	(5:5)	8%	(5:5)	
with/Food Mart & Car Wash		155/vehicle fueling space**	8%	(5:5)	9%	(5:5)	
Older Service Station Design		150/vehicle fueling space, 900/station**	7%	(5:5)	9%	(5:5)	
Sales (Dealer & Repair)		50/1000 sq. ft., 300/acre, 60/service stall* **	5%	(7:3)	8%	(4:6)	
Auto Repair Center		20/1000 sq. ft., 400/acre, 20/service stall*	8%	(7:3)	11%	(4:6)	
Auto Parts Sales		60/1000 sq. ft. **	4%		10%		
Quick Lube		40/service stall**	7%	(6:4)	10%	(5:5)	
Tire Store		25/1000 sq. ft., 30/service stall**	7%	(6:4)	11%	(5:5)	
CEMETERY		5/acre*					
CHURCH (or Synagogue)	[64:25:11]	9/1000 sq. ft., 30/acre** (quadruple rates for Sunday, or days of assembly)	5%	(6:4)	8%	(5:5)	5.1
COMMERCIAL/RETAIL^s							
Super Regional Shopping Center (More than 80 acres, more than 800,000 sq. ft., w/usually 3+ major stores)		35/1000 sq. ft., ^c 400/acre*	4%	(7:3)	10%	(5:5)	
Regional Shopping Center	[54:35:11]	50/1000 sq. ft., ^c 500/acre*	4%	(7:3)	9%	(5:5)	5.2
(40-80 acres, 400,000-800,000 sq. ft., w/usually 2+ major stores)							
Community Shopping Center	[47:31:22]	80/1000 sq. ft., 700/acre* **	4%	(6:4)	10%	(5:5)	3.6
(15-40 acres, 125,000-400,000 sq. ft., w/usually 1 major store, detached restaurant(s), 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)		120/1000 sq. ft., 1200/acre* **	4%	(6:4)	10%	(5:5)	
Commercial Shops	[45:40:15]						
Specialty Retail/Strip Commercial		40/1000 sq. ft., 400/acre*	3%	(6:4)	9%	(5:5)	
Electronics Superstore		50/1000 sq. ft.**			10%	(5:5)	
Factory Outlet		40/1000 sq. ft.**	3%	(7:3)	9%	(5:5)	
Supermarket		150/1000 sq. ft., 2000/acre* **	4%	(7:3)	10%	(5:5)	
Drugstore		90/1000 sq. ft.**	4%	(6:4)	10%	(5:5)	
Convenience Market (15-16 hours)		500/1000 sq. ft.**	8%	(5:5)	8%	(5:5)	
Convenience Market (24 hours)		700/1000 sq. ft.**	9%	(5:5)	7%	(5:5)	
Convenience Market (w/gasoline pumps)		850/1000 sq. ft., 550/vehicle fueling space**	6%	(5:5)	7%	(5:5)	
Discount Club		60/1000 sq. ft., 600/acre* **	1%	(7:3)	9%	(5:5)	
Discount Store		60/1000 sq. ft., 600/acre**	3%	(6:4)	8%	(5:5)	
Furniture Store		6/1000 sq. ft., 100/acre**	4%	(7:3)	9%	(5:5)	
Lumber Store		30/1000 sq. ft., 150/acre**	7%	(6:4)	9%	(5:5)	
Home Improvement Superstore		40/1000 sq. ft.**	5%	(6:4)	8%	(5:5)	
Hardware/Paint Store		60/1000 sq. ft., 600/acre**	2%	(6:4)	9%	(5:5)	
Garden Nursery		40/1000 sq. ft., 90/acre**	3%	(6:4)	10%	(5:5)	
Mixed Use: Commercial (w/supermarket)/Residential		110/1000 sq. ft., 2000/acre* (commercial only)	3%	(6:4)	9%	(5:5)	
		5/dwelling unit, 200/acre* (residential only)	9%	(3:7)	13%	(6:4)	
EDUCATION							
University (4 years)	[91:9:0]	2.4/student, 100 acre*	10%	(8:2)	9%	(3:7)	8.9
Junior College (2 years)	[92:7:1]	1.2/student, 24/1000 sq. ft., 120/acre* **	12%	(8:2)	9%	(6:4)	9.0
High School	[75:19:6]	1.3/student, 15/1000 sq. ft., 60/acre* **	20%	(7:3)	10%	(4:6)	4.8
Middle/Junior High	[63:25:12]	1.4/student, 12/1000 sq. ft. 50/acre**	30%	(6:4)	9%	(4:6)	5.0
Elementary	[57:25:10]	1.6/student, 14/1000 sq. ft., 90/acre* **	32%	(6:4)	9%	(4:6)	3.4
Day Care	[28:58:14]	5/child, 80/1000 sq. ft.**	17%	(5:5)	18%	(5:5)	3.7
FINANCIAL^s	[35:42:23]						3.4
Bank (Walk-In only)		150/1000 sq. ft., 1000/acre* **	4%	(7:3)	8%	(4:6)	
with Drive-Through		200/1000 sq. ft., 1500/acre*	5%	(6:4)	10%	(5:5)	
Drive-Through only		250 (125 one-way)/lane*	3%	(5:5)	13%	(5:5)	
Savings & Loan		60/1000 sq. ft., 600/acre**	2%		9%		
Drive-Through only		100 (50 one-way)/lane**	4%		15%		
HOSPITAL	[73:25:2]						8.3
General		20/bed, 25/1000 sq. ft., 250/acre*	8%	(7:3)	10%	(4:6)	
Convalescent/Nursing		3/bed**	7%	(6:4)	7%	(4:6)	
INDUSTRIAL							
Industrial/Business Park (commercial included)	[79:19:2]	16/1000 sq. ft., 200/acre* **	12%	(8:2)	12%	(2:8)	9.0
Industrial Park (no commercial)		8/1000 sq. ft., 90/acre**	11%	(9:1)	12%	(2:8)	
Industrial Plant (multiple shifts)	[92:5:3]	10/1000 sq. ft., 120/acre*	14%	(8:2)	15%	(3:7)	11.7
Manufacturing/Assembly		4/1000 sq. ft., 50/acre**	19%	(9:1)	20%	(2:8)	
Warehousing		5/1000 sq. ft., 60/acre**	13%	(7:3)	15%	(4:6)	
Storage		2/1000 sq. ft., 0.2/vault, 30/acre*	6%	(5:5)	9%	(5:5)	
Science Research & Development		8/1000 sq. ft., 80/acre*	16%	(9:1)	14%	(1:9)	
Landfill & Recycling Center		6/acre	11%	(5:5)	10%	(4:6)	

(OVER)

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)	HIGHEST PEAK HOUR % (plus IN:OUT ratio)		TRIP LENGTH (Miles) ^L		
			Between 6:00-9:30 A.M.	Between 3:00-6:30 P.M.			
LIBRARY	[44:44:12]	50/1000 sq. ft., 400/acre**	2%	(7:3)	10%	(5:5)	3.9
LODGING	[58:38:4]						7.6
Hotel (w/convention facilities/restaurant)		10/occupied room, 300/acre	6%	(6:4)	8%	(6:4)	
Motel		9/occupied room, 200/acre*	8%	(4:6)	9%	(6:4)	
Resort Hotel		8/occupied room, 100/acre*	5%	(6:4)	7%	(4:6)	
Business Hotel		7/occupied room**	8%	(4:6)	9%	(6:4)	
MILITARY	[82:16:2]	2.5/military & civilian personnel*	9%	(9:1)	10%	(2:8)	11.2
OFFICE							
Standard Commercial Office	[77:19:4]	20/1000 sq. ft., ^o 300/acre*	14%	(9:1)	13%	(2:8)	8.8
(less than 100,000 sq. ft.)							
Large (High-Rise) Commercial Office	[82:15:3]	17/1000 sq. ft., ^o 600/acre*	13%	(9:1)	14%	(2:8)	10.0
(more than 100,000 sq. ft., 6+ stories)							
Office Park (400,000+ sq. ft.)		12/1000 sq.ft., 200/acre* **	13%	(9:1)	13%	(2:8)	
Single Tenant Office		14/1000 sq. ft., 180/acre*	15%	(9:1)	15%	(2:8)	8.8
Corporate Headquarters		7/1000 sq. ft., 110/acre*	17%	(9:1)	16%	(1:9)	
Government (Civic Center)	[50:34:16]	30/1000 sq. ft.**	9%	(9:1)	12%	(3:7)	6.0
Post Office							
Central/Walk-In Only		90/1000sq. ft.**	5%		7%		
Community (not including mail drop lane)		200/1000 sq. ft., 1300/acre*	6%	(6:4)	9%	(5:5)	
Community (w/mail drop lane)		300/1000 sq. ft., 2000/acre*	7%	(5:5)	10%	(5:5)	
Mail Drop Lane only		1500 (750 one-way)/lane*	7%	(5:5)	12%	(5:5)	
Department of Motor Vehicles		180/1000 sq. ft., 900/acre**	6%	(6:4)	10%	(4:6)	
Medical-Dental	[60:30:10]	50/1000 sq. ft., 500/acre*	6%	(8:2)	11%	(3:7)	6.4
PARKS	[66:28:6]						5.4
City (developed w/meeting rooms and sports facilities)		50/acre*	4%		8%		
Regional (developed)		20/acre*	13%	(5:5)	9%	(5:5)	
Neighborhood/County (undeveloped)		5/acre (add for specific sport uses), 6/picnic site* **					
State (average 1000 acres)		1/acre, 10/picnic site**					
Amusement (Theme)		80/acre, 130/acre (summer only)**			6%	(6:4)	
San Diego Zoo		115/acre*					
Sea World		80/acre*					
RECREATION							
Beach, Ocean or Bay	[52:39:9]	600/1000 ft. shoreline, 60/acre*					6.3
Beach, Lake (fresh water)		50/1000 ft. shoreline, 5/acre*					
Bowling Center		30/1000 sq. ft., 300/acre, 30/lane **	7%	(7:3)	11%	(4:6)	
Campground		4/campsite**	4%		8%		
Golf Course		7/acre, 40/hole, 700/course* **	7%	(8:2)	9%	(3:7)	
Driving Range only		70/acre, 14/tee box*	3%	(7:3)	9%	(5:5)	
Marinas		4/berth, 20/acre* **	3%	(3:7)	7%	(6:4)	
Multi-purpose (miniature golf, video arcade, batting cage, etc.)		90/acre	2%		6%		
Racquetball/Health Club		30/1000 sq. ft., 300/acre, 40/court*	4%	(6:4)	9%	(6:4)	
Tennis Courts		16/acre, 30/court**	5%		11%	(5:5)	
Sports Facilities							
Outdoor Stadium		50/acre, 0.2/seat*					
Indoor Arena		30/acre, 0.1/seat*					
Racetrack		40/acre, 0.6 seat*					
Theaters (multiplex w/matinee)	[66:17:17]	80/1000 sq. ft., 1.8/seat, 360/screen*	1/3%		8%	(6:4)	6.1
RESIDENTIAL	[86:11:3]						7.9
Estate, Urban or Rural		12/dwelling unit**	8%	(3:7)	10%	(7:3)	
(average 1-2 DU/acre)							
Single Family Detached		10/dwelling unit**	8%	(3:7)	10%	(7:3)	
(average 3-6 DU/acre)							
Condominium		8/dwelling unit**	8%	(2:8)	10%	(7:3)	
(or any multi-family 6-20 DU/acre)							
Apartment		6/dwelling unit**	8%	(2:8)	9%	(7:3)	
(or any multi-family units more than 20 DU/acre)							
Military Housing (off-base, multi-family)							
(less than 6 DU/acre)		8/dwelling unit	7%	(3:7)	9%	(6:4)	
(6-20 DU/acre)		6/dwelling unit	7%	(3:7)	9%	(6:4)	
Mobile Home							
Family		5/dwelling unit, 40/acre*	8%	(3:7)	11%	(6:4)	
Adults Only		3/dwelling unit, 20/acre*	9%	(3:7)	10%	(6:4)	
Retirement Community		4/dwelling unit**	5%	(4:6)	7%	(6:4)	
Congregate Care Facility		2.5/dwelling unit**	4%	(6:4)	8%	(5:5)	
RESTAURANT^s	[51:37:12]						4.7
Quality		100/1000 sq. ft., 3/seat, 500/acre* **	1%	(6:4)	8%	(7:3)	
Sit-down, high turnover		160/1000 sq. ft., 6/seat, 1000/acre* **	8%	(5:5)	8%	(6:4)	
Fast Food (w/drive-through)		650/1000 sq. ft., 20/seat, 3000/acre* **	7%	(5:5)	7%	(5:5)	
Fast Food (without drive-through)		700/1000 sq. ft.**	5%	(6:4)	7%	(5:5)	
Delicatessen (7am-4pm)		150/1000 sq. ft., 11/seat*	9%	(6:4)	3%	(3:7)	
TRANSPORTATION							
Bus Depot		25/1000 sq. ft.**					
Truck Terminal		10/1000 sq. ft., 7/bay, 80/acre**	9%	(4:6)	8%	(5:5)	
Waterport/Marine Terminal		170/berth, 12/acre**					
Transit Station (Light Rail w/parking)		300/acre, 2 ^{1/2} /parking space (4/occupied)**	14%	(7:3)	15%	(3:7)	
Park & Ride Lots		400/acre (600/paved acre), { 5/parking space (8/occupied)* **	14%	(7:3)	15%	(3:7)	

* Primary source: *San Diego Traffic Generators*.

* 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)

^c Fitted curve equation: $\ln(T) = 0.502 \ln(x) + 6.945$ } T = total trips, x = 1,000 sq. ft.

^o Fitted curve equation: $\ln(T) = 0.756 \ln(x) + 3.950$ }

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

^S Suggested PASS-BY (undiverted or diverted < 1 mile) percentages for trip rate reductions only during P.M. peak period (based on combination of 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	10%
Sit-down high turnover	20%
Fast Food	40%

^T 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	0.8	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 interval.	

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth 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 by 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

Interval #2 Information

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	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 PHF, 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 Information

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

Interval #4 Information Recording

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 Information Recording

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	0.2
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)	1.0
Stop Del/Veh (s)	3658.8

Intersection: 1: Automated Pay Station

Movement	WB	WB	B4
Directions Served	T	T	T
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 Growth Factors.	
No data recorded this interval.	

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth 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 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	0.3	0.3
Total Stops	23	11	21	19
Fuel Used (gal)	0.2	0.1	0.1	0.1

Interval #2 Information

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, 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

Interval #3 Information

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 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	0.5	0.3	0.2
Total Stops	27	21	23	17
Fuel Used (gal)	0.2	0.2	0.2	0.1

Interval #4 Information Recording

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 Information Recording

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
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)	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)	1.0
Stop Del/Veh (s)	3737.6

Intersection: 1: Automated Pay Station

Movement	WB	WB	B4
Directions Served	T	T	T
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 Growth Factors.	
No data recorded this interval.	

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15
Volumes adjusted by Growth 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 Growth 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

Interval #2 Information

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	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 PHF, 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

Interval #3 Information

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	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 Growth 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

Interval #4 Information Recording

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	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 Information Recording

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	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 Used (gal)	0.2	0.1	0.1	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)	0.8	0.8
Total Del/Veh (s)	71.3	73.2
Stop Delay (hr)	0.8	0.8
Stop Del/Veh (s)	69.6	71.3

Total Zone Performance

Denied Delay (hr)	0.0
Denied Del/Veh (s)	
Total Delay (hr)	1.5
Total Del/Veh (s)	5485.6
Stop Delay (hr)	1.5
Stop Del/Veh (s)	5393.4

Intersection: 1: Automated Pay Station

Movement	WB	WB	B4
Directions Served	T	T	T
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

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

Plan Review Response

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

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

Attachment 10 Site Photos



ONE WAY

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