

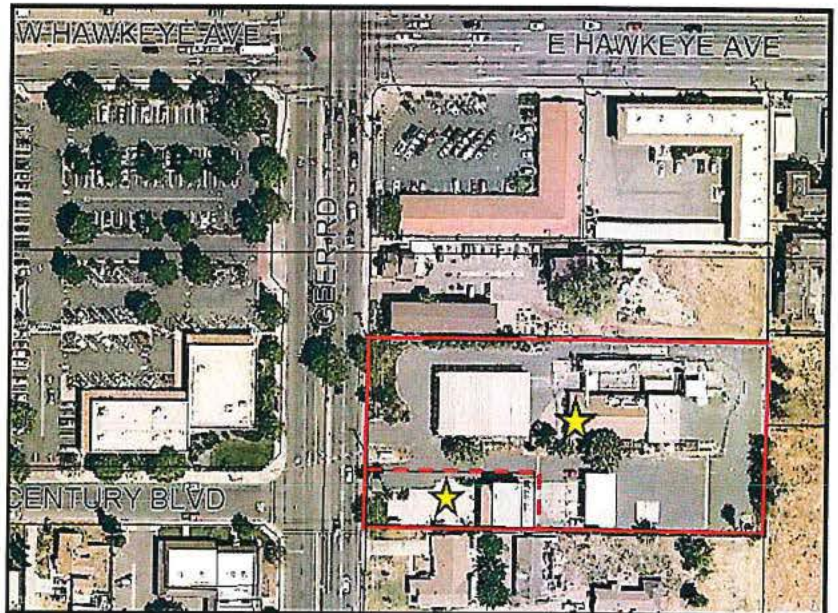


CITY OF TURLOCK INITIAL STUDY CHECKLIST

- 1) **Project Title:** MDP 2019-04
(MISTER CAR WASH)
SCH# 2019079081
- 2) **Lead Agency Name and Address:** City of Turlock
156 South Broadway, Ste. 120
Turlock, CA 95380
- 3) **Contact Person and Phone Number:** Adrienne Werner – Senior Planner
(209) 668-5640
- 4) **Project Location:** 1400 & 1398 Geer Road
(Stanislaus County APNs 042-012-024; 042-012-023)
- 5) **Project Sponsor's Name and Address:** PC Acquisition Sub Corp
222 E. 5th Avenue
Tucson, AZ 85705
- 6) **General Plan Designation:** Community Commercial (CC)
- 7) **Zoning:** Community Commercial (CC)
- 8) **Description of the Project:**

Mister Car Wash is requesting approval to construct a new approximately 6,540 square foot car wash, associated vacuum stalls, on-site parking and landscaping at 1398 & 1400 Geer Road.

This request to construct a car wash is different from the car wash previously approved as part of Rezone 2018-02 and MDP 2018-08 (Prime Shine Car Wash). The layout and circulation of the proposed Mister Car Wash has changed and the property at 1398 Geer Road is now included in the project. The carwash tunnel and office/storage building and vacuum stalls have switched locations. The existing auto lube and oil building at 1398 Geer Road will be demolished and the site incorporated into the new car wash layout.



9) **Surrounding Land Uses and Setting: (Briefly describe the project's surroundings)**

The project site is located in the southeast quadrant of the City of Turlock approximately 300-feet south of the Hawkeye Avenue and Geer Road intersection. Surrounded by a mix of commercial and residential uses the property is the site of the former Reflections Car Wash. An approximately 1-acre property immediately to the north is developed with a multifamily residential project. The southwest and southeast corners of the Hawkeye and Geer intersections are developed with neighborhood retail centers. Crowell



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Elementary School is located across Hawkeye Avenue approximately 600-feet north of the project site. The property to the south is designated for commercial use and is developed with a single family residence. The properties to the east are zoned for residential uses.

10) Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement).

San Joaquin Valley Air Pollution Control District
Regional Water Quality Control Board

11) Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

The Yokuts tribe was contacted in writing on July 16, 2019 as part of the Early Public Consultation process. Consultation has not been requested by the Yokuts. The Torres Martinez Desert Cahuilla Indians no longer request consultation as stated in their letter dated April 19, 2017.

12) EARLIER ENVIRONMENTAL ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. [Section 15183]

a) Earlier analyses used. (Available for review at the City of Turlock –Development Services, 156 S. Broadway, Suite 120, Turlock, CA).

City of Turlock General Plan, 2012 (City Council Resolution No. 2012-173)
Turlock General Plan – EIR, 2012 (Turlock City Council Resolution No. 2012-156)
City of Turlock, Housing Element, Certified in 2016
City of Turlock, Water Master Plan Update, 2003 (updated 2009)
Turlock Parks Master Plan, 1995 (Reviewed in 2003)
City of Turlock, Waste Water Master Plan, 1991 (Updated 2014)
City of Turlock, Storm Water Master Plan, 2013 (Adopted 2016)
City of Turlock, Urban Water Management Plan, 2015 (Adopted June 2016)
City of Turlock, Sewer System Master Plan, 2013
Turlock Municipal Code
City of Turlock Capital Facilities Fee Nexus Study (Turlock City Council Resolution No. 2013-202)
Underground Fuel Storage Tank Closure Work – Prime Shine Car Wash formerly Reflections Car Wash (February 27, 2017)
Environmental Noise Assessment – Mr. Car Wash – 1400 Geer Road (July 7, 2019)
Prime Shine Car Wash, Mitigated Negative Declaration Adopted January 29, 2019

b) Impacts adequately addressed. (Effects from the checklist below, were within the scope of, and adequately analyzed during an earlier document pursuant to applicable legal standards, and such effects were addressed by mitigation measures based on the earlier analysis).

As identified in the Turlock General Plan EIR, development in the project area would result in significant, and unavoidable, impacts in the areas of transportation, noise, regional air quality, and the eventual loss of agricultural land and soil resources. The magnitude of these impacts can be reduced, but not eliminated, by applying the policies, programs and mitigation measures identified in the Turlock General Plan to the project and identifying mitigation measures as necessary in this initial study. The intensity of the proposed development will result in project level impacts that are equal to, or of lesser severity, than those anticipated in the General Plan EIR, and they would not be different from cumulative effects anticipated by the Turlock General Plan EIR. Potential secondary environmental impacts from the project will be of equal or lesser severity than those identified in the General Plan EIR. Therefore, mitigation measures identified in the General Plan EIR, and their respective Statements of Overriding Considerations



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(contained in Turlock City Council Resolution No. 2012-156), are adequate to mitigate the impacts from the proposed project where feasible, and are hereby incorporated by reference.

- c) **Mitigation Measures.** (For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

Project level impacts will be mitigated by application of mitigation measures identified in this initial study, and by appropriate conditions of approval. All cumulative environmental effects related to the ultimate development of the project area will be mitigated through compliance with the policies, standards, and mitigation measures of the Turlock General Plan and General Plan MEA/EIR, as well as the standards of the Turlock Municipal Code, and are herein incorporated by reference where not specifically identified.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below ☒ could be potentially affected by this project. However, these impacts would result in a less than significant on the environment by incorporating appropriate mitigation measures.

X	Aesthetics		Hazards & Hazardous Materials		Recreation
	Agricultural and Forestry Resources	X	Hydrology/Water Quality	X	Transportation/Traffic
X	Air Quality		Land Use/Planning		Tribal Cultural Resources
X	Biological Resources		Mineral Resources	X	Utilities/Service Systems
X	Cultural Resources	X	Noise		
X	Geology/Soils		Population/Housing		
X	Greenhouse Gas Emissions	X	Public Services		

RECOMMENDED FINDINGS: Pursuant to Public Resources Code Section 21080(c)(2) and CEQA Guidelines Section 15168(c)(1), the City of Turlock, as lead agency for the proposed project, has prepared an initial study to make the following findings:



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Pursuant to Public Resources Code Section 21080(c)(2) and CEQA Guidelines Section 15168(c)(1), the City of Turlock, as lead agency for the proposed project, has prepared an initial study to make the following findings:

1. Pursuant to CEQA Guidelines Section 15162, the proposed activity is adequately described and is within the scope of the General Plan EIR.
2. All feasible mitigation measures developed in the General Plan EIR have been incorporated into the project.
3. Pursuant to Public Resources Code Sections 21080(c)(2) and 21157.5, the initial study prepared for the proposed project has identified potential new or significant effects that were not adequately analyzed in the General Plan EIR but feasible mitigation measures have been incorporated to revise the proposed subsequent project to avoid or mitigate the identified effects to a point where clearly no significant effects would occur.
4. There is no substantial evidence before the lead agency that the subsequent project, as revised, may have a significant effect on the environment.
5. The analyses of cumulative impacts, growth inducing impacts, and irreversible significant effects on the environment contained in the General Plan EIR are adequate for this subsequent project.
6. Pursuant to CEQA Guidelines Section 15093, a Statement of Overriding Considerations was adopted for the General Plan EIR (City Council Resolution 2012-156). As identified in the Turlock General Plan EIR, development in the project area would result in significant, and unavoidable, impacts in the areas of noise, regional air quality, and the eventual loss of agricultural land. The magnitude of these impacts can be reduced, but not eliminated by the mitigation measures referenced in the initial study prepared for this project and General Plan EIR. Therefore, mitigation measures identified in the General Plan EIR, and its respective Statements of Overriding Considerations, are adequate to mitigate the impacts from the proposed project where feasible, and are hereby incorporated by reference.
7. Pursuant to Public Resources Code Section 21157.6(a), having reviewed the General Plan EIR, the City of Turlock finds and determines that:
 - a. No substantial changes have occurred with respect to the circumstances under which the General Plan EIR was certified, and
 - b. that there is no new available information which was not and could not have been known at the time the General Plan EIR was certified.
8. Whereas, on June 13, 2017, the City of Turlock adopted minor changes, deletions, and additions to the project described in the Final Master Environmental Impact Report for the Northwest Triangle Specific Plan and certified a Mitigated Negative Declaration to the Final EIR demonstrating that the preparation of a Subsequent Environmental Impact Report (EIR) was not required, pursuant to Section 15162 of the California Environmental Quality Act, because none of the following findings could be made:
 - (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 - (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
 - (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR;



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(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Adrienne Werner, Senior Planner
Development Services – Planning Department

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.



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- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, "Earlier Analysis," may be cross-referenced).
- 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c) (3) (d). In this case, a brief discussion should identify the following:
 - (a) Earlier Analysis Used. Identify and state where they are available for review.
 - (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

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



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Response:

The proposed car wash is located in an urbanized area surrounded by commercial and residential uses. The 1.68-acre parcel (1400 Geer Road) was previously developed with a 5,450 square foot car wash that was demoed in 2016. The 0.23-acre parcel (1398 Geer Road) is currently developed with an auto lube and oil service facility that will be demolished to make way for the construction of the new car wash facility. The General Plan EIR notes that the primary scenic views lie on the City's boundary, at its agricultural edge. The General Plan recognizes the relatively flat topography of Turlock results in few scenic vistas. The General Plan further concludes within most of the existing urbanized area, infill development and redevelopment would not have a significant effect on the visual quality of the city, because new development would likely be similar in scale and character to existing development. The car wash building and tunnel are approximately 22-feet to the roofline with architectural tower elements ranging in height from 25'-35'. The carwash building and tunnel are in scale with the 2-story apartment buildings to the north and do not exceed the 35-foot height limit established in the Community Commercial zoning district. The buildings are set back approximately 80-feet from the residential zoning district to the east minimizing the visual impact of the car wash facility. (*General Plan EIR pg. 3.7-1, 3.7-7, 3.7-9*)

- b) There are no scenic or historic resources on the project site. The 1.68 property is the site of the former Reflections Car Wash which was demoed in 2016 and is currently vacant. A site visit conducted by staff on September 3, 2018 and again on August 1, 2019 confirmed the property is currently undeveloped and has no historic buildings, or other distinctive natural or historic resources. The 0.23-acre property is currently developed with an auto lube and oil service facility. State scenic highways refer to those highways that are officially designated by the California Department of Transportation (Caltrans) as scenic. There are currently no highways in the General Plan study area eligible or officially designated as scenic highways by The Master Plan of State Highways Eligible for Official Scenic Highway Designation. The nearest State scenic highway is State Highway 5, which is designated scenic from the Merced county line to the San Joaquin county line. State Highway 5 is located approximately 25 miles from the project site. Due to the distance and intervening topography the project site would not be visible. (*General Plan EIR pg. 3.7-1*)
- c) The former Reflections Car Wash and associated improvements was removed in 2016. The 1.68-acre property is currently vacant. A new 6,450 square foot car wash with associated vacuum stalls, on-site parking, and landscaping are proposed to be constructed on the vacant site. The auto lube and oil facility on the adjacent 0.23-acre parcel will be demolished and incorporated into the project. The car wash facility will develop in accordance with City standards in the General Plan Urban Design Element, Zoning Ordinance, and the City's Design Guidelines. The change in materials, finishes, building colors, and rooflines minimize the bulkiness of the building and meet the design guidelines for the Community Commercial zoning district. The Turlock General Plan notes that new development that implements the General Plan Urban Design Element creates a more aesthetically pleasing character for the City. The development of the site with a new car wash facility would affect the existing visual character of the vacant site; however, the development standards contained in the City Design Guidelines have been applied to the project to ensure it meets the community's standards and is compatible with current and future uses in the area. Any development of the property will affect the existing visual character of the vacant site; however, the policies and standards contained in the General Plan, Zoning Ordinance, and design guidelines reduce any adverse impacts on visual character to less than significant. (*TMC §9-2-122; Design Guidelines pg. 27-31; NWTSP pgs. 2-7, 2-13, 2-26, 2-27, General Plan pgs. 6-5, 6-29*)



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- d) The project site is located in an urbanized area surrounded by commercial and residential uses. The development of the property with a new car wash facility will produce light and glare from on-site lighting. The Turlock General Plan EIR concludes that any new development has the potential to create new sources of light and glare; but would generally not be out of character with the existing urban environment, and would not rise to a level of being significant. In addition, the proposed landscape areas on the perimeter of the project and the distance of the buildings from the residential uses further reduces the light and glare associated with urbanization. (*General Plan EIR pg. 3.7-11*)

Sources: *City of Turlock, General Plan and MEIR, 2012; City Design Element, 2012; City of Turlock, Standard Specifications, Section 18; City of Turlock Beautification Master Plan, 2003; Turlock Zoning Ordinance, Commercial Districts; City of Turlock Design Guidelines.*

Mitigation:

None

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
2. Agriculture and Forestry Resources - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the states inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources agency, to non-agricultural use?				X
a) Conflict with existing zoning for agricultural use of a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X



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e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X
Response:				
a) The project is proposed to be developed on a property designated as "Urban and Built-Up Land" and on the 2016 Stanislaus County Important Farmland Map as compiled by the California Department of Conservation, Farmland Mapping and Monitoring Program. The infill property was the site of a 5,450 square foot car wash facility which was removed in 2016. The property is located in an urbanized area surrounded by commercial and residential uses. There are no agricultural uses on the property. Therefore, the project will not be converting prime farmland, unique farmland, or farmland of statewide importance. (General Plan pgs. 7.7 through 7.11)				
b) The property is not enrolled in a Williamson Act contract or adjacent to any properties that are enrolled in the Williamson Act. The site is zoned for urbanized uses and will not conflict with any agricultural zoning districts or land held in Williamson Act Contract.				
c), d) The project site is located within the City of Turlock in a developed area designated for urban uses. The project does not conflict with the existing Community Commercial zoning designation. There are no forest lands or timberlands within the City of Turlock.				
e) The property is located within the City of Turlock in an urbanized area and surrounded by urban uses. The property is designated for commercial uses. The property was developed in 1987 with a 5,450 square foot car wash facility which was removed in 2016. The property is currently vacant and surrounded by urban uses. Development of the site will not involve changes in the existing environment which will result in conversion of farmland or forest land as the properties in the area are already developed with commercial and residential.				
Sources: CA Dept. of Conservation Farmland Mapping and Monitoring Program, 2014: City of Turlock, General Plan, Land Use Element, 2012; City of Turlock, General Plan EIR, 2012.				
Mitigation:				
None				
	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
3. Air Quality - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?		X		
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		X		
c) Expose sensitive receptors to substantial pollutant concentrations?			X	



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d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	
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Response:

a), b) The project will not conflict with, or obstruct, implementation of the 2007 PM₁₀ Maintenance Plan, the 2016 Ozone Plan, or the 2012, 2015 and 2018 PM_{2.5} Plan or related subsequent progress reports of these plans. SJVAPCD has established thresholds for ROG, NO_x, PM₁₀ & PM_{2.5} emissions. The project will be subject to the San Joaquin Valley Air District rules and regulations designed to control criteria pollutants, such as Rule 9510 and Regulation VIII. The project is required to obtain these permits to construct and operate. As such, the project is not expected to cause a conflict with, or obstruct implementation of applicable air quality plans.

Based on the CalEEMod 2016.3.2 air quality impact analysis run on August 13, 2019 (Attachment 1), the project is located in an urbanized area surrounded by industrial, commercial, and residential uses in Climate Zone 3, wind speeds 2.7 m/s, and 45 days precipitation frequency. When the construction emissions and operational emissions were calculated in the CalEEMOD models, it was found that emissions would not exceed the established Air Quality Thresholds of Significance for both Construction and Operational Emissions for ROG (10 tons per year), NO_x (10 tpy), PM₁₀ (15 tpy) & PM_{2.5} (15 tpy) emissions. The construction emissions and operational emissions calculated in the CalEEMOD 2016.3.2 model, will not exceed 5 tons per year for each of the established thresholds for ROG, NO_x, PM₁₀ & PM_{2.5}.

Overall Construction Emissions

ROG 0.3043 tpy, NO_x 1.8429 tpy, CO 1.5883 tpy SO_x 3.1100e-003 tpy, PM₁₀ 0.1443 tpy and PM_{2.5} 0.1054 tpy.

Overall Operational Emissions

ROG 0.0362 tpy, NO_x 0.0000 tpy, CO 4.0000e-005 tpy SO_x 0.0000 tpy, PM₁₀ 0.0000 tpy and PM_{2.5} 0.0000 tpy.

In addition, a letter received from the San Joaquin Valley Air Pollution Control District, dated July 30, 2019, stated that based on the information provided to the District, project specific annual emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NO_x), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SO_x), 15 tons per year of particulate matter of 10 microns or less in size (PM₁₀), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM_{2.5}). The District concludes that the Project would have a less than significant impact on air quality when compared to the above-listed annual criteria pollutant emissions significance thresholds.

The District added that based on the information provided, the proposed Project would equal or exceed 2,000 square feet of commercial space. Therefore, the District concludes that the proposed Project is subject to District Rule 9510 (Indirect Source Review). District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees.

The project site is zoned Community Commercial (CC). Table 9 of the CFF Nexus study shows 53.28 trips per 1,000 square feet of building area were anticipated in the CC Zoning District. A FAR of .35 was used to anticipate the square footage of development for vacant land in the CC Zoning district. The .35 FAR applied to this property would result in approximately 25,613 square feet of building area anticipated in the General Plan for this site. At the anticipated 53.28 trips per 1,000 square feet of building area used in the General Plan, this area was expected to generate



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approximately 1,365 daily trips. Mister Car Wash will operate on average with 3-4 employees per shift. The Institute of Transportation Engineers (ITE) Trip Generation estimates the number of vehicle trips generated by a proposed development. Using ITE's Land Use: 948 Automated Car Wash, it is anticipated that the proposed project will generate 75 average vehicle trips (AVT) during the week and 196 AVT on Saturday. ITE did not have data for AVT for Sunday. This is well below the number of trips anticipated for the site as part of the General Plan.

A variety of toxic air contaminants (TACs) are of environmental concern. The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective* provides recommended setback distances for sensitive land uses from major sources of TACs such as gas stations, freeways and high traffic roads, distribution centers and dry cleaners. The SJVAPCD defines sensitive receptors as "people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling unit(s)." The car wash facility is not a sensitive receptor and does not involve siting a new sensitive receptor within any recommended setback distance of any existing source of TACs. Additionally, the car wash facility does not fall into the CARB category of a major source of TACs, and therefore would not expose sensitive receptors to TAC emissions.

The CARB also identifies diesel particulate matter (DPM) from diesel-fueled engines as a TAC. High volume freeways, stationary diesel engines, and facilities attracting heavy and constant heavy diesel semi-truck traffic, such as distribution centers, are identified as having the highest associated health risks for DPM. The CARB handbook identifies significant sources of DPM as land uses accommodating 100 heavy diesel semi-trucks per day. Although the car wash facility would involve an increase of 75 AVT, the project would not be expected to attract 100 or more heavy diesel semi-trucks to the area. As such the proposed car wash facility would not generate a substantial amount of DPM per the CARB handbook. Based on the consideration above the car wash project would not cause sensitive receptors to be exposed to substantial pollutant concentrations.

Furthermore, to ensure compliance with District standards the mitigation measures identified below will be incorporated as conditions of approval for the project.

The project will not violate any air quality standards, result in cumulatively considerable net increase of any criteria pollutant, or expose sensitive receptors to substantial pollutant concentrations. Compliance with the General Plan policies and standards, and the SJVAPCD Rules and Regulations is expected to reduce the project impacts; however, the Turlock General Plan EIR found that there would be significant and unavoidable air quality impacts even with implementation of these measures with the buildout of the General Plan primarily due to local and regional vehicle emissions generated by future population growth associated with the buildout of the proposed plan. A Statement of Overriding Considerations has been adopted as part of that process.

Additionally, the City of Turlock adopted an Air Quality and Greenhouse Gas Emissions Element demonstrating that the General Plan would reduce greenhouse gas emissions. Compliance with the State's greenhouse gas emissions targets for 2030 relied on the adoption of the regional Sustainable Communities Strategy (SCS). StanCOG's SCS has been adopted and was approved by the California Air Resources Board. StanCOG has found that the City of Turlock's General Plan complies with the SCS. This project is consistent with the General Plan; therefore, the project would have a less than significant impact on greenhouse gas emissions. (*General Plan* pgs. 8-1 through 8-37)



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- c) The project is a car wash facility proposed on a commercially zoned property. The proposed car wash project is not expected to expose sensitive receptors to increased pollutants. The project site is surrounded by a mix of commercial and residential uses and adjacent to Geer Road, a 4-lane arterial. The letter received from the San Joaquin Valley Air Pollution Control District dated July 30, 2019 concluded that the project would have a less than significant impact on air quality when compared to the annual criteria pollutant emissions significance thresholds. The project may produce odors during the construction phase; however, these impacts are short-term in nature and are anticipated to be of a less-than-significant impact. (*General Plan* pgs. 8-1 through 8-37)
- d) The property was previously developed with a 5,450 square foot car wash facility which was removed in 2016. The project consists of the construction of a new 6,450 square foot car wash facility with associated vacuum stalls. The project may produce odors during the construction phase; however, these impacts are short-term in nature and are anticipated to be of a less-than-significant impact. The project does not include any equipment or processing that would lead to the generation of unusual odors; therefore, the project is not anticipated to create objectionable odors affecting a substantial number of people. The General Plan notes that the primary source of odor complaints in Turlock has been due to agricultural activities. (*General Plan EIR* pgs. 3.4-4.1)

Sources: San Joaquin Valley Unified Air Pollution Control District 2008 Ozone Plan, 2010 PM-10 Maintenance Plan, 2012 and 2015 PM-2.5 Plan; SJVAPCD's *Guidance For Assessing and Mitigating Air Quality Impacts* March 19, 2015; Turlock General Plan EIR, 2012; Turlock General Plan, Air Quality and Greenhouse Gas Element Section, 2012; Statement of Overriding Considerations (Turlock City Council Resolution 2012-156); SJVUAPCD (June 2005) *Air Quality Guidelines for General Plans*; Institute of Transportation Engineers Trip Generation, 10th Edition, Volume 2: Data Part 3; Mister Car Wash CalEEMod Air Quality Analysis dated August 13, 2019; San Joaquin Valley Air Pollution Control District comment letter dated July 30, 2019; Air Quality and Land Use Handbook: A Community Health Perspective, 2005 CARB.



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Mitigation:

1. The applicant shall comply with all applicable San Joaquin Valley Air Pollution Control District rules and regulations. The applicant shall contact the SJVAPCD prior to submitting an application for a building, grading and/or encroachment permit. Compliance with Rule 9510 shall be demonstrated to the Planning Division prior to the issuance of a building permit.
2. Burning of any combustible material shall be controlled to minimize particulate air pollution, and shall occur only on days permitted by the San Joaquin Valley Air Pollution Control District.
3. Project development applicants shall be responsible for ensuring that all adequate dust control measures are implemented in a timely manner during all phases of project development and construction.
4. Where feasible, plant deciduous trees on the south- and west facing sides of the buildings.
5. Comply with the SJVAPCD Compliance Assistance Bulletin for Fugitive Dust Control.
6. The applicant shall be responsible for ensuring that all adequate dust control measures are implement in a timely manner during all phases of project development and construction.
7. Construction activity plans shall include and/or provide for a dust management plan to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or a violation of an ambient air standard.
8. Soils stabilization is required at all construction sites after normal working hours and on weekends and holidays, as well as on inactive construction areas during phased construction. Methods include short-term water spraying, and long-term dust suppressants and vegetative cover.
9. Diesel engines shall be shut off while not in use to reduce emissions from idling. Minimize idling time of all other equipment to 10 minutes maximum.
10. Sandbags, or other erosion control measures, shall be installed to prevent silt runoff to public roadways from construction sites with a slope greater than one percent (1%).
11. Wheels on all trucks and other equipment shall be washed prior to leaving the construction site.
12. Wind breaks shall be installed at windward sides of construction areas.
13. Excavation and grading activities shall be suspended when winds exceed 20 mph.
14. Limit areas subject to excavation, grading and other construction activities to the minimum required at any one time.
15. Limit and expeditiously remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours.
16. Construction activities shall be curtailed during periods of high ambient pollutant concentrations.
17. Bike racks shall be installed to encourage alternative modes of transportation.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
4. Biological Resources - Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?		X		



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b) Have a substantially adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?				X



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Response:

- a) The General Plan states that the Study Area contains mostly human-modified habitats, with almost all the land being urban (52%) or under agricultural production (46%). The General Plan further states that development proposed under the General Plan would be situated on infill sites or land contiguous to existing development. The 6,450 square foot car wash facility is proposed on a property zoned for commercial use. The project site is surrounded by urban uses and was previously developed with a 5,450 square foot car wash facility built in 1987 and operated until its demolition in 2016.

The proposed project would not have any direct effects on species, riparian habitat, wetlands, nor would it interfere with the movement of any resident or migratory fish, conflict with policies protecting biological resources or the provisions of an adopted Habitat Conservation Plan. Virtually all of the land within the urban boundaries of Turlock, as well as unincorporated land within the City's Sphere of Influence, have been modified from its native state, primarily converted into urban or agricultural production. This site had been developed with commercial uses for many years until the demolition of the previous car wash in 2016.

The California Natural Diversity Database has identified two special-status species within the General Plan Study area, the Swainson's Hawk and the Hoary bat. While the General Plan Study Area does not contain land that is typical for the Hawk's breeding and nesting, it is presumed to be present and mitigation measures have been incorporated to address any potential impacts. There are no large trees on the property that offer nesting habitat for Swainson's Hawk. The Hoary bat is not listed as a Species of Special Concern by the California Department of Fish and Wildlife but it is monitored in the CNDDB. The subject site is out of the area in which the Hoary bat is presumed to be present. Due to the property's proximity to urban development, the property has little habitat value for these species. Mitigation measures identified in the General Plan EIR, (General Plan Policy 7.4-d), consistent with the comments received on the Turlock General Plan, have been added to the project to reduce the impacts of the project to a less than significant level.

(General Plan EIR pg. 3.9-1 through 3.9-14)

- b) There are no rivers, lakes or streams located within the City of Turlock. There are no irrigation facilities, such as canals, located on or adjacent to the project site. Therefore, the project will have no impact on riparian habitats or species. *(General Plan EIR pg. 3.9-13)*
- c) The General Plan EIR identifies the federally protected wetlands located within the City of Turlock and the surrounding Study Area. These areas are located west of Highway 99, more than 1.5-miles away from the project, and are not identified on the subject property. *(General Plan EIR pg. 3.9-13)*
- d) The project is located within the City of Turlock in a developed area. No migratory wildlife corridors have been designated on, near or through the project site; therefore, the project would not impede the movement of any resident or migratory fish or wildlife species. The General Plan identifies mitigation measures that will be incorporated in to the project requiring the investigation of the existence of any wildlife nursery sites on the project site. *(General Plan EIR pg. 3.9-13)*
- e) There are City planted street trees adjacent to the site; however, there are no trees or other natural features on the property that offer habitat opportunities except the land itself which could potentially offer foraging habitat for Swainson's Hawk. The land was previously developed with a 5,450 square foot car wash and operated for approximately 30-years until its demolition in 2016. *(General Plan EIR pg. 3.9-11)*
- f) There is no Habitat Conservation Plan, Natural Conservation Community Plan, other approved local or regional conservation plan that encompasses the project site. *(General Plan EIR pg. 3.9-14)*



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Sources: California Dept. of Fish & Wildlife: Natural Diversity Data Base; California Native Plant Protection Act; U.S. Dept. of Agriculture: Land Capability Classification Maps; California Dept. of Conservation: Important Farmlands Maps & Monitoring Program; Stanislaus County Williamson Act Contract Maps; Turlock General Plan, Conservation Element, 2012; US Fish and Wildlife Service – Recovery Plan for Upland Species of the San Joaquin Valley, 1998; Turlock General Plan, Conservation Element, 2012.

Mitigation:

1. If ground disturbing activities, such as grading, occurs during the typical nesting season for songbirds and raptors, February through mid-September, the developer is required to have a qualified biologist conduct a survey of the site no more than 10 days prior to the start of disturbance activities. If nests are found, no-disturbance buffers around active nests shall be established as follows until the breeding season has ended or until a qualified biologist determines that the birds have fledged and are no longer on the nest for survival: 250 feet for non-listed bird species; 500 feet for migratory bird species; and one-half mile for listed species and fully protected species.
2. If nests are found, they should be continuously surveyed for the first 24 hours prior to any construction related activities to establish a behavioral baseline. Once work commences the nest shall be continuously monitored to detect any behavioral changes as a result of the project. If behavioral changes are observed, the work causing the change should cease and the Department consulted for additional avoidance and minimization measures.
3. If Swainson's Hawks are found foraging on the site prior to or during construction, the applicant shall consult a qualified biologist for recommended proper action, and incorporate appropriate mitigation measures. Mitigation may include, but are not limited to: establishing a one-half mile buffer around the nest until the breeding season has ended or until a qualified biologist determines that the birds have fledged and are no longer dependent on the nest for survival. Mitigating habitat loss within a 10-mile radius Mitigating habitat loss within a 10 mile radius of known nest sites as follows: providing a minimum of one acre of habitat management land or each acre of development for projects within one mile of an active nest tree. Provide a minimum of .75 acres of habitat management land for each acre of development for projects within between one and five miles of an active nest tree. Provide a minimum of .5 acres of habitat management land for each acre of development for projects within between five and 10 miles of an active nest tree.
4. The applicant shall comply with all applicable federal, State, and local laws and regulations related to the protection and preservation of endangered and/or threatened species through consultations with appropriate agencies.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
5. Cultural Resources - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?		X		
b) Cause a substantial adverse change in the significance of an archaeological resources pursuant to Section 15064.5?		X		



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c) Disturb any human remains, including those interred outside of formal cemeteries?

X

Response:

a), b), and c) The project site was previously developed with a 5,450 square foot car wash and operated for approximately 30-years until its demolition in 2016. The project would not alter or destroy any historic archaeological site, building, structure, or object, nor would it alter or affect unique ethnic cultural values or restrict religious or sacred uses. The City of Turlock consulted with California Native American tribes as required under SB 18 when developing the General Plan EIR. The closest historic resource identified in the General Plan EIR is located more than ½ mile away. In addition, the City has conducted a Cultural Records Search as part of the Turlock General Plan and found no evidence of significant historic or cultural resources on or near this site. As a result of many years of extensive agricultural production virtually all of the land in the Plan area has been previously altered from its native or riparian state. There are no known sites of unique prehistoric or ethnic cultural value. Mitigation measures have been added in the event anything is discovered during construction. (General Plan EIR pgs. 3.8-4, 3.8-5, 3.8-12, 3.8-13)

Sources: Turlock General Plan, Conservation Element, 2012; City of Turlock General Plan EIR, 2012; Cultural Resources Records Search, 2008

Mitigation:

1. In accordance with State Law, if potentially significant cultural, archaeological, or Native American resources are discovered during construction, work shall halt in that area until a qualified archaeologist can assess the significance of the find, and, if necessary develop appropriate treatment measures in consultation with Stanislaus County, Native American tribes, and other appropriate agencies and interested parties.
2. If 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 origin and disposition pursuant to Public Resources Code Section 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 descendant. The descendant will then recommend to the landowner appropriate disposition of the remains and any grave goods.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
6. Energy – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?		X		
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?		X		
Response:				
a) and b) The car wash project is proposed on property surrounded by commercial and residential uses. The project site is easily accessed by the existing roadway infrastructure, BLST bus system, and is within 500-feet of two bus stops. The new car wash facility will have access to				



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existing electrical and telecommunication services. No new transportation, electrical or telecommunication facilities are required to support the project leading to unnecessary consumption of energy resources. Compliance with the California Green Building Standards Code and the San Joaquin Valley Air Pollution Control District standards during construction and operation of the project will further ensure the efficient consumption of energy resources. (General Plan EIR pgs.3.5-16)

Sources: Turlock General Plan, Conservation Element, Air Quality & Greenhouse Gases Element, 2012; California Building Standards Code; San Joaquin Valley Air Pollution Control District

Mitigation:

1. The applicant shall comply with all applicable San Joaquin Valley Air Pollution Control District rules and regulations.
2. The project shall comply with the California Green Building Code Standards (CBC), requirements regulating energy efficiency.

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



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e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
Response:				
<p>a) Several geologic hazards have a low potential to occur within the Turlock General Plan study area. The greatest seismic hazard identified in the Turlock General Plan EIR is posed by ground shaking from a fault located at least 45 miles away. While no specific liquefaction hazard is located within the Turlock General Plan study area, the potential for liquefaction is recognized throughout the San Joaquin Valley. The risk to people and structures was identified as a less than significant impact addressed through compliance with the California Building Codes. Turlock is located in Seismic Zone 3 according to the State of California and the Alquist-Priolo Special Study Zones Act. All building permits are reviewed to ensure compliance with the California Building Code (CBC) for compliance with standards to reduce the potential damage that could be associated with seismic events. The property is flat and is not located adjacent to areas subject to landslides. In addition, the City enforces the provisions of the Alquist-Priolo Special Study Zones Act that limits development in areas identified as having special seismic hazards. (General Plan pgs. 10-9 through 10-14, General Plan EIR pgs. 3.10-13 through 3.10-16)</p>				
<p>b) and c) The General Plan EIR notes that soils on the project site have a “low” susceptibility to soil erosion. Erosion hazards are highest during construction. Chapter 7-4 of the Turlock Municipal Code requires all construction activities to include engineering practices for erosion control. Furthermore, future development projects are required to comply with National Pollutant Discharge Elimination System (NPDES) General Construction Permit requirements. Project applicants are required to prepare a Storm Water Pollution Prevention Plan (SWPPP) and comply with the City’s Municipal Separate Storm Sewer System permit (MS4) to minimize the discharge of pollutants during and post-construction. Compliance with existing policies and programs will reduce this impact to less than significant levels. (General Plan pgs. 10-9 through 10-14, General Plan EIR pgs. 3.10-13 through 3.10-16)</p>				
<p>d) Less than one percent of the soils located in the General Plan study area are considered to have moderate potential for expansion. As required by the Turlock Municipal Code, building permit applications must be accompanied by a preliminary soil management report that characterizes soil properties in the development area. (General Plan pgs. 10-9 through 10-14, General Plan EIR pgs. 3.10-13 through 3.10-16)</p>				
<p>e) The proposed car wash facility will be required to connect to the City of Turlock’s waste water system and will not utilize any type of septic system or alternative wastewater system.</p>				
<p>f) The 6,450 square foot car wash facility is proposed on an infill site that was previously developed with a 5,450 square foot car wash facility, which was demolished in 2016. The property is located in an urbanized area, zoned for commercial uses, and surrounded by commercial and residential uses. As a result of more than 30-years of commercial use and urbanization the property has been altered from its native state.</p>				
<p>Sources: California Uniform Building Code; City of Turlock, Standard Specifications, Grading Practices; City of Turlock Municipal Code, Title 8, (Building Regulations); City of Turlock, General Plan, Safety Element, 2012.</p>				



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Mitigation:

1. The project shall comply with the current California Building Code (CBC) requirements for Seismic Zone 3, which stipulates building structural material and reinforcement.
2. The project shall comply with California Health and Safety Code Section 19100 et seq. (Earthquake Protection Law), which requires that buildings be designed to resist stresses produced by natural forces caused earthquakes and wind.
3. The project shall comply with the California Building Code (CBC), requirements regulating grading activities including drainage and erosion control.
4. The project shall comply with the City's NPDES permitting requirements by providing a grading and erosion control plan, including but not limited to the preparation of a Storm Water Pollution Prevent Plan and Erosion and Sediment Control Plan.
5. The project shall comply with the California Building Code (CBC) requirements for specific site development and construction standards for specified soils types.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
8. Greenhouse Gas Emissions - Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X		
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	



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Response:

a), b) The car wash facility is an infill project proposed on a property that was previously developed with a car wash. The previous car wash facility was demolished in 2016 and the site is currently vacant. The adjacent property is currently developed with an auto lube and oil facility that will be demolished to make way for the new car wash project. The project is located in an urbanized area surrounded by commercial and residential uses.

Based on the CalEEMod 2016.3.2 air quality impact analysis run on August 13, 2019 (Attachment 1), the project is located in an urbanized area surrounded by industrial, commercial, and residential uses in Climate Zone 3, wind speeds 2.7 m/s, and 45 days precipitation frequency. When the construction emissions and operational emissions were calculated in the CalEEMOD models, it was found that emissions would not exceed the established Air Quality Thresholds of Significance for both Construction and Operational Emissions for ROG (10 tons per year), NOx (10 tpy), PM 10 (15 tpy) & PM 2.5 (15 tpy) emissions. The construction emissions and operational emissions calculated in the CalEEMOD 2016.3.2 model, will not exceed 5 tons per year for each of the established thresholds for ROG, NOx, PM 10 & PM 2.5.

Overall Construction Emissions

ROG 0.3043 tpy, NOx 1.8429 tpy, CO 1.5883 tpy SOx 3.1100e-003 tpy, PM₁₀ 0.1443 tpy and PM_{2.5} 0.1054 tpy.

Overall Operational Emissions

ROG 0.0362 tpy, NOx 0.0000 tpy, CO 4.0000e-005 tpy SOx 0.0000 tpy, PM₁₀ 0.0000 tpy and PM_{2.5} 0.0000 tpy.

In addition, a letter received from the San Joaquin Valley Air Pollution Control District, dated July 30, 2019, stated that based on the information provided to the District, project specific annual emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM₁₀), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM_{2.5}). The District concludes that the Project would have a less than significant impact on air quality when compared to the above-listed annual criteria pollutant emissions significance thresholds.

The District added that based on the information provided, the proposed Project would equal or exceed 2,000 square feet of commercial space. Therefore, the District concludes that the proposed Project is subject to District Rule 9510 (Indirect Source Review). District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees.

Additionally, the City of Turlock adopted an Air Quality and Greenhouse Gas Emissions Element demonstrating that the General Plan would reduce greenhouse gas emissions. Compliance with the State's greenhouse gas emissions targets for 2030 relied on the adoption of the regional Sustainable Communities Strategy (SCS). StanCOG's SCS has been adopted and was approved by the California Air Resources Board. Furthermore, StanCOG has found that the City of Turlock's General Plan complies with the SCS. This project is consistent with the General Plan and the NWTSP; therefore, the project is expected to have a less than significant impact on greenhouse gas emissions. (*General Plan pgs. 8-1 through 8-37, General Plan EIR pgs. 3.5-1 through 3.5-47*)



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Sources: 2012 General Plan, Air Quality and Greenhouse Gases chapter; AB 32 Scoping Plan; 2014 Stanislaus Council of Governments Regional Transportation Plan and Sustainable Communities Strategy.

Mitigation:

1. The applicant shall comply with all applicable San Joaquin Valley Air Pollution Control District rules and regulations.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
9. Hazards and Hazardous Materials - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X



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Response:

a), b), and c) The development of the 6,450 square foot car wash facility and related vacuum stalls on the property does not involve an industrial process that would create the risk of explosion or release of hazardous substances through the routine transport or accidental use of hazardous materials. The project does not involve routine transport, use or disposal of hazardous materials. There is no anticipated risk of explosion or release of hazardous substances from the proposed project. The project site is not included on one or more Hazardous Waste and Substance Site Lists compiled pursuant to California Government Code Section 65962.5. All new development is reviewed by the City Fire Division to ensure the project meets the fire protection standards established by the City. All new development must also comply with federal, State, San Joaquin Valley APCD, Stanislaus County, and City policies regulating the production, use, transport and/or disposal of hazardous materials

d) The General Plan EIR does not identify any active cleanup sites located on or near the project site. In addition, the project is not located on a site which is included in one or more Hazardous Waste and Substance Site List, compiled pursuant to California Government Code Section 65962.5. Additionally, on January 27, 2017 the three underground fuel storage tanks (USTs) and the associated piping and fuel dispenser equipment that was installed in 1988 were removed. The work was performed by Starbuck, Inc. and Ground Zero Analysis, Inc. The report regarding the UST closure work is included as Attachment 3. (*General Plan EIR pgs. 3.11-2 through 3.11-7*)

e) The project site is not located within two miles of a public airport or public use airport and is not located within the planning area boundary of the Turlock Air Park. Moreover, the Turlock Air Park has been removed from the Stanislaus County Airport Land Use Compatibility Plan adopted on October 6, 2016 as the Safety Inspectors from the Caltrans Division of Aeronautics have reported that the Airport Operating permits are no longer valid.

f) The proposed project will not impair the implementation of an adopted emergency response/evacuation plan. The project generates traffic that is consistent with the projections contained within the Turlock General Plan EIR. The General Plan EIR found that anticipated growth, and the resulting traffic levels, would not impeded emergency evacuation routes or otherwise prevent public safety agencies from responding in an emergency. (*General Plan EIR pgs. 3.11-22 through 3.11.25*)

g) There are no designated wildland fire areas within or adjoining the project site. (*General Plan EIR pg. 3.11-23*)

Sources: City of Turlock, *Emergency Response Plan*, 2004; Stanislaus County *Airport Land Use Compatibility Plan*, adopted October 6, 2016; Stanislaus County *Multi-Jurisdictional Hazard Mitigation Plan*, 2010; City of Turlock, *General Plan, Safety Element*, 2012; City of Turlock, *Municipal Code, Title 8, (Building Regulations)*; February 27, 2017 letter from Ground Zero Analysis, Inc. regarding UST Closure Work – former Reflections Car Wash, 1400 Geer Rd, Turlock, CA

Mitigation:

None required.



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	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
10. Hydrology and Water Quality – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		X		
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?		X		
i) Result in substantial erosion or siltation on- or off-site;			X	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X	
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv) Impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?		X		
Response:				
a) The proposed car wash facility will be required to comply with the Regional Water Quality Control Board's construction requirements to reduce the potential impact of pollution from water runoff at the time of construction and post-construction. Upon development, the project will be required to connect to City utility systems, including water and sewer; therefore, development of the project area would not result in water quality or waste discharge violations. (General Plan EIR pgs. 3.12-22 through 3.12-26)				
b) The proposed car wash project is located within the City of Turlock. The City has developed an Urban Water Management Plan (UWMP) that evaluates the long-range water needs of the City including water conservation and other measures that are necessary to reduce the impact of growth on groundwater supplies. The project has been reviewed by the City of Turlock Municipal Services, the water provider for the City of Turlock, and no concerns were raised regarding the ability of the City to provide adequate potable water to the project. (General Plan EIR pgs. 3.12-22 through 3.12-26)				



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- c) The car wash project is proposed on a vacant parcel zoned for commercial use. The infill project is located in an urbanized area and surrounded by commercial and residential uses. The City of Turlock requires that all development construct the necessary storm water collection systems to convey runoff to detention basins within the project area. Grading plans for construction within the project area will be reviewed to ensure compliance with the Regional Water Quality Control Board's regulations and the City's NPDES discharge permit. Grading and improvement plans for the project will be reviewed to ensure that storm water runoff from the project area is adequately conveyed to the storm water collection system that will be implemented with the project.

The project site is not located in a flood area. The entire City of Turlock is located in Flood Zone "X", according to FEMA. The City of Turlock's Community Number is 060392; Panel Numbers are: 0570E, 0600E, 0800E, 0825E (Revised update September 26, 2008). (*General Plan EIR pgs. 3.12-27*)

- d) The project site is not located in a flood area. The entire City of Turlock is located in Flood Zone "X", according to FEMA. The City of Turlock's Community Number is 060392; Panel Numbers are: 0570E, 0600E, 0800E, 0825E (Revised update September 26, 2008). The project site is located outside the Dam Inundation Area for New Don Pedro Dam and for New Exchequer Dam (the two inundation areas located closest to the City of Turlock Municipal Boundary). (*General Plan EIR pgs. 3.12-27*)

- e) The proposed infill project is a car wash facility proposed on a vacant parcel zoned for commercial use and surrounded by a commercial and residential uses. Once constructed, runoff from the developed site could result in increased potential water contamination from urban pollutants that are commonly found in surface parking lots, ornamental landscape planters, and from atmospheric buildup on rooftops. In order to mitigate potential impacts to a less than significant level, the proposed project will be subject to post-construction BMPs per the City's NPDES permit to address increases in impervious surfaces, methods to decrease incremental increase in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges. (*General Plan EIR pg. 3.12-27*)

Sources: Federal Emergency Management Agency Floodplain regulations; City of Turlock, Storm Drain Master Plan, 1987; Turlock General Plan EIR, 2012; Turlock General Plan, 2012; City of Turlock, Water Master Plan Update, 2009; City of Turlock, Storm Water Master Plan, 2013; City of Turlock Urban Water Management Plan, 2011; City of Turlock Sewer System Master Plan, 2013; City of Turlock, Municipal Code, Title 9, Chapter 2, Water Conservation Landscape Ordinance



CITY OF TURLOCK INITIAL STUDY CHECKLIST

Mitigation:

1. The project shall connect to the City's Master Water and Storm Drainage System.
2. The project shall comply with the Regional Water Control Board's regulations and standards to maintain and improve groundwater and surface water quality. The applicant shall conform to the requirements of the Construction Storm Water General Permit and the Municipal Separate Storm Sewer System (MS4) Permit, including both Best Management Practices and Low Impact Development (post-construction) requirements.
3. If the site will be commercially irrigated, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program.
4. If the project includes construction dewatering and it is necessary to discharge the groundwater to water of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit.
5. Site grading shall be designed to create positive drainage throughout the site and to collect the storm water for the storm water drainage system. If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United State Army Corps of Engineers (USACOE). If a USACOE permit or any other federal permit is required for this project due to the disturbance of water of the United States then a Water Quality Certification must be obtained from the Central Valley Water Board prior to the initiation of project activities. If the USCACOE determines that only non-jurisdictional water of the State are present in the proposed project are, the proposed project will require a Waste Discharge Requirements permit to be issued by the Central Valley Water Board.
6. The discharge of oil, gasoline, diesel fuel, or any other petroleum derivative, or any toxic chemical or hazardous waste is prohibited.
7. Materials and equipment shall be stored so as to ensure that spills or leaks cannot enter storm drains, or the drainage ditches or detention basins.
8. A spill prevention and cleanup plan shall be implemented.
9. The builder and/or developer shall utilize cost-effective urban runoff controls, including Best Management Practices (BMP's), to limit urban pollutants from entering the drainage ditches. A General Construction permit shall be obtained from the State Water Resources Control Board, a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and implemented as part of this permit.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
11. Land Use Planning – Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

Response:

- a) The project site is located in an urbanized area, zoned for commercial use, and surrounded by commercial and residential uses. The proposed car wash facility will not physically divide an established community.



CITY OF TURLOCK INITIAL STUDY CHECKLIST

b) The car wash facility is proposed on a property zoned for commercial use. The proposed project will not require a change in the land use or zoning designation of the property. The project is consistent with the City's Zoning and General Plan designation.

Sources: *Turlock General Plan, 2012 & Adopted Housing Element, 2014-23; City of Turlock General Plan EIR, 2012; Turlock Municipal Code, Title 9, Chapter 3; US Fish and Wildlife Service – Recovery Plan for Upland Species of the San Joaquin Valley, 1998*

Mitigation:

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
12. Mineral Resources – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
<u>Response:</u> a), b) Any development that may ultimately occur in the City does result in the utilization of natural resources (water, natural gas, construction materials, etc.); however, these resources will not be depleted by this project. The only known mineral resources within the City of Turlock are sand and gravel from the Modesto and Riverbank formations. The project will result in only minor excavation of the site. (<i>General Plan pg. 7-28</i>)				
<u>Sources:</u> <i>City of Turlock, General Plan, Conservation Element, 2012</i>				
<u>Mitigation:</u>				
None				

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
13. Noise – Would the project result in:				



CITY OF TURLOCK INITIAL STUDY CHECKLIST

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?		X		
c) For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

Response:

- a) The proposed car wash facility will increase existing ambient noise levels associated with the development of a vacant property. The General Plan and City Noise Ordinance (TMC 5-28-100ART) establish noise standards that must be met for all new development. General Plan Policy 9.4-c requires that residential areas be protected from excessive noise exposure. Likewise, General Plan Policies 9.4-d, 9.4-e (Noise) requires that a noise analysis be conducted for all new development proposed where projected noise exposure would be other than "normally acceptable" and which require discretionary review. The close proximity of the proposed car wash facility to residential uses and residentially zoned property required that an acoustical analysis be prepared and submitted with the project application.

The environmental noise assessment acknowledged that noise levels generated by car washes are primarily due to the drying cycle of the car wash operations with additional noise generated by the vacuum systems. However, this depends on the type of vacuum system used and the enclosure used to house the central vacuum system. In addition, individual vacuum hoses are generally located in a "holster" and do not create noise when not in use.

Tunnel entrance and exit noise were identified as potential noise sources. The noise analysis identifies mitigation measures for the project to comply with the noise.

The mitigation measures outlined in the acoustical analysis are expected to reduce the noise exposure to "normally acceptable" levels. The environmental noise assessment is included as Attachment 2.

The project is subject to the City's noise ordinance which prohibits construction on weekdays from 7:00 p.m. to 7:00 a.m., on weekends and holidays from 8:00 p.m. to 9:00 a.m. Once constructed and operating the car wash hours of operation will be 7:00 a.m. to 7:00 p.m. Monday through Saturday and 9:00 a.m. to 5:00 p.m. on Sunday. The new 6,450 square foot car wash facility is not anticipated to generate noise levels in excess of the standards established in the General Plan or City Noise Ordinance. (Mr. Car Wash environmental noise assessment pg. 7; General Plan EIR pgs. 3.6-16 through 3.6-19, TMC §5-28ART)



CITY OF TURLOCK INITIAL STUDY CHECKLIST

b) Project-related construction will result in short-term increases in noise levels and vibration on and immediately surrounding the project site. The standards of Turlock's Noise Ordinance (TMC5-28-100ART) are applicable to the development during construction and occupancy. The City's ordinance addresses both temporary construction-related noise, as well as ongoing noise from equipment and other operations of the facility. The project is subject to the City's noise ordinance which prohibits construction on weekdays from 7:00 p.m. to 7:00 a.m., on weekends and holidays from 8:00 p.m. to 9:00 a.m. (General Plan pg. 9-5, General Plan EIR pg. 3.6-17 through 3.16-19, TMC §5-28-100ART)

c) The project site is not located within two miles of a public airport or public use airport. Two private airstrips are located adjacent to the Turlock City Limits. A private airstrip serving a local pilot is located at 2707 East Zeering Road (APN 073-004-004), approximately 2.5 miles northeast of the project site. The property is located over 2 miles north of the Turlock Air Park, a private air strip which has been removed from the Stanislaus County Airport Land Use Compatibility Plan adopted on October 6, 2016 as the Safety Inspectors from the Caltrans Division of Aeronautics have reported that the Airport Operating permits are no longer valid. The Stanislaus County Zoning Ordinance has established a 1,000-foot radius around the perimeter of a private strip as a clear area not suitable for most types of development. The project site is located outside of the 1,000-foot radius. The project will not expose people residing or working in the project area to excessive noise levels due to a public airport or private airstrip.

Sources: City of Turlock, General Plan, Noise Element, 2012; City of Turlock, Municipal Code, Title 5, Chapter 28, Noise Regulations; Stanislaus County Airport Land Use Compatibility Plan, adopted October 6, 2016; Merced County Airport Land Use Compatibility Plan, June 12, 2012; Turlock General Plan, Circulation Element, 2012; Environmental Noise Analysis, Mister Car Wash – Turlock, July 7, 2019.

Mitigation:

1. All requirements, recommendations, and mitigation (including but not limited to those listed below) for control of noise identified in the July 7, 2019 environmental noise analysis shall be met. The analysis is included in this document as Attachment 2.
 - Enclose the air handling equipment for the vacuums system inside of the building as proposed;
 - Extend the Carwash Tunnel 20-feet to the west. The extension can be open to the south. See Figure 3 of the environmental noise assessment.
 - Install approximately 125 square feet of absorptive acoustical panels which are covered in a pvc vinyl. They should be installed on the walls near the exit of the tunnel. See Appendix C of the environmental noise assessment.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
14. Population and Housing – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X



CITY OF TURLOCK INITIAL STUDY CHECKLIST

Response:

- a) The proposed project would not directly or indirectly cause substantial population growth not identified in the Turlock General Plan. The proposed project is the construction of a 6,450 square foot automated car wash facility with associated vacuum stalls. The infill project is proposed on a property located in an urbanized area, zoned for commercial use, and surrounded by commercial and residential uses. The use is consistent with the uses anticipated for this area, the underlying General Plan land use designation, and the General Plan EIR and will not cause any impacts to population and housing that have not been anticipated and addressed in these documents.
- b) The proposed project would not displace substantial numbers of existing housing, and would not displace substantial numbers of people necessitating the construction of replacement housing elsewhere. The proposed project is the construction of a 6,450-square foot automated car wash facility with associated vacuum stalls on a property designated for commercial use. The project site is surrounded by existing urban uses and all roads and infrastructure are immediately available along the property frontage. There are no existing residences on the site.

Sources: *City of Turlock, General Plan, 2012 & Housing Element, 2016*

Mitigation:

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
15. Public Services – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire Protection?		X		
b) Police Protection?		X		
c) Schools?			X	
d) Parks?			X	
e) Other public facilities?		X		

Response:

- a) The project area is located approximately 1½-miles from Fire Station 4 (North Walnut Road) and approximately 1-mile from Fire Station 1 (Marshall Street). The Fire Department reviews all development applications to determine the adequacy of fire protection for the proposed development. The Fire Department has commented on this project but has not indicated that the development could not be adequately served or would create an impact on the ability of the Department to serve the City as a whole. The Turlock Municipal Code and the State Fire Code establish standards of service for all new development in the City. Those standards and regulations are applicable to the project. (*General Plan EIR pgs. 3.14-14 through 3.14-19*)



CITY OF TURLOCK INITIAL STUDY CHECKLIST

- b) b) The car wash facility is proposed on an infill property in an urbanized area. The impacts from the development of the property on police services will be less-than-significant. The developer will be required to pay Capital Facilities Fees upon development, a portion of which is used to fund Police Service capital improvements. *(General Plan EIR pgs. 3.14-14 through 3.14-19)*
- c) Under the Leroy F. Greene School Facilities Act of 1998, the satisfaction by the developer of his statutory fee under California Government Code Section 65995 is deemed "full and complete mitigation" of school impacts. Therefore, mitigation of impacts upon school facilities shall be accomplished by the payment of the fees set forth established by the Turlock Unified School District. *(General Plan EIR pgs. 3.14-14 through 3.14-19)*
- d) Development of the property with the 6,450-square foot car wash facility will not result in a significant increase in the use of existing neighborhood or regional parks. *(General Plan EIR pgs. 3.14-14 through 3.14-19)*
- e) Development of the project will not significantly increase the use of or need for new public facilities. The City has prepared and adopted a Capital Facility Program that identifies the public service needs of roads, police, fire, and general government that will be required through build-out of the General Plan area. This program includes the collection of Capital Facility Fees from all new development. Development fees are also collected from all new development for recreational lands and facilities. Conditions of development will require payment of these fees and charges, where appropriate and allowed by law. *(General Plan EIR pg. 3.14-14)*

Sources: Stanislaus County, *Public Facilities Plan*; City of Turlock, *Capital Facility Fees Program*, City of Turlock Capital Improvement Program (CIP); Turlock Unified School District, *School Facilities Needs Analysis*; City of Turlock, *General Plan, Parks and Recreational Open Space and Safety Elements, 2012*

Mitigation:

1. The applicant, developer or successor in interest shall pay all applicable Citywide Capital Facility Fees for public facility service improvements.
2. Prior to the issuance of a building permit, the developer shall pay the applicable development-related school impact fees to fully mitigate its impacts upon school facilities pursuant to California statutes.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
16. Recreation				



CITY OF TURLOCK INITIAL STUDY CHECKLIST

a) Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
Response: a) and b) The construction of the new 6,450-square foot car wash facility is a commercial project and would not result in a significant increase in the use of existing neighborhood or regional parks. The project does not include recreational facilities or require the construction or expansion of recreational facilities. However, development fees are collected from all new development to provide additional park lands and facilities.				
Sources: City of Turlock General Plan 2012: City of Turlock Parks Master Plan, 2003				
Mitigation: None				

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
17. Transportation – Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?			X	



CITY OF TURLOCK INITIAL STUDY CHECKLIST

Response:

- a) and b) The car wash facility is an infill project proposed on a vacant parcel zoned for commercial uses. Located in an urbanized area the project site is surrounded by commercial and residential uses. The site is adjacent to Geer Road. Based on the ITE Trip Generation on a weekday, 6,450 square foot automated car wash facility is anticipated to generate approximately 75 AVT on weekdays and 195 AVT on Saturday. The City Engineer has reviewed the project and has determined the current roadway system can adequately accommodate the vehicle traffic generated by the project.

The site is served by BLST bus Route A. There is a bus stop directly across Geer Road and another stop at the intersection of Geer Road and Hawkeye Avenue, approximately 200-feet north of the project. The City annually assesses the need for bus service and may alter its routes based upon demand. The car wash facility is within 350-feet of two BLST bus routes and 350feet of two transit stops. In accordance with CEQA Guidelines §15064.3(b) land use projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact.

The project site is located within an area identified in the Turlock General Plan for commercial uses. The City has adopted a Capital Facility Program with traffic improvements planned for build out of the General Plan. A condition of each new development is payment of a Citywide Capital Facility Fee, a portion of which is used to fund these circulation improvements required for cumulative impacts added by the development. The mitigation measures identified in the General Plan EIR and the Statement of Overriding Considerations are adequate to mitigate the transportation and traffic impacts associated with the project. Therefore, no significant traffic issues will be generated by the project. (*General Plan EIR pgs. 3.3-23 through 3.3-33*)

- c) The infill project will not substantially increase hazards due to a design feature or incompatible uses. Roadway and public rights-of way improvements along the Geer Road frontage of the project are already constructed.
- d) The Turlock Fire Department reviews all development proposals for adequate emergency access. The Fire Department has not expressed concerns that the project does not provide adequate emergency access. The project will either meet or exceed the Fire Department needs for emergency vehicle access throughout the project site.

Sources: *City of Turlock, Capital Improvement Program (CIP); City of Turlock, General Plan, 2012; StanCOG, Regional Transportation Plan and Sustainable Communities Strategy, 2014; Stanislaus Assn. of Governments, Congestion Mgmt. Plan, 1992; Institute of Traffic Engineers Trip Generation, 10th Edition Volume 2: Data Part 3.*

Mitigation:

None



CITY OF TURLOCK INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
18. Tribal Cultural Resources -				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X	
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	
Response:				
a) The Turlock General Plan EIR found that there are no known Native American cultural resources within the City of Turlock. The properties are not listed or eligible for listing on the California Register of Historical Resources. In compliance with AB52 notices were sent to the North Valley Yokuts Tribe on August 13, 2018 with the project description. The Torres Martinez Desert Cahuilla Tribe sent a letter to the City of Turlock on April 19, 2017 formally asking the City to remove them from future project notifications. The City of Turlock has not received comments from the North Valley Yokuts Tribe. (General Plan EIR pgs. 3.8-13 through 3.8-15)				
Sources: Turlock General Plan, Conservation Element, 2012; City of Turlock General Plan EIR, 2012; NWTSP Mitigated Negative Declaration Addendum, 1; Cultural Resources Records Search, 2008				
Mitigation:				
None				

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
19. Utilities and Service Systems – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities the construction or relocation of which could cause significant environmental effects?			X	



CITY OF TURLOCK INITIAL STUDY CHECKLIST

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which services or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?		X		
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Response:

a) The car wash project is proposed as an infill project on an existing vacant parcel zoned for commercial use. The former Reflections Car Wash, constructed in 1987 and operated until the facility was demolished in 2016. The project site is adjacent to Geer Road and has access to existing infrastructure including water, wastewater and storm water drainage facilities. The proposed project will not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. Sewer, or wastewater, systems are currently available to the site. The type of wastewater anticipated by the project is readily handled by the current waste water system. The proposed project will not result in the need to construct a new water or wastewater treatment facility. The existing water and wastewater facilities which serve the City of Turlock are sufficient to serve this use. The project site has access to existing electric power, natural gas, and telecommunications and will not require or result in the construction of new or expanded facilities. *(General Plan EIR pgs. 3.15-11 through 3.15-15)*

b) and c) The project site is within the boundaries of the City of Turlock's Storm Water Master Plan and Urban Water Management Plan. The project is consistent with the General Plan land use and growth assumptions that were used to update the City's Urban Water Management Plan. The car wash facility is an infill project proposed on a vacant parcel zoned for commercial use. The owner or successor in interest will be required to provide on-site infrastructure as determined necessary by the City Engineer. No additional improvements are needed to either sewer lines or treatment facilities to serve the proposed project, as the project will connect to existing lines. A standard condition of development in the City of Turlock is the payment of the adopted water connection fees which reflect the pro rata share of any necessary improvement to the existing City water system for each new water user.

The owner, or successor in interest, must pay standard connection fees to address their proportional impact to the water system. Implementation of BMPs will reduce pollutants in stormwater and urban runoff from the project site. Impacts from the proposed car wash facility will be less than significant and no mitigation beyond compliance with existing laws is required. The development is consistent with what has been anticipated in the General Plan and planned for in the Storm Water Master Plan and will not require the construction of new facilities or expansion of existing storm drainage facilities. *(General Plan EIR pgs. 3.12-24 through 3.12-29)*



CITY OF TURLOCK INITIAL STUDY CHECKLIST

d) and e) Solid waste will be of a domestic nature and will comply with all federal, State and local statutes. Upon completion of the car wash project, the property owner(s), or successor(s) in interest shall contract with the City of Turlock's designated waste hauler, Turlock Scavenger, for solid waste disposal. Turlock Scavenger has an adopted waste diversion/recycling program which has resulted in waste diversion exceeding state-mandated California Integrated Waste Management Board timeframes under Public Resources Code 41000 *et seq.* The project is required to install a trash enclosure that will accommodate recycled materials. Sufficient capacity remains for the additional solid waste needs to support this project. (General Plan EIR pgs. 3.15-11 through 3.15-15)

Sources: City of Turlock, Capital Improvement Program (CIP); City of Turlock, General Plan, 2012; City of Turlock, Water Master Plan Update, 2009; City of Turlock, Waste Water Master Plan, 1991; City of Turlock, Storm Water Master Plan, 2013; City of Turlock Urban Water Management Plan, 2011; City of Turlock Sewer System Master Plan, 2013.

Mitigation:

None

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
20. Wildfire - If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structure to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Response:

a) The proposed project will not impair the implementation of an adopted emergency response evacuation plan. The project generates traffic that is consistent with the projections contained within the Turlock General Plan EIR. The General Plan EIR found that anticipated growth, and the resulting traffic levels, would not impede emergency evacuation routes or otherwise prevent public safety agencies from responding in an emergency. (General Plan pg. 10-18, General Plan EIR pgs. 3.11-22 through 3.11-25)

b), c), and d) There are no wildlands or steep slopes in the City of Turlock, making the risk of wildland fire low; likewise, the Turlock General Plan notes the city topography as flat urbanized or agricultural land with a low fire risk. The California Department of Forestry and Fire Protection's Fire and Resource Assessment Program (FRAP) designates the City of Turlock as a Low Risk Area (LRA). There are no rivers, lakes or streams located within the City of Turlock that would expose people or structures to significant risks of



CITY OF TURLOCK INITIAL STUDY CHECKLIST

flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. (*General Plan 10-18, General Plan EIR pgs. 3.10-5, 3.11-22 through 3.11-25*)

Sources: *City of Turlock, Emergency Operation Plan, 2017; Local Hazard Mitigation Plan, 2010-2015; Stanislaus County Multi-Jurisdictional Hazard Mitigation Plan, updated 2016 City of Turlock, General Plan, Safety Element, 2012*

Mitigation:

None

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



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The proposed car wash facility is an infill project within the City surrounded by commercial and residential uses. As discussed in Section 1, no scenic vistas, scenic resources, or the visual character of the area will be substantially impacted and the project will not result in excessive light or glare. The project site is located within an urbanized area and surrounded by urban uses. No evidence of significant historic or cultural resources were identified on or near the project site. As a result of many years of agricultural production virtually all of the land in the General Plan area has been altered. The project site is not known to have any association with an important example of California's history or prehistory. Construction-phase procedures will be implemented in the event an archaeological or cultural resource is discovered consistent with the Mitigation Measures contained in Sections 4 & 5. As discussed in Section 4, there are no rivers, lakes or streams located within the City of Turlock; therefore, the project would have no impact on riparian habitats or species.

The context for assessing air quality impacts is the immediate project vicinity with respects to emissions generated by the construction and operation of the proposed project. The environmental analysis provided in Section 3 concludes that operational and construction emissions would not exceed the air quality thresholds established by the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAPCD letter dated July 30, 2019 stated that the project specific annual emissions of criteria pollutants are not expected to exceed any of the District thresholds. Furthermore, Mitigation Measures identified in Sections 3 & 8 would reduce potential impacts to less-than-significant levels.

Mitigation measures for any potentially significant project-level impacts have been included in this document and will reduce the impacts to less-than-significant levels. Based on the analysis above, the City finds that impacts related to environmental effects that could cause adverse effects on human beings would be less than significant.

ATTACHMENT 1

**CALEEMOD 2016.3.2
AIR QUALITY IMPACT ANALYSIS**

**MISTER CAR WASH
1398 & 1400 GEER ROAD
AUGUST 13, 2019**

Mister Car Wash 1398 & 1400 Geer Rd - San Joaquin Valley Unified APCD Air District, Annual

Mister Car Wash 1398 & 1400 Geer Rd
San Joaquin Valley Unified APCD Air District, Annual

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	1.00	User Defined Unit	0.15	6,450.00	0
Parking Lot	1.00	1000sqft	0.15	8,000.00	0
Other Asphalt Surfaces	1.00	1000sqft	0.99	43,460.00	0
Other Non-Asphalt Surfaces	1.00	1000sqft	0.31	25,290.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	45
Climate Zone	3			Operational Year	2021
Utility Company	Turlock Irrigation District				
CO2 Intensity (lb/MWhr)	790	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Mister Car Wash 1398 & 1400 Geer Rd - San Joaquin Valley Unified APCD Air District, Annual

Project Characteristics - The project is the construction of a new 6,450 square foot car was, associated vacuum stalls, onsite parking, and landscaping. An existing auto lube and oil change building will be demolished to make way for the construction of the new car wash facility.

Land Use - The project is the construction of a new car wash facility. The car wash tunnel/building is approximately 6,450 sqft. The associated vacuum stalls, onsite parking, and landscaping cover approximately 76,750 sqft of the site.

Demolition - The existing auto lube & oil facility will be demolished to make way for the new car wash facility.

Vehicle Trips - ITE assigned an average of 11.66 trips per 1,000 sqft GFA on weekdays and an average of 30.40 trips per 1,000 sqft GFA (Land Use: 948) on Saturday. The car wash facility is approximately 6,450 sqft in size.

Energy Use -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	1,000.00	8,000.00
tblLandUse	LandUseSquareFeet	1,000.00	43,460.00
tblLandUse	LandUseSquareFeet	1,000.00	25,290.00
tblLandUse	LandUseSquareFeet	0.00	6,450.00
tblLandUse	LotAcreage	0.02	0.15
tblLandUse	LotAcreage	0.02	0.99
tblLandUse	LotAcreage	0.02	0.31
tblLandUse	LotAcreage	0.00	0.15
tblVehicleTrips	ST_TR	0.00	196.00
tblVehicleTrips	WD_TR	0.00	75.00

2.0 Emissions Summary

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2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.0142	0.1370	0.0920	1.5000e-004	1.2000e-003	7.7300e-003	8.9200e-003	2.6000e-004	7.2200e-003	7.4800e-003	0.0000	13.6120	13.6120	3.3000e-003	0.0000	13.6945
2020	0.3043	1.8429	1.5883	3.1100e-003	0.0539	0.0904	0.1443	0.0184	0.0870	0.1054	0.0000	264.7168	264.7168	0.0429	0.0000	265.7880
Maximum	0.3043	1.8429	1.5883	3.1100e-003	0.0539	0.0904	0.1443	0.0184	0.0870	0.1054	0.0000	264.7168	264.7168	0.0429	0.0000	265.7880

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.0142	0.1370	0.0920	1.5000e-004	1.2000e-003	7.7300e-003	8.9200e-003	2.6000e-004	7.2200e-003	7.4800e-003	0.0000	13.6120	13.6120	3.3000e-003	0.0000	13.6945
2020	0.3043	1.8429	1.5883	3.1100e-003	0.0539	0.0904	0.1443	0.0184	0.0870	0.1054	0.0000	264.7165	264.7165	0.0429	0.0000	265.7878
Maximum	0.3043	1.8429	1.5883	3.1100e-003	0.0539	0.0904	0.1443	0.0184	0.0870	0.1054	0.0000	264.7165	264.7165	0.0429	0.0000	265.7878

[illegible]

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	12-16-2019	3-15-2020	0.6612	0.6612
2	3-16-2020	6-15-2020	0.6181	0.6181
3	6-16-2020	9-15-2020	0.6179	0.6179
4	9-16-2020	9-30-2020	0.1007	0.1007
		Highest	0.6612	0.6612

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0362	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0034	1.0034	4.0000e-005	1.0000e-005	1.0065
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0362	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	1.0034	1.0034	4.0000e-005	1.0000e-005	1.0066

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2.2 Overall Operational**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0362	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0034	1.0034	4.0000e-005	1.0000e-005	1.0065
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0362	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	1.0034	1.0034	4.0000e-005	1.0000e-005	1.0066

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	12/16/2019	1/10/2020	5	20	
2	Site Preparation	Site Preparation	1/11/2020	1/14/2020	5	2	
3	Grading	Grading	1/15/2020	1/20/2020	5	4	
4	Building Construction	Building Construction	1/21/2020	10/26/2020	5	200	
5	Paving	Paving	10/27/2020	11/9/2020	5	10	
6	Architectural Coating	Architectural Coating	11/10/2020	11/23/2020	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 1.45

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 9,675; Non-Residential Outdoor: 3,225; Striped Parking Area: 4,605 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	8.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	34.00	14.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.1000e-004	0.0000	5.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0138	0.1361	0.0894	1.4000e-004		7.7200e-003	7.7200e-003		7.2100e-003	7.2100e-003	0.0000	12.8497	12.8497	3.2700e-003	0.0000	12.9315
Total	0.0138	0.1361	0.0894	1.4000e-004	5.1000e-004	7.7200e-003	8.2300e-003	8.0000e-005	7.2100e-003	7.2900e-003	0.0000	12.8497	12.8497	3.2700e-003	0.0000	12.9315

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3.2 Demolition - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	7.2000e-004	1.0000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.1845	0.1845	1.0000e-005	0.0000	0.1847
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6000e-004	2.5000e-004	2.5600e-003	1.0000e-005	6.2000e-004	0.0000	6.3000e-004	1.7000e-004	0.0000	1.7000e-004	0.0000	0.5779	0.5779	2.0000e-005	0.0000	0.5783
Total	3.8000e-004	9.7000e-004	2.6600e-003	1.0000e-005	6.8000e-004	0.0000	6.9000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.7623	0.7623	3.0000e-005	0.0000	0.7631

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.1000e-004	0.0000	5.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0138	0.1361	0.0894	1.4000e-004		7.7200e-003	7.7200e-003		7.2100e-003	7.2100e-003	0.0000	12.8496	12.8496	3.2700e-003	0.0000	12.9314
Total	0.0138	0.1361	0.0894	1.4000e-004	5.1000e-004	7.7200e-003	8.2300e-003	8.0000e-005	7.2100e-003	7.2900e-003	0.0000	12.8496	12.8496	3.2700e-003	0.0000	12.9314

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3.2 Demolition - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	7.2000e-004	1.0000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.1845	0.1845	1.0000e-005	0.0000	0.1847
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6000e-004	2.5000e-004	2.5600e-003	1.0000e-005	6.2000e-004	0.0000	6.3000e-004	1.7000e-004	0.0000	1.7000e-004	0.0000	0.5779	0.5779	2.0000e-005	0.0000	0.5783
Total	3.8000e-004	9.7000e-004	2.6600e-003	1.0000e-005	6.8000e-004	0.0000	6.9000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.7623	0.7623	3.0000e-005	0.0000	0.7631

3.2 Demolition - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.4000e-004	0.0000	3.4000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.5000e-003	0.0838	0.0586	1.0000e-004		4.6100e-003	4.6100e-003		4.3000e-003	4.3000e-003	0.0000	8.4271	8.4271	2.1700e-003	0.0000	8.4812
Total	8.5000e-003	0.0838	0.0586	1.0000e-004	3.4000e-004	4.6100e-003	4.9500e-003	5.0000e-005	4.3000e-003	4.3500e-003	0.0000	8.4271	8.4271	2.1700e-003	0.0000	8.4812

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3.2 Demolition - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	4.5000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.1216	0.1216	1.0000e-005	0.0000	0.1217
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.5000e-004	1.5200e-003	0.0000	4.2000e-004	0.0000	4.2000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3733	0.3733	1.0000e-005	0.0000	0.3736
Total	2.3000e-004	6.0000e-004	1.5800e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4949	0.4949	2.0000e-005	0.0000	0.4953

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.4000e-004	0.0000	3.4000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.5000e-003	0.0838	0.0586	1.0000e-004		4.6100e-003	4.6100e-003		4.3000e-003	4.3000e-003	0.0000	8.4271	8.4271	2.1700e-003	0.0000	8.4812
Total	8.5000e-003	0.0838	0.0586	1.0000e-004	3.4000e-004	4.6100e-003	4.9500e-003	5.0000e-005	4.3000e-003	4.3500e-003	0.0000	8.4271	8.4271	2.1700e-003	0.0000	8.4812

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3.2 Demolition - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	4.5000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.1216	0.1216	1.0000e-005	0.0000	0.1217
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.5000e-004	1.5200e-003	0.0000	4.2000e-004	0.0000	4.2000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3733	0.3733	1.0000e-005	0.0000	0.3736
Total	2.3000e-004	6.0000e-004	1.5800e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4949	0.4949	2.0000e-005	0.0000	0.4953

3.3 Site Preparation - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6300e-003	0.0184	7.7100e-003	2.0000e-005		8.2000e-004	8.2000e-004		7.6000e-004	7.6000e-004	0.0000	1.5127	1.5127	4.9000e-004	0.0000	1.5249
Total	1.6300e-003	0.0184	7.7100e-003	2.0000e-005	5.8000e-003	8.2000e-004	6.6200e-003	2.9500e-003	7.6000e-004	3.7100e-003	0.0000	1.5127	1.5127	4.9000e-004	0.0000	1.5249

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3.3 Site Preparation - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.3000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0574	0.0574	0.0000	0.0000	0.0575
Total	3.0000e-005	2.0000e-005	2.3000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0574	0.0574	0.0000	0.0000	0.0575

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6300e-003	0.0184	7.7100e-003	2.0000e-005		8.2000e-004	8.2000e-004		7.6000e-004	7.6000e-004	0.0000	1.5127	1.5127	4.9000e-004	0.0000	1.5249
Total	1.6300e-003	0.0184	7.7100e-003	2.0000e-005	5.8000e-003	8.2000e-004	6.6200e-003	2.9500e-003	7.6000e-004	3.7100e-003	0.0000	1.5127	1.5127	4.9000e-004	0.0000	1.5249

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3.3 Site Preparation - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.3000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0574	0.0574	0.0000	0.0000	0.0575
Total	3.0000e-005	2.0000e-005	2.3000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0574	0.0574	0.0000	0.0000	0.0575

3.4 Grading - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-003	0.0302	0.0129	3.0000e-005		1.3700e-003	1.3700e-003		1.2600e-003	1.2600e-003	0.0000	2.4779	2.4779	8.0000e-004	0.0000	2.4980
Total	2.7000e-003	0.0302	0.0129	3.0000e-005	9.8300e-003	1.3700e-003	0.0112	5.0500e-003	1.2600e-003	6.3100e-003	0.0000	2.4779	2.4779	8.0000e-004	0.0000	2.4980

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3.4 Grading - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	5.0000e-005	4.7000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1149	0.1149	0.0000	0.0000	0.1150
Total	7.0000e-005	5.0000e-005	4.7000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1149	0.1149	0.0000	0.0000	0.1150

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-003	0.0302	0.0129	3.0000e-005		1.3700e-003	1.3700e-003		1.2600e-003	1.2600e-003	0.0000	2.4779	2.4779	8.0000e-004	0.0000	2.4980
Total	2.7000e-003	0.0302	0.0129	3.0000e-005	9.8300e-003	1.3700e-003	0.0112	5.0500e-003	1.2600e-003	6.3100e-003	0.0000	2.4779	2.4779	8.0000e-004	0.0000	2.4980

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3.4 Grading - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	5.0000e-005	4.7000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1149	0.1149	0.0000	0.0000	0.1150
Total	7.0000e-005	5.0000e-005	4.7000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1149	0.1149	0.0000	0.0000	0.1150

3.5 Building Construction - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2031	1.4788	1.3188	2.2000e-003		0.0796	0.0796		0.0769	0.0769	0.0000	181.5421	181.5421	0.0337	0.0000	182.3847
Total	0.2031	1.4788	1.3188	2.2000e-003		0.0796	0.0796		0.0769	0.0769	0.0000	181.5421	181.5421	0.0337	0.0000	182.3847

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3.5 Building Construction - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.5500e-003	0.1704	0.0323	4.0000e-004	9.2800e-003	9.4000e-004	0.0102	2.6800e-003	9.0000e-004	3.5800e-003	0.0000	37.8028	37.8028	2.9800e-003	0.0000	37.8774
Worker	0.0144	9.7600e-003	0.0991	2.7000e-004	0.0272	1.9000e-004	0.0274	7.2200e-003	1.8000e-004	7.4000e-003	0.0000	24.4097	24.4097	7.0000e-004	0.0000	24.4271
Total	0.0199	0.1802	0.1315	6.7000e-004	0.0365	1.1300e-003	0.0376	9.9000e-003	1.0800e-003	0.0110	0.0000	62.2124	62.2124	3.6800e-003	0.0000	62.3045

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2031	1.4788	1.3188	2.2000e-003		0.0796	0.0796		0.0769	0.0769	0.0000	181.5419	181.5419	0.0337	0.0000	182.3844
Total	0.2031	1.4788	1.3188	2.2000e-003		0.0796	0.0796		0.0769	0.0769	0.0000	181.5419	181.5419	0.0337	0.0000	182.3844

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3.5 Building Construction - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.5500e-003	0.1704	0.0323	4.0000e-004	9.2800e-003	9.4000e-004	0.0102	2.6800e-003	9.0000e-004	3.5800e-003	0.0000	37.8028	37.8028	2.9800e-003	0.0000	37.8774
Worker	0.0144	9.7600e-003	0.0991	2.7000e-004	0.0272	1.9000e-004	0.0274	7.2200e-003	1.8000e-004	7.4000e-003	0.0000	24.4097	24.4097	7.0000e-004	0.0000	24.4271
Total	0.0199	0.1802	0.1315	6.7000e-004	0.0365	1.1300e-003	0.0376	9.9000e-003	1.0800e-003	0.0110	0.0000	62.2124	62.2124	3.6800e-003	0.0000	62.3045

3.6 Paving - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.2000e-003	0.0423	0.0444	7.0000e-005		2.3500e-003	2.3500e-003		2.1600e-003	2.1600e-003	0.0000	5.8829	5.8829	1.8600e-003	0.0000	5.9295
Paving	1.4900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.6900e-003	0.0423	0.0444	7.0000e-005		2.3500e-003	2.3500e-003		2.1600e-003	2.1600e-003	0.0000	5.8829	5.8829	1.8600e-003	0.0000	5.9295

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3.6 Paving - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.9000e-004	1.9000e-003	1.0000e-005	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4667	0.4667	1.0000e-005	0.0000	0.4670
Total	2.7000e-004	1.9000e-004	1.9000e-003	1.0000e-005	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4667	0.4667	1.0000e-005	0.0000	0.4670

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.2000e-003	0.0423	0.0444	7.0000e-005		2.3500e-003	2.3500e-003		2.1600e-003	2.1600e-003	0.0000	5.8828	5.8828	1.8600e-003	0.0000	5.9295
Paving	1.4900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.6900e-003	0.0423	0.0444	7.0000e-005		2.3500e-003	2.3500e-003		2.1600e-003	2.1600e-003	0.0000	5.8828	5.8828	1.8600e-003	0.0000	5.9295

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3.6 Paving - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.9000e-004	1.9000e-003	1.0000e-005	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4667	0.4667	1.0000e-005	0.0000	0.4670
Total	2.7000e-004	1.9000e-004	1.9000e-003	1.0000e-005	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4667	0.4667	1.0000e-005	0.0000	0.4670

3.7 Architectural Coating - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0609					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2100e-003	8.4200e-003	9.1600e-003	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	1.2766	1.2766	1.0000e-004	0.0000	1.2791
Total	0.0621	8.4200e-003	9.1600e-003	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	1.2766	1.2766	1.0000e-004	0.0000	1.2791

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3.7 Architectural Coating - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.0000e-004	1.0200e-003	0.0000	2.8000e-004	0.0000	2.8000e-004	7.0000e-005	0.0000	8.0000e-005	0.0000	0.2513	0.2513	1.0000e-005	0.0000	0.2515
Total	1.5000e-004	1.0000e-004	1.0200e-003	0.0000	2.8000e-004	0.0000	2.8000e-004	7.0000e-005	0.0000	8.0000e-005	0.0000	0.2513	0.2513	1.0000e-005	0.0000	0.2515

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0609					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2100e-003	8.4200e-003	9.1600e-003	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	1.2766	1.2766	1.0000e-004	0.0000	1.2791
Total	0.0621	8.4200e-003	9.1600e-003	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	1.2766	1.2766	1.0000e-004	0.0000	1.2791

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3.7 Architectural Coating - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.0000e-004	1.0200e-003	0.0000	2.8000e-004	0.0000	2.8000e-004	7.0000e-005	0.0000	8.0000e-005	0.0000	0.2513	0.2513	1.0000e-005	0.0000	0.2515
Total	1.5000e-004	1.0000e-004	1.0200e-003	0.0000	2.8000e-004	0.0000	2.8000e-004	7.0000e-005	0.0000	8.0000e-005	0.0000	0.2513	0.2513	1.0000e-005	0.0000	0.2515

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
User Defined Commercial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
User Defined Commercial	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.506092	0.032602	0.169295	0.124521	0.019914	0.005374	0.021664	0.110051	0.001797	0.001623	0.005307	0.000969	0.000792
Other Non-Asphalt Surfaces	0.506092	0.032602	0.169295	0.124521	0.019914	0.005374	0.021664	0.110051	0.001797	0.001623	0.005307	0.000969	0.000792
Parking Lot	0.506092	0.032602	0.169295	0.124521	0.019914	0.005374	0.021664	0.110051	0.001797	0.001623	0.005307	0.000969	0.000792
User Defined Commercial	0.506092	0.032602	0.169295	0.124521	0.019914	0.005374	0.021664	0.110051	0.001797	0.001623	0.005307	0.000969	0.000792

Historical Energy Use: N

5.1 Mitigation Measures Energy

[illegible]

Unmitigated

[illegible]

Mitigated

[illegible]

Mister Car Wash 1398 & 1400 Geer Rd - San Joaquin Valley Unified APCD Air District, Annual

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	2800	1.0034	4.0000e-005	1.0000e-005	1.0065
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		1.0034	4.0000e-005	1.0000e-005	1.0065

Mister Car Wash 1398 & 1400 Geer Rd - San Joaquin Valley Unified APCD Air District, Annual

5.3 Energy by Land Use - Electricity**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	2800	1.0034	4.0000e-005	1.0000e-005	1.0065
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		1.0034	4.0000e-005	1.0000e-005	1.0065

6.0 Area Detail**6.1 Mitigation Measures Area**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0362	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Unmitigated	0.0362	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	6.0900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0302					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Total	0.0362	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005

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6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	6.0900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0302					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Total	0.0362	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005

7.0 Water Detail**7.1 Mitigation Measures Water**

Mister Car Wash 1398 & 1400 Geer Rd - San Joaquin Valley Unified APCD Air District, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
User Defined Commercial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mister Car Wash 1398 & 1400 Geer Rd - San Joaquin Valley Unified APCD Air District, Annual

7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
User Defined Commercial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Mister Car Wash 1398 & 1400 Geer Rd - San Joaquin Valley Unified APCD Air District, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land UseUnmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mister Car Wash 1398 & 1400 Geer Rd - San Joaquin Valley Unified APCD Air District, Annual

8.2 Waste by Land Use**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

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

10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

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

Boilers

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

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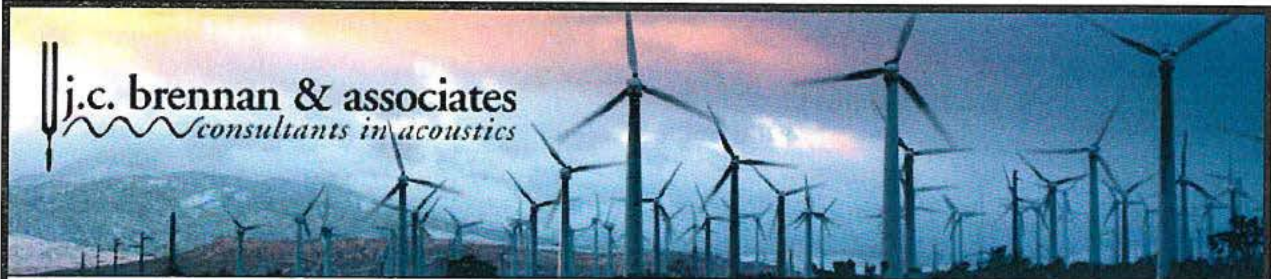
Equipment Type	Number
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11.0 Vegetation

ATTACHMENT 2

ENVIRONMENTAL NOISE ASSESSMENT

**MISTER CAR WASH
1400 GEER ROAD
JULY 7, 2019**



Mr. Car Wash – 1400 Geer Road Environmental Noise Assessment

City of Turlock, California

July 7, 2019

jcb Project # 2019-138

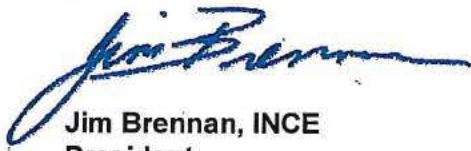
Prepared for:

Mister™

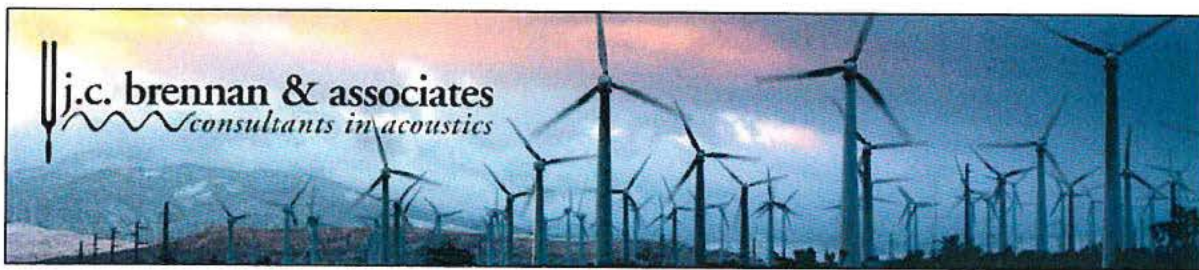
Attn:
Elana Weber
Mr. Car Wash
222 E. 5th Avenue
Tucson, AZ 85705

Prepared by:

j.c. brennan & associates, Inc.



Jim Brennan, INCE
President
Member, Institute of Noise Control Engineering (INCE)



INTRODUCTION

The Mr. Car Wash company proposes a new Car Wash facility located at 1400 Geer Road. Operational hours for the proposed Mr. Car Wash are generally from 7 a.m. to 7 p.m. Existing land uses in the immediate project vicinity include multi-family residential to the immediate north, an existing lube and oil change facility which is part of the site plan area to the south. A vacant lot to the south of the project site. Commercial development is located to the west across Geer Road, and both single family and multi-family to the east and northeast. The project vicinity and site plan are shown on Figure 1.

Due to the proximity of the proposed car wash to the surrounding land uses, the City of Turlock has requested that an acoustical analysis be prepared for this site. The purposes of this analysis are to quantify noise levels associated with this car wash facility, to assess compliance with the applicable City of Turlock noise level criteria, compare the predicted car wash operations noise levels to the exiting background noise environment, and, if required, to recommend measures to reduce noise impacts at the surrounding noise sensitive uses where necessary.

Previously, j.c. brennan & associates, Inc. conducted an Environmental Noise Analysis for the Prime Shine Car Wash which was proposed for this site (Prime Shine Car Wash, City of Turlock California, August 6 2018, Prepared for: Prime Shine Car Wash, Prepared by: j.c. brennan & associates, Inc.). Due to the revisions in the site plan, and the use of different equipment for the car wash, the City of Turlock has requested an updated noise analysis.

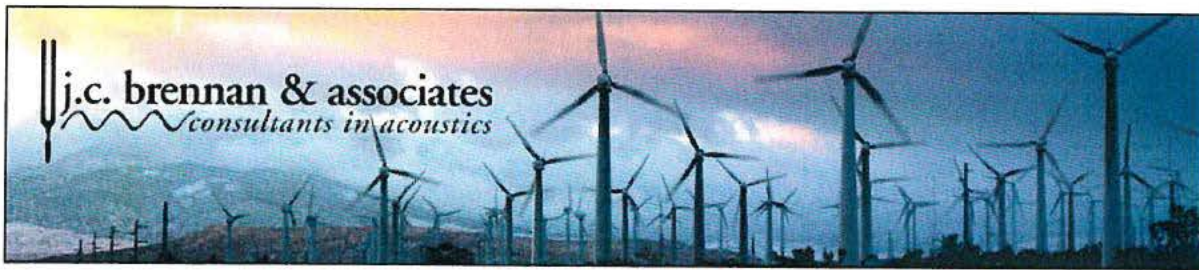
ENVIRONMENTAL SETTING

Noise Background

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. Often, someone's music is described as noise by another.

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 dBA. 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 dBA, and changes in levels (dBA) 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 may be expressed as dBA, unless otherwise noted.

The decibel scale is logarithmic, not linear. In other words, two sound levels 10 dBA 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 to measure the ambient noise level 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, Ldn, and shows very good correlation with community response to noise.

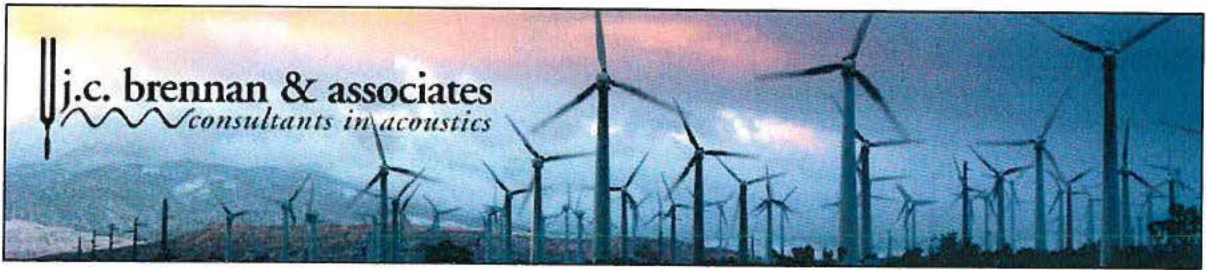
The day/night average level (Ldn) is based upon the average noise level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though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

Table 1 lists several examples of maximum noise levels associated with common noise sources.

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 dBA 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.

A complete listing of acoustical terminology is provided in Appendix A.



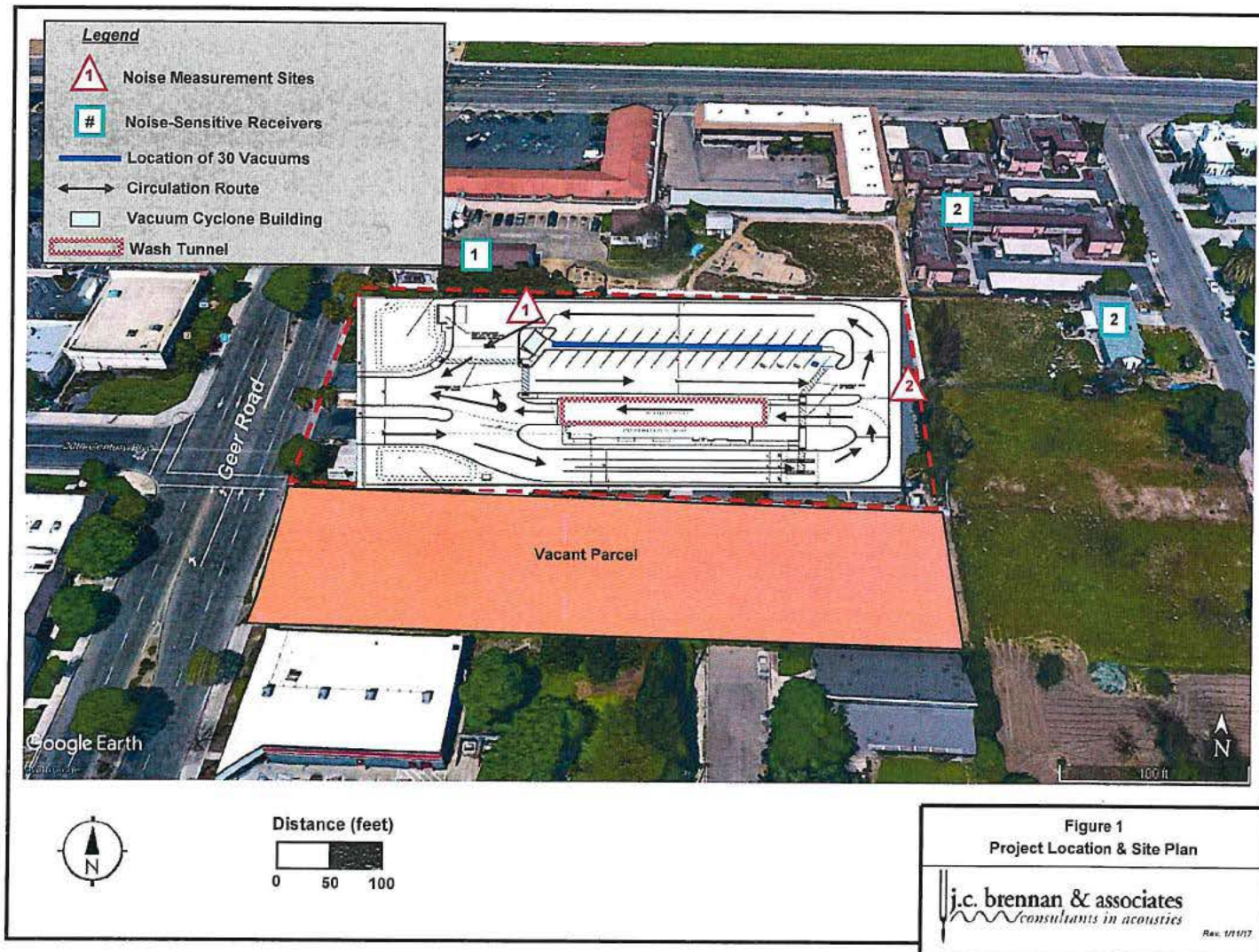
Table 1

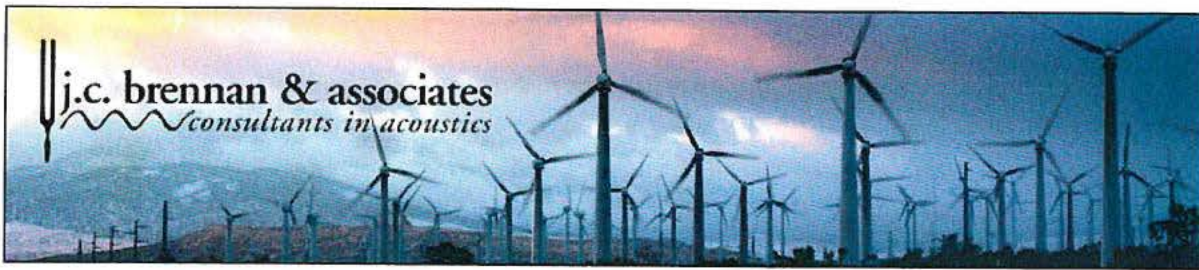
LOUDNESS COMPARISON CHART (dBA)

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 1000 ft	110	Rock Band
Gas Lawn Mower at 3 ft	100	
	90	Food Blender at 3 ft
Diesel Truck at 50 ft at 50 mph	80	Garbage Disposal at 3 ft
Noisy Urban Area, Daytime	70	Vacuum Cleaner at 10 ft
Gas Lawn Mower at 100 ft		Normal Speech at 3 ft
Commercial Area	60	
Heavy Traffic at 300 ft		Large Business Office
Quiet Urban, Daytime	50	Dishwasher Next Room
Quiet Urban, Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban, Nighttime	30	Library
	20	Bedroom at Night, Concert Hall (Background)
Quiet Rural, Nighttime	10	Broadcast/Recording Studio
	0	
Lowest Threshold of Human Hearing		Lowest Threshold of Human Hearing

An increase of 3 dBA is barely perceptible to the human ear.

j.c. brennan & associates
consultants in acoustics





EXISTING NOISE ENVIRONMENT

To quantify existing ambient noise levels in the vicinity of the project site, j.c. brennan & associates, Inc., conducted short-term noise measurements on the project site. See Figure 1 for noise measurement locations. The noise level measurements were conducted on July 27, 2018. The noise level measurements were conducted to determine typical existing background noise levels and for comparison to the predicted noise levels. A summary of the results of the ambient noise survey are shown in Table 2.

Equipment used for the noise measurement survey included a Larson Davis Laboratories (LDL) Model 824 precision integrating sound level meter. The meter was calibrated with an LDL Model 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 Measured Ambient Noise Levels July 27, 2018				
Site	Time	Measured Noise Levels		
		Leq	L50	Lmax
Site 1	8:05 a.m.	52.5 dBA	51 dBA	63.5 dBA
	12:45 p.m.	52.6 dBA	52 dBA	61.1 dBA
Site 2	9:10 a.m.	49.5 dBA	49 dBA	61.4 dBA
	1:17 p.m.	48.2 dBA	47 dBA	59.3 dBA

REGULATORY FRAMEWORK

City of Turlock General Plan Noise Element

For the purposes of evaluating noise effects of new projects, the criteria contained within the City of Turlock General Plan Noise Element are used. The City of Turlock General Plan Noise Element establishes goals, policies and criteria for determining land use compatibility with both transportation and non-transportation noise sources within the community. The following (Table 3) provides the criteria for evaluating the feasibility and potential noise impacts associated with the proposed Mr. Car Wash project.



Table 3
City of Turlock Noise Level Performance Standards for Non-Transportation Noise Sources
(Table 9-3 of Turlock General Plan Noise Element)

Noise Descriptor	Daytime (7a.m. - 10 p.m.)	Nighttime (10 p.m. - 7 a.m.)
Hourly Average (Leq)	55 dB	45 dB
Maximum (Lmax)	75 dB	65 dB

Each of the noise levels specified above shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

ANALYSIS

The Mr. Car Wash company utilizes Sonny's car wash systems, and VacuTech vacuum systems. Noise levels generated by car washes are primarily due to the drying cycle of the car wash operations. In addition, additional noise is generated by the vacuum systems. However this depends on the type of vacuum system used for the project. Newer generation car wash vacuum systems tend to include central vacuums located in an enclosure. In addition, individual vacuum hoses are generally located in a "holster" and do not create noise when not in use. This is consistent with the VacuTech dryer system being utilized by Mr. Car Wash.

The Sonny's specifications for noise levels at the exit of the tunnel is 79 dB, at a distance of 50-feet. However, the blowers used for the drying cycles are operated approximately 15-minutes of every hour. The reference data described above are maximum noise levels. Based upon an operation of 15-minutes per hour, the hourly Leq would be 73 dB, at a distance of 50-feet. Although the manufacturer does not have noise level data for the entrance, j.c. brennan & associates, Inc. utilized noise level data recently collected at the Splash Express car wash located in Santa Rosa, California. The measured noise levels at the entrance of the car wash tunnel were 7 dB less than at the entrance. In addition, the noise levels from the car wash tunnel decrease to the sides of the tunnel, due to shielding. At a 45 degree angle, the levels are reduced by approximately 3 dB, and at a 90 degree angle, the levels are reduced by approximately 5 to 6 dB. Table 4 shows the reference noise level data used for this analysis.

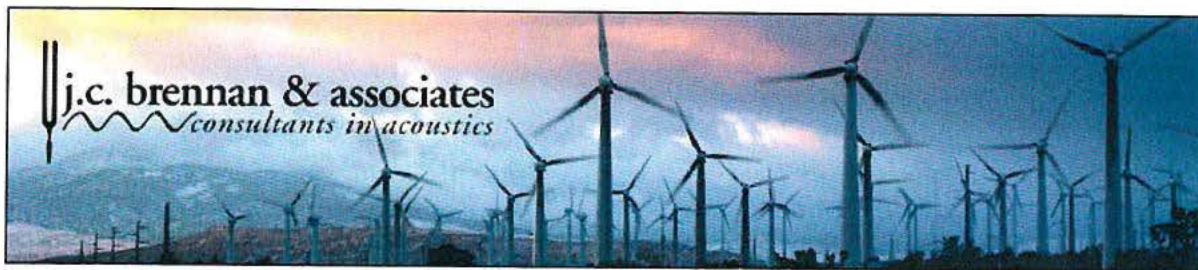


Table 4
Reference Car Wash Tunnel Noise Levels

Description	Measured Noise Levels	
	Leq	Lmax
Car Wash Tunnel Exit (Directly in front) at 50-feet	73 dB	79 dB
Car Wash Tunnel Exit (45 degrees to the side) at 50-feet	70 dB	76 dB
Car Wash Tunnel Exit (90 degrees to the side) at 50-feet	67 dB	73 dB
Car Wash Tunnel Entrance (Directly in front) at 50-feet	66 dB	74 dB
Car Wash Tunnel Entrance (45 degrees to the side) at 50-feet	63 dB	71 dB
Car Wash Tunnel Entrance (90 degrees to the side) at 50-feet	60 dB	68 dB
Source: j.c. brennan & associates, Inc. - 2019		

Car Wash Noise Levels

Based upon the reference noise measurement data shown in Table 4, the predicted noise levels at each of the property lines is shown in Table 5. As means of complying with the City stationary noise source criteria of 55 dBA Leq and 75 dB Lmax at the north and northeast property lines, recommendations are provided in this report.

Table 5 shows the calculated noise levels at the property lines for all noise sources. The west property line was not included due to the fact that no noise-sensitive uses are located on the west side.

Vacuum Station Noise Levels

Noise measurements conducted for the Splash Express in Santa Rosa which utilizes the Vacu Tech vacuum system. Based upon the noise level data collected at the Splash Express, the primary noise source associated with vacuum use, is the cyclone. This piece of equipment is located inside of the proposed enclosure, and is not a major contributor to overall noise levels. When the vacuum nozzles are not in use, they are inserted in a "holster" which nullifies the noise due to air flow. When the nozzle is removed, and is outside of the vehicle, the levels are approximately 65 dBA Lmax. However, this generally occurs for less than a minute during the vacuum process. When the nozzle is located inside of the vehicle, the measured noise levels were less than 40 dBA at a distance of 10-feet. Overall vacuum noise levels were 51 dB Leq, and 65 dB Lmax, at a distance of 10-feet, for 5 to 10 vacuum stations in use. Based upon spreading out of the vacuum stations, a typical hourly Leq due to vacuum use is not expected to exceed 55 dBA at a distance of 25-feet from any of the linear banks of vacuum stations.

Table 5 shows the overall noise levels from all noise sources.

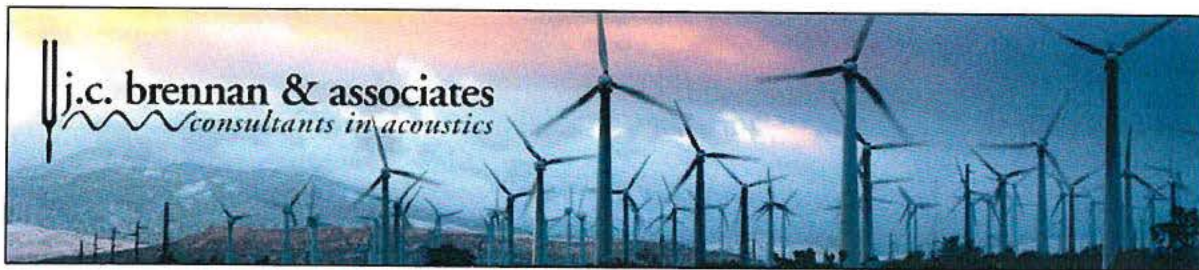


Table 5
Car Wash and Vacuum Noise Levels at Property Lines

Location	Noise Source	Unmitigated Noise Level		Mitigation	Mitigated Noise Level	
		Leq	Lmax		Leq	Lmax
North Property Line	Wash Tunnel	62 dB	68 dB	1. Extend the Carwash Tunnel 20-feet to the west. The extension can be open to the south. 2. Extend a wall 20-feet the east from the entrance to the Carwash. The wall shall be 10-feet in height. 3. Install approximately 125 square feet of absorptive acoustical panels which are covered in a pvc vinyl. They should be installed on the walls near the exit of the tunnel.	55 dB Leq	61 dB Lmax
	Vacuum	50 dB	63 dB			
	Cumulative	62 dB	69 dB			
Nearest Residences to the South	Wash Tunnel	56 dB	62 dB	None Required Existing 5-foot barrier is sufficient	NA	NA
	Vacuum	35 dB	48 dB			
	Cumulative	56 dB	62 dB			
East Property Line	Wash Tunnel	60 dB	68 dB	The 20-foot extension of the wall to the east of the entrance.	55 dB Leq	64 dB Leq
	Vacuum	46 dB	59 dB			
	Cumulative	60 dB	69 dB			

Source: j.c. brennan & associates, Inc. - 2018

Recommendations and Conclusions

The project can comply with the City of Turlock stationary noise source criteria, provided that the following are included in the project design:

1. Enclose the air handling equipment for the vacuums system inside of the building as proposed;
2. Extend the Carwash Tunnel 20-feet to the west. The extension can be open to the south. See Figure 3;
3. Extend a wall 20-feet the east from the entrance to the Carwash. The wall shall be 10-feet in height;
4. Install approximately 125 square feet of absorptive acoustical panels which are covered in a pvc vinyl. They should be installed on the walls near the exit of the tunnel. See the Appendix C.

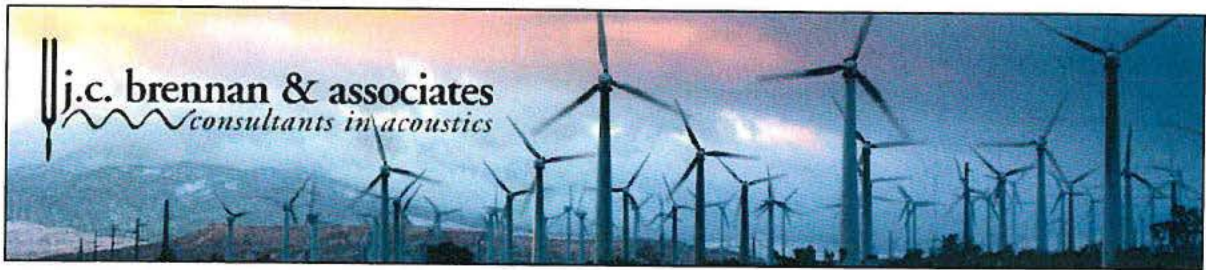
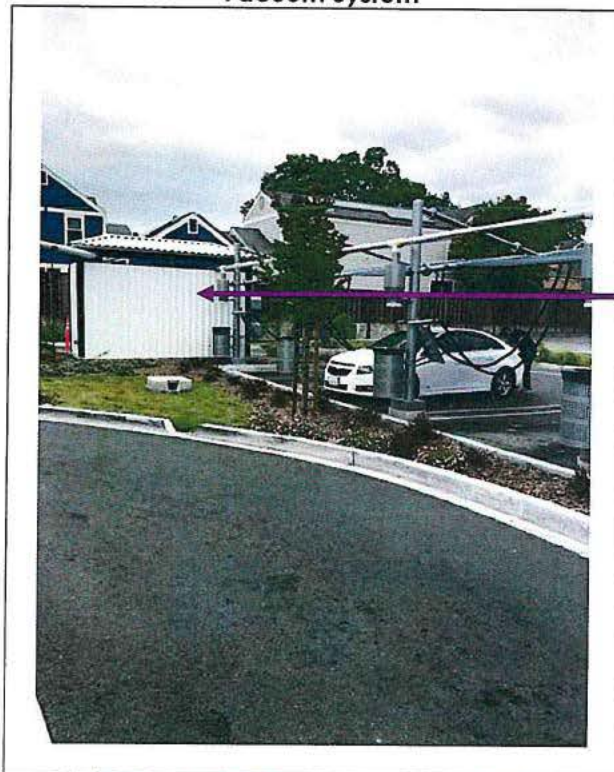


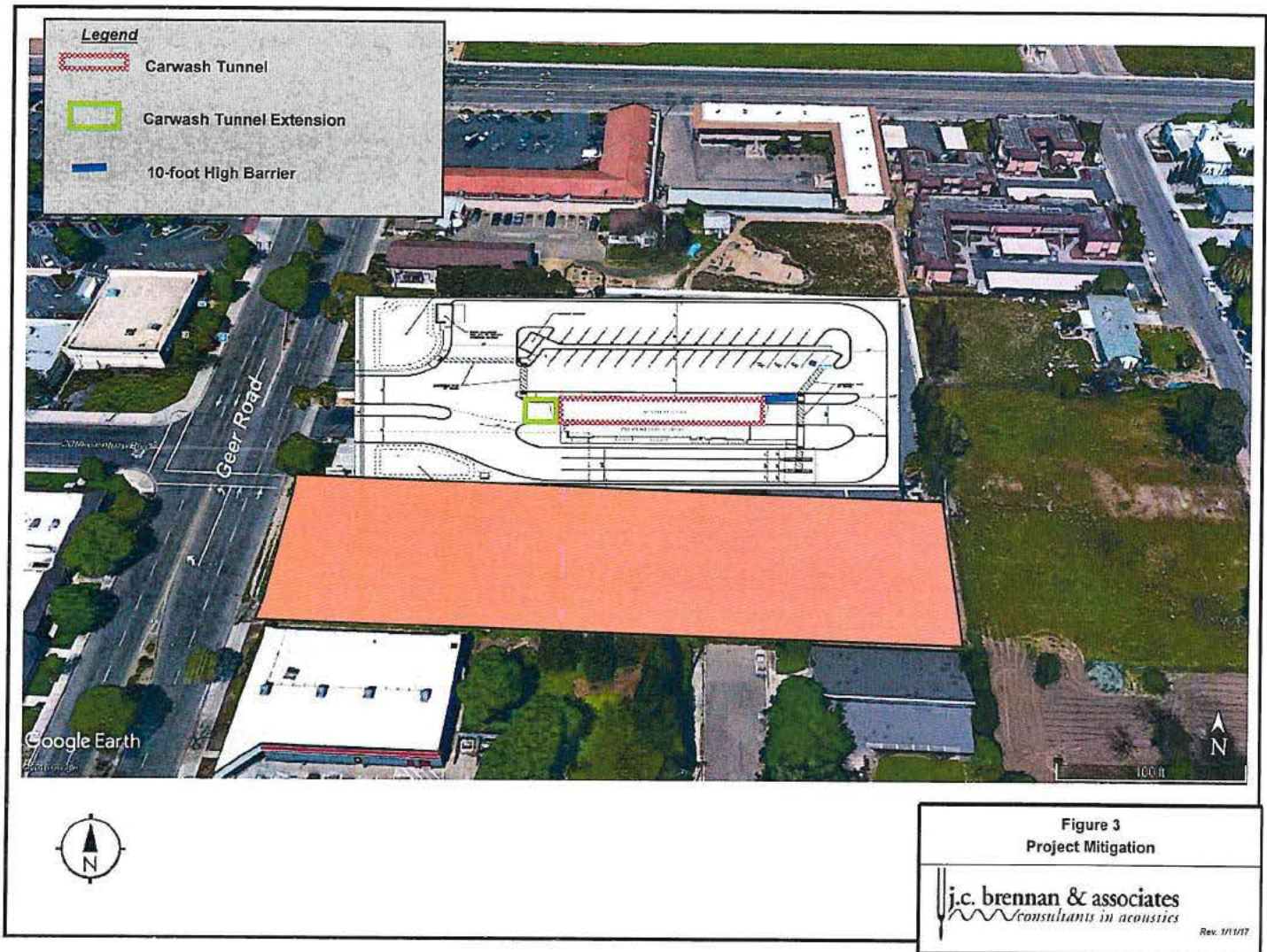
Figure 2
Vacuum System



Vacuum Cyclone Inside Building



Vacuum Nozzles Muffled
and Air Flow is Not
Audible



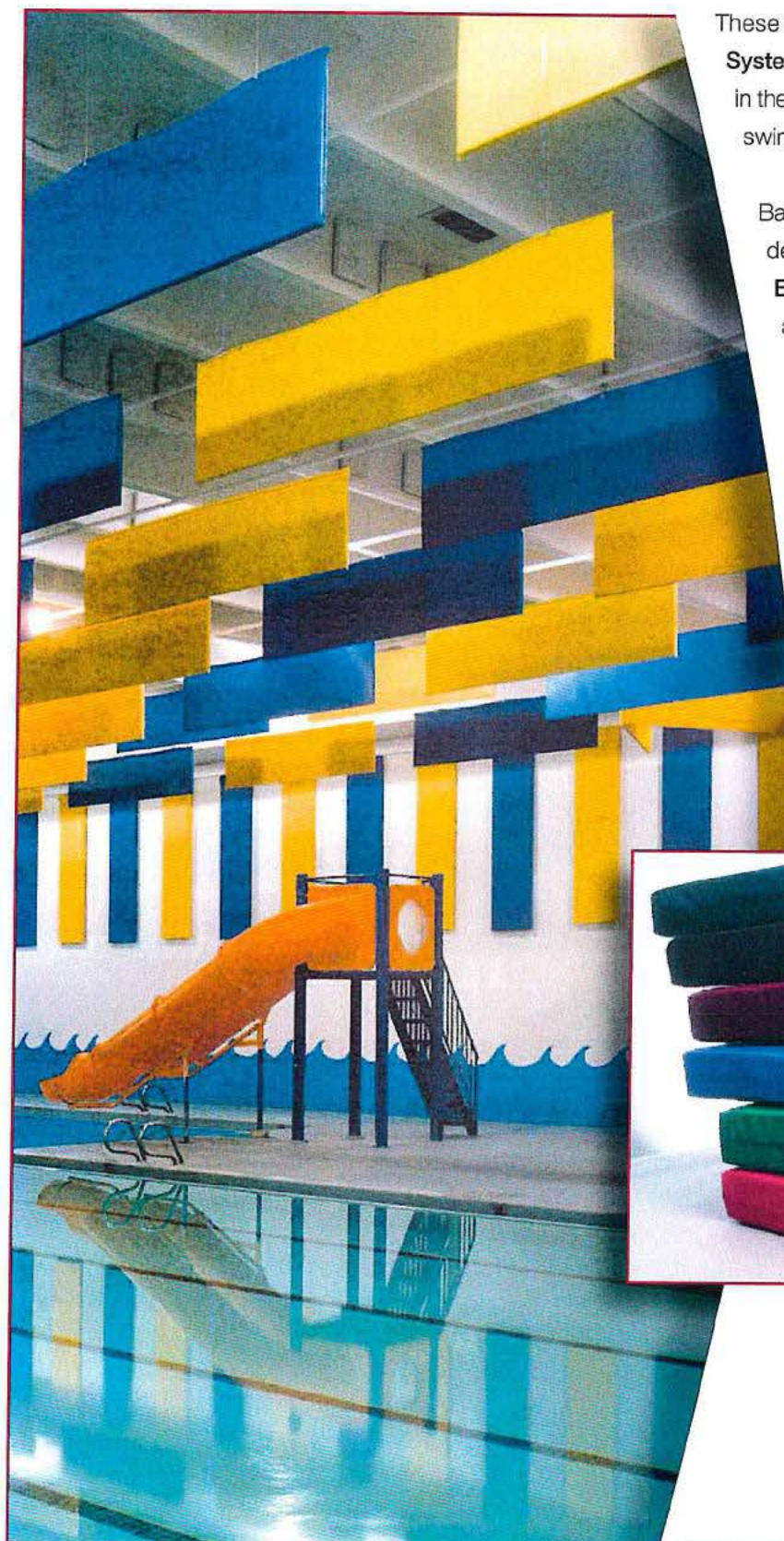
Appendix A

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.
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 Decibel 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 a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz (Hz).
L_{dn}	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
L_{eq}	Equivalent or energy-averaged sound level.
L_{max}	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 L ₅₀ is the sound level exceeded 50% of the time during the one hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
Noise	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.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the <i>Maximum</i> level, which is the highest RMS level.
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 passby, that compresses the total sound energy into a one-second event.
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.
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.



ACOUSTICAL BAFFLE & WALL PANEL SYSTEMS



These two most popular **CMA Acoustical Systems** compliment each other for applications in the same environments, namely schools, gyms, swimming pools and industrial workplaces.

Baffles may be hung vertically in a variety of designs or hung horizontally - clouds. **CMA Baffle Systems** provide the most sound absorption per unit because they are effective in absorption from all sides. Acoustical performance is usually published in sabins per unit.

Baffles are available as a standard in three different facings. The most popular encapsulation material is nylon sailcloth for a softer, fabric look without the fabric price. A new trend in application for baffles are in restaurants with exposed structures in order to reduce the reverberation time.



CMA

205 Earl Road
Shorewood, IL 60434
Website: www.cmainc.net



CMA usually recommends that Baffles and Wall Panels be installed in a space in equal quantities of sabins (sound absorption per square foot). The popularity of CMA Wall Panels and Baffle Systems lies in the ease of installation. Wall Panels are generally hung from the wall surface from hooks at the top through grommets in the Panel. We further suggest the mounting "B" installation for a cleaner smooth facing. Complete hanging details, suggested layouts, as well as hardware for installations are available from CMA, or in our architectural binder.

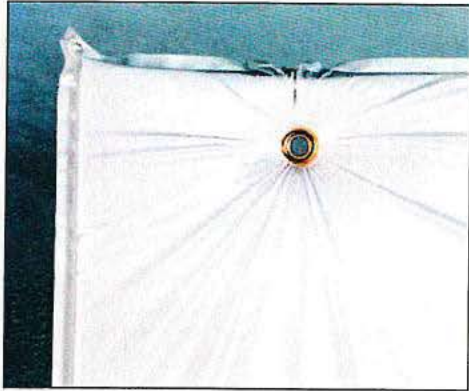
CMA provides Baffles and Wall Panels that are the lowest cost finished products specifically designed for acoustics. Budget material and installed costs are available upon request from your CMA Sales Representative.



ACOUSTICAL BAFFLE & WALL PANEL SYSTEMS

Mounting Options

"A" Slight puckering on fabric face

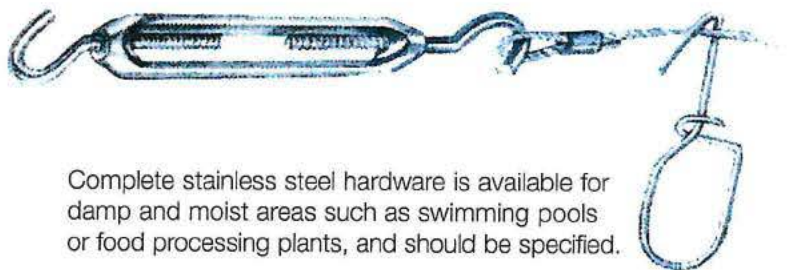


"B" Clean, smooth, facing



Selected Examples of Mounting Hardware

Item	Description
CS 1001	Cable Crimp Sleeve
TB 1002	Turnbuckle
CT 1000	Crimp Tool
TR 500	11" Nylon Tie Wraps
L 803	3" "L" Hook Screw
2H4	Beam Clamp 3/32" - 9/64"
4H24	Beam Clamp 1/8" - 1/4"
HWC-3	Hanger Wire Clip
AC 1000	7 x 7 Aircraft Cable - 3/32"

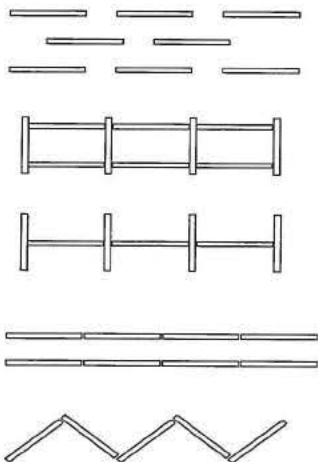


Complete stainless steel hardware is available for damp and moist areas such as swimming pools or food processing plants, and should be specified.

Hardware Note: Although CMA baffles are very light weight, the hanging cable may sag under the baffles weight depending on the size, thickness and density of the baffles. Consult CMA for specific recommendations for vertical supports and spacing.



ACOUSTICAL BAFFLE & WALL PANEL SYSTEMS



System	Standard Thickness	Standard Density	Standard Widths	Maximum Widths	Standard Length	Maximum Length	Standard Facings	Acoustical Range
Acoustical Baffle Systems	1, 1-1/2, 2"	1-1/2 - 7#	18, 24, 36, 48"	48"	2, 4'	8'	PVC, PVF, Sailcloth	.90-1.15
Acoustical Wall Panel Systems	1-2"	2-1/2, 3, 4, 6#	24, 48"	48"	2, 4, 8'	8'	PVC, PVF, Sailcloth	.65-1.15

Selected Acoustical Tests - Baffles & Wall Panels

Octave Band Center Frequency, Hz										
Acoustical Material	Description	Mounting	125	250	500	1000	2000	4000	NRC	Test #
<i>All Baffle Tests expressed in sabins per 2 x 4 baffle</i>										
2" x 1.5#	4.0 mil Sailcloth	E795-00-J Parallel Rows	2.88	7.76	12.96	13.36	9.20	5.84	10.80	RAL A05-180
2" x 3#	4.0 mil Sailcloth	E795-00-J Parallel Rows	1.75	5.14	10.79	13.12	8.69	4.60	9.45	RAL A97-49
2" x 1.5#	4.0 mil Perf. PVC	E795-00-J Parallel Rows	2.21	6.84	12.37	15.53	14.58	14.68	12.35	JM Tech Ctr A2003-075-1
2" x 1.5#	4.0 mil Perf. PVC	E795-00-J Perpendicular Rows	2.52	6.51	11.28	13.36	13.13	13.04	11.05	JM Tech Ctr A2003-075-3
<i>All Wall Panel Tests expressed in sabins per square foot</i>										
2" x 2#	4.0 mil PVC	A	0.18	0.86	1.16	1.13	1.00	0.79	1.05	JM Tech Ctr A01-116-1
3" x 1.65#	4.0 mil PVC	A	0.67	1.00	1.15	1.04	1.03	1.04	1.05	RAL A98-191
2" x 2#	4.0 mil PVC	D-100	0.57	1.10	1.11	1.07	1.02	0.89	1.10	JM Tech Ctr A01-116-7
2" x 2.5#	4.0 mil PVC	D-100	0.51	1.13	1.17	1.17	1.09	0.98	1.15	JM Tech Ctr A2002-017

- Mounting: (a) E-400 Ceiling Mount is 14" depth; (b) "A" Mounting is directly against structural wall with no air space; (c) D-100 (100mm) utilizes a 4" air space behind fiberglass.
- All test for Sound Absorption are in accordance with ASTM C-423-99a. Actual installed values may vary depending upon many variables, such as type of construction and humidity.

NOTE: All encapsulated products consist of a selected facing completely surrounding the fiberglass core. In order not to damage the core during fabrication, the facing is loose and may exhibit wrinkles or "puckers" under critical examination. This fabrication technique enhances the acoustical qualities, but encapsulated materials cannot be judged in the same manner as engineered wall panels with resin hardened edges.



205 Earl Road
Shorewood, IL 60434
email: cmainc@cmainc.net
Website: www.cmainc.net

Toll Free: 866.730.9750
Tel: 815.730.9750
Fax: 815.730.9752

ATTACHMENT 3

ENVIRONMENTAL NOISE ASSESSMENT

**UST CLOSURE
1400 GEER ROAD
FEBRUARY 27, 2017**



1172 Kansas Avenue, Suite A
Modesto, CA 95351
209.522.4119 - PH
209.522.4227 - FAX
groundzeroanalysis.com

February 27, 2017

Project No.: 993
Project Name: Prime Shine (Former Reflections)

Mr. Evan Porges
Prime Shine Inc.
PO Box 3469
Modesto, CA 95353

RE: UST Closure Work
Former Reflections Car Wash, 1400 Geer Rd, Turlock, CA

Dear Mr. Porges:

This report summarizes the work completed to remove the three underground fuel storage tanks (USTs) and the associated piping and fuel dispenser equipment located at 1400 Geer Road in Turlock, California (Site). In addition, soil samples were collected from beneath the three USTs and the four former pump islands. The work was performed by Starbuck Inc. and Ground Zero Analysis, Inc. (Ground Zero) personnel on January 27, 2017 and under the supervision of Stanislaus County Department of Environmental Resources (SCDER) personnel. A SCDER UST Removal Permit is attached.

The following tasks were completed:

- Removal of concrete pad overlying USTs
- Removal and recycling of three USTs including backfilling of the excavation
- Removal and disposal of four fuel dispensers and associated piping
- Collection of soil samples beneath the USTs and fuel dispensers
- Submittal of soil samples for laboratory analysis

The tank pull team consisted of Raynold Kablanow of Ground Zero as the professional oversight manager, George Starbuck of Starbuck Construction performing the tank pull and backfill activities, and Andrew Dorn of Ground Zero for soil sample collection.

UST Removal

Three USTs were removed from the Site located at 1400 Geer Road in Turlock, California. The USTs consisted of:

- One (1) 12,000 gallon UST reported to be used for unleaded gasoline. This UST was located on the northern end of the tank pit and is referred to as the “North Tank” in the sampling designation.
- One (1) 10,000 gallon UST reported to be used for unleaded gasoline. This UST was located in the center of the tank pit and is referred to as the “Center Tank” in the sampling designation.
- One (1) 8,000 gallon UST reported to be used for leaded gasoline until 2004 when the product was switched to diesel fuel. This UST was located on the southern end of the tank pit and is referred to as the “South Tank” in the sampling designation.

A site map indicating the location of the USTs is attached.

All three USTs were in good condition with no visible holes. The outer surface was slightly rusted without pitting and the inside of the tank appeared to be in good condition and no rust pits were observed. The 12,000-gallon tank was empty; however the 8,000-gallon and the 10,000-gallon USTs combined contained approximately 4,800 gallons of a water-fuel mixture. The water-fuel mixture was removed and disposed of on January 19, 2017 by Patriot Environmental Services and a waste manifest is attached. Fiberglass fuel dispenser piping was removed prior to removal of the USTs. The piping was free of product and was disposed of.

After removing the water-fuel mixture, each tank was triple rinsed and purged on January 26, 2017. A triple rinse disposal certificate from Patriot Environmental Services is attached. A waste manifest indicating the disposal of approximately 2,043 gallons of rinse water is attached. Following the triple rinse, the inside air space of each UST was purged with dry ice and under inspection by Amber Minami of SCDER were removed from the excavation after checking the Lower Explosive Limit and oxygen content of the USTs. The USTs were transported from the Site and recycled by West Coast Equipment. A disposal certificate is attached.

There was no observable evidence of petroleum hydrocarbon odor or soil discoloration associated with the USTs. The soil around the tank was a clean fine to medium grained, well sorted sand, with no clay matrix. When it dried out it became very friable, with no structural integrity. Insignificant lenses of silt and clayey sand were observed in the excavation sidewall. Based on field observations, the native soil that was removed during the uncovering of the USTs was used to backfill the excavation area. The remainder of the excavation was filled with clean imported sand. The backfill material was compacted in lifts of 12 to 18 inches.

Fuel Dispenser Removal

Four (4) fuel dispensers were located on the Site to the east of the former USTs as shown in the attached site map. It was reported that a significant portion of the fuel dispenser equipment had been removed prior to the work outlined in this report. The remaining fuel dispenser equipment and underground fuel dispenser piping was removed from the Site and disposed of. The piping was fiberglass and was empty of product upon removal. The fuel dispenser piping was less than 20 feet in length and therefore was not sampled, per recommendation by Amber Minami of SCDER.

Soil Sampling

On January 27, 2017, Andrew Dorn collected a total of eleven (11) soil samples under inspection by Amber Minami of SCDER. The following samples were collected based on SCDER requirements:

- Three (3) samples were collected from beneath the 12,000-gallon UST (North Tank) at the east end, west end and center of the UST.
- Two (2) samples were collected from beneath the 10,000-gallon UST (Center Tank) at the east and west ends.
- Two (2) samples were collected from beneath the 8,000-gallon UST (South Tank) at the east and west ends.
- Four (4) samples were collected from beneath the fuel dispensers, one (1) positioned beneath each dispenser.

The soil samples collected from beneath the USTs were collected using a hand auger and slide hammer with drive tube assembly. After removing up to six inches of pea gravel to expose native soil, a hand auger was used to bore down two feet below the top of the native soil, or approximately two to 2.5 feet below the bottom of the USTs. A slide hammer and drive tube was used to collect the soil samples in 6-inch brass tubes. The bottom the USTs was estimated to be at 13 feet below grade surface (bgs). The locations of the soil samples collected beneath the USTs are shown in the attached site map.

The soil samples collected from beneath the fuel dispensers were collected with a slide hammer and drive tube assembly. The excavator was used to remove approximately four feet of soil from beneath each fuel dispenser location. After removing slough, a slide hammer and drive tube was used to collect the soil samples in 6-inch brass tubes. The soil samples were collected from approximately 4 to 4.5 feet below the fuel dispensers. The locations of the soil samples collected beneath the fuel dispensers are shown in the attached site map.

According to SCDER, a soil sample did not need to be collected from beneath any of the fuel lines since they were less than 20 feet in length and did not contain elbow fittings.

Laboratory Analysis

The soil samples were submitted to BC Laboratories and analyzed for the following:

- Total Petroleum Hydrocarbons as gasoline
- Total Petroleum Hydrocarbons as diesel
- Total Petroleum Hydrocarbons as motor oil
- Remaining EPA method 8260B constituents (see the included laboratory analytical results)
- Total lead

Soil Sampling Analytical Results

All constituents were found to be non-detect in the samples collected beneath the three (3) USTs and four (4) fuel dispensers, with the exception of TPHd and TPHmo.

TPHd was reported to be present beneath the eastern (North Tank East, 2.3 mg/kg) and central (North Tank Center, 1.8 mg/kg) portions of the 12,000-gallon UST (North Tank) and beneath the eastern (South Tank East, 1.7 mg/kg) portion of the 8,000-gallon UST (South Tank). TPHd

was also reported to be present beneath the southwest dispenser (SW Dispenser, 2.4 mg/kg) and the northwest dispenser (NW Dispenser, 4.4 mg/kg). The reported concentrations of TPHd are significantly lower than Environmental Screening Levels (ESLs) set by the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB) for both human health and groundwater protection.

TPHmo was reported to be present beneath the center portion (North Tank Center, 4.8 mg/kg) of the 12,000-gallon UST (North Tank), beneath the western portion (Center Tank West, 4.8 mg/kg) of the 10,000-gallon UST (Center Tank) and beneath the eastern (South Tank East, 3.0 mg/kg) and western (South Tank West, 4.7 mg/kg) portions of the 8,000-gallon UST (South Tank). TPGmo was also reported to be present beneath all four fuel dispensers, ranging in concentration from 4.1 mg/kg (NE Dispenser) to 8.2 mg/kg (SE Dispenser). The reported concentrations of TPHmo are significantly lower than ESLs set by the SFBRWQCB for both human health and groundwater protection.

Total lead was reported to be present in all of the samples. However the concentrations were reported in low concentrations, in the range of 0.92 mg/kg to 4.8 mg/kg. The average total lead concentration from the UST pit samples and the fuel dispenser samples was 1.3 mg/kg and 3.4 mg/kg, respectively. The reported concentrations of lead are significantly lower than ESLs set by the SFBRWQCB for human health and probably represent naturally occurring conditions.

The laboratory analytical results report from BC Laboratories is attached.

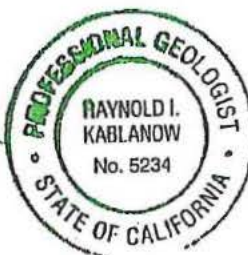
Conclusion:

We conclude that with regards to the removal of the three USTs (installed in 1988) and associated fuel dispensers and associated piping discussed above, no further investigation or assessment is needed.

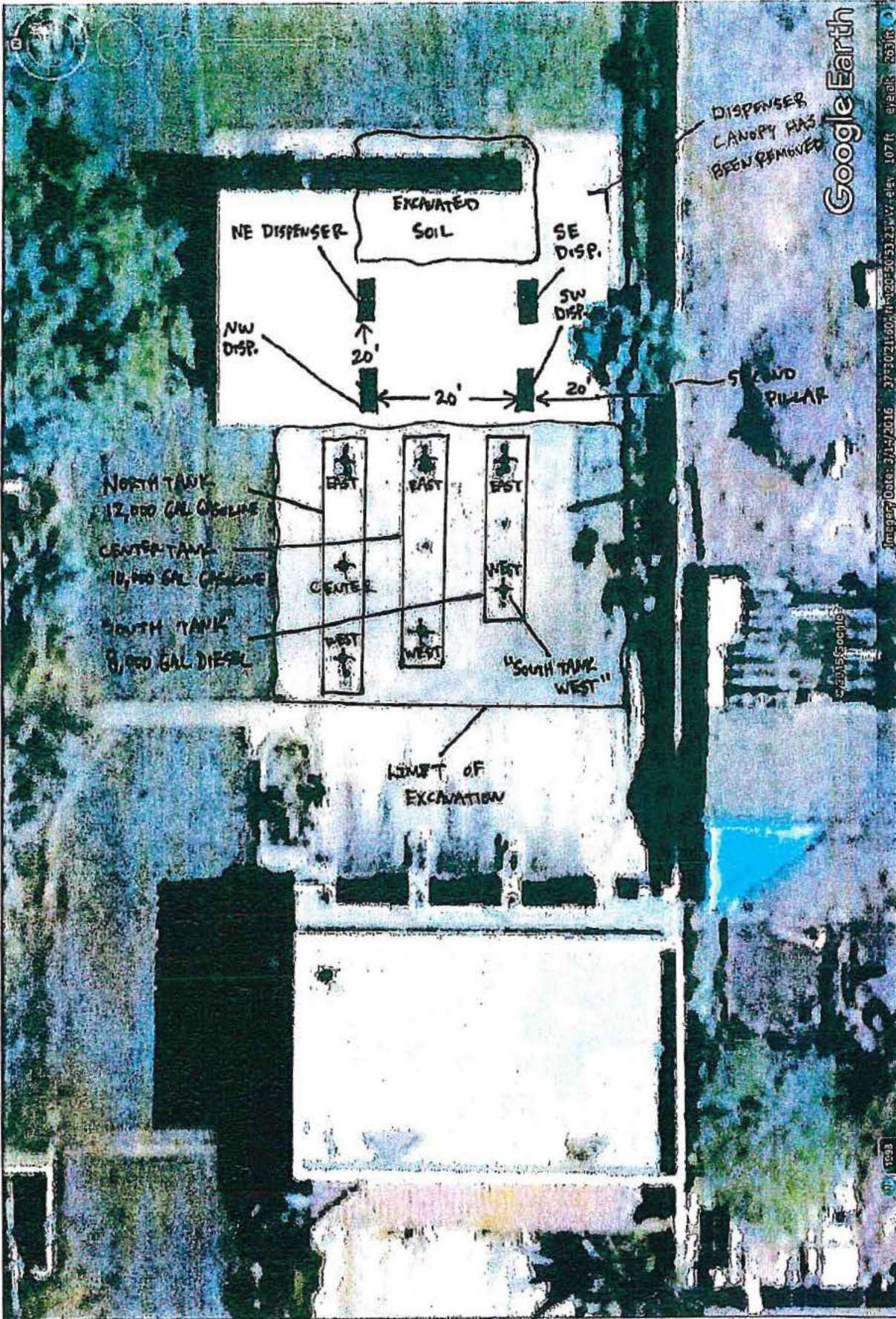
Sincerely



Raynold I. Kablanow II, Ph.D.
PG, CHG



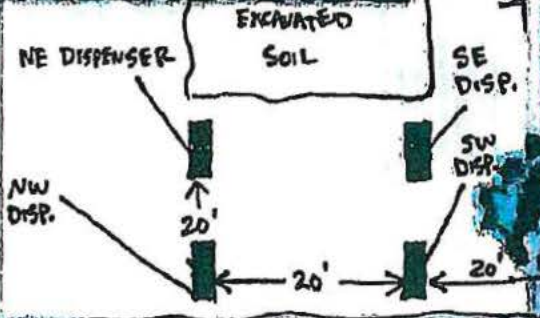
CC: Amber Minami, SCDER



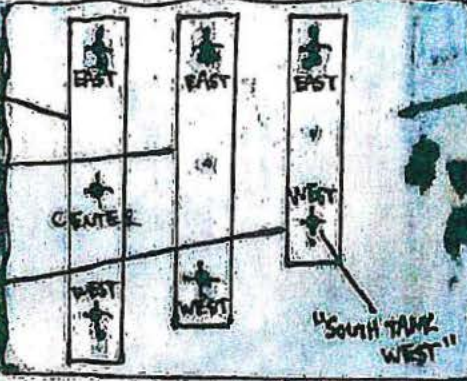
DISPENSER
CANOPY HAS
BEEN REMOVED

Google Earth

Imagery Date: 3/1/2016 37°02'11.60"N 120°50'53.23"W Elev: 107 ft. 2016



NORTH TANK
12,000 GAL OIL
CENTER TANK
10,000 GAL OIL
SOUTH TANK
8,000 GAL DIESEL



LIMIT OF
EXCAVATION



STANISLAUS COUNTY
DEPARTMENT OF ENVIRONMENTAL RESOURCES
3800 CORNUCOPIA WAY, SUITE C, MODESTO, CA 95358
PHONE: 209/525-6700 FAX: 209/525-6774

Permit No. C16-008
Permit Exp. C16-008
Fee Paid 6/20/2017

UNDERGROUND STORAGE TANK APPLICATION AND PERMIT
Please check one: ☐ Tank Installation ☐ Tank Upgrade ☒ Tank Removal

686.00
C. Moriz, Jr. CK 1849
RD 29520

1. FACILITY INFORMATION

NAME OF FACILITY <u>REFLECTION CAR WASH</u>		TYPE OF BUSINESS <u>FORMER CAR WASH - GAS</u>	
STREET ADDRESS <u>1400 GEER RD.</u>	CITY <u>TURLOCK</u>	ZIP CODE <u>95380</u>	TELEPHONE () <u>—</u>
OWNERS NAME (CORPORATION, AGENCY OR INDIVIDUAL) <u>TURLOCK FORGES PROPERTIES LLC</u>			
STREET ADDRESS (IF DIFFERENT THAN ABOVE) <u>PO BOX 3469</u>	CITY <u>MODESTO</u>	ZIP CODE <u>95353</u>	TELEPHONE (209) <u>549-9274</u>

2. TANK WORKPLAN

PROPOSED WORK TIMEFRAME <u>1-9 thru 1-13-17</u>	CONTRACTOR PERFORMING WORK <u>STARBUCK CONSTRUCTION</u>	ICC CERT. ON FILE <input type="checkbox"/>
GENERAL DESCRIPTION OF PROPOSED WORK <u>REMOVAL OF (3) UNDERGROUND STORAGE TANKS AND PIPING</u>		

3. TANK CLOSURE PLAN

TANK CLOSURE METHOD <input checked="" type="checkbox"/> REMOVAL <input type="checkbox"/> CLOSURE IN PLACE	SOIL BORING CONTRACTOR <u>N/A</u>	<u>Ground Zero Analysis, Inc.</u> <u>1172 KANSAS AVE, Modesto, CA</u> <u>209-522-4119</u>
CONTRACTOR REMOVING TANK CONTENTS <u>562-436-2614</u>	LAB COLLECTING AND ANALYZING SOIL/WATER SAMPLES <u>661-327</u>	
<u>PATRIOT ENVIRONMENTAL SERVICES</u>	<u>BL LABORATORIES INC</u>	<u>491</u>
RECIPIENT OF TANK FOR DISPOSAL OR REUSE <u>WEST COAST Equipment</u>	ADDRESS <u>1540 Linwood, Turlock 95352</u>	PHONE <u>209/668-9378</u>

4. TANK IDENTIFICATION

STATE ID#	CONTENTS (INCLUDE ALL INTENDED OR PAST USES)	CAPACITY	AGE
<u>114871</u>	<u>GASOLINE INSTALLED 1988</u>	<u>12,000</u>	<u>29 yrs</u>
<u>114873</u>	<u>GASOLINE INSTALLED 1988</u>	<u>10,000</u>	<u>29 yrs</u>
<u>114872</u>	<u>DIESEL INSTALLED 1988</u>	<u>8,000</u>	<u>29 yrs</u>
STATE ID#	CONTENTS (INCLUDE ALL INTENDED OR PAST USES)	CAPACITY	AGE
STATE ID#	CONTENTS (INCLUDE ALL INTENDED OR PAST USES)	CAPACITY	AGE

5. APPLICANT INFORMATION

I hereby certify that I have prepared this application and that the work will be done in accordance with the provisions of the laws of the State of California, the Ordinances of the County of Stanislaus and the Rules and Regulations of the Stanislaus County Department of Environmental Resources.

NAME OF APPLICANT/POSITION <u>George Starbuck</u>	SIGNATURE OF APPLICANT <u>[Signature]</u>	DATE <u>12-19-16</u>
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FOR DEPARTMENT USE ONLY

PERMIT ISSUED BY <u>[Signature]</u>	DATE <u>12.20.16</u>	SIGNATURES REQUIRED PRIOR TO PERMIT	
INSPECTED BY <u>[Signature]</u>	DATE <u>01/27/17</u>	FIRE DEPARTMENT <u>[Signature]</u>	DATE <u>12-19-16</u>
CLOSURE APPROVED BY <u>[Signature]</u>	DATE	BUILDING DEPARTMENT <u>[Signature]</u>	DATE <u>12/19/16</u>
PERMIT DENIED BY	DATE	OTHER	DATE