



# A G E N D A

## GARDEN GROVE PLANNING COMMISSION

### SPECIAL MEETING

July 15, 2021

COMMUNITY MEETING CENTER  
11300 STANFORD AVENUE

Members of the public who wish to comment on matters before the Commission, in lieu of doing so in person, may submit comments by emailing [planning@ggcity.org](mailto:planning@ggcity.org) no later than 3:00 p.m. the day of the meeting. The comments will be provided to the Commission as part of the meeting record. Members of the public are asked to consider very carefully before attending this meeting in person and are encouraged to wear face masks and maintain a six foot distance from others. Please do not attend this meeting if you have had direct contact with someone who has tested positive for COVID-19, or if you are experiencing symptoms such as coughing, sneezing, fever, difficulty breathing or other flu-like symptoms.

#### REGULAR SESSION – 7:00 P.M.

ROLL CALL: CHAIR PEREZ, VICE CHAIR LINDSAY  
COMMISSIONERS ARESTEGUI, CUNNINGHAM, LEHMAN, RAMIREZ,  
SOEFFNER

Members of the public desiring to speak on any item of public interest, including any item on the agenda except public hearings, must do so during Oral Communications at the beginning of the meeting. Each speaker shall fill out a card stating name and address, to be presented to the Recording Secretary, and shall be limited to five (5) minutes. Members of the public wishing to address public hearing items shall do so at the time of the public hearing.

Meeting Assistance: Any person requiring auxiliary aids and services, due to a disability, should contact the Department of Community & Economic Development at (714) 741-5312 or email [planning@ggcity.org](mailto:planning@ggcity.org) 72 hours prior to the meeting to arrange for special accommodations. (Government Code §5494.3.2).

All revised or additional documents and writings related to any items on the agenda, which are distributed to all or a majority of the Planning Commissioners within 72 hours of a meeting, shall be available for public inspection (1) at the Planning Services Division during normal business hours; and (2) at the City Community Meeting Center Council Chamber at the time of the meeting.

Agenda item descriptions are intended to give a brief, general description of the item to advise the public of the item's general nature. The Planning Commission may take legislative action it deems appropriate with respect to the item and is not limited to the recommended action indicated in staff reports or the

#### PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA

- A. ORAL COMMUNICATIONS - PUBLIC
- B. APPROVAL OF MINUTES: June 17, 2021
- C. PUBLIC HEARING(S) (Authorization for the Chair to execute Resolution shall be included in the motion.)

C.1. SITE PLAN NO. SP-102-2021  
CONDITIONAL USE PERMIT NO. CUP-205-2021

APPLICANT: DON VOGEL

LOCATION: SOUTH SIDE OF CHAPMAN AVENUE, EAST OF HARBOR  
BOULEVARD AT 12592 CHAPMAN AVENUE

REQUEST: Site Plan approval to reconstruct an existing car wash facility with a new, 4,018 square foot automatic car wash facility for Fast5Xpress, along with associated site improvements. Currently, the existing carwash building is vacant and will be demolished to accommodate the proposed new carwash building. Also, a request for Conditional Use Permit approval to allow the operation of the new carwash facility. The site is in the HCSP-TCB (Harbor Corridor Specific Plan - Tourist Commercial B) Zone. In conjunction with the request, the Planning Commission will also consider a determination that the project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15303 - New Construction or Conversion of Small Structures.

STAFF RECOMMENDATION: Approval of Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021, subject to the recommended Conditions of Approval.

D. MATTERS FROM COMMISSIONERS

E. MATTERS FROM STAFF

E.1. UPDATE ON URBAN FOREST MANAGEMENT PLAN

F. ADJOURNMENT

GARDEN GROVE PLANNING COMMISSION  
A/B Room, Community Meeting Center  
11300 Stanford Avenue, Garden Grove, CA 92840

Special Meeting Minutes  
Thursday, June 17, 2021

CALL TO ORDER: 7:03 p.m.

ROLL CALL:

Chair Perez  
Vice Chair Lindsay  
Commissioner Arestegui  
Commissioner Cunningham  
Commissioner Lehman  
Commissioner Ramirez  
Commissioner Soeffner

Absent: Lindsay

PLEDGE OF ALLEGIANCE: Led by Commissioner Arestegui.

ORAL COMMUNICATIONS – PUBLIC – None.

May 20, 2021 MINUTES:

Action: Received and filed.  
Motion: Lehman Second: Soeffner  
Ayes: (6) Arestegui, Cunningham, Lehman, Perez, Ramirez,  
Soeffner  
Noes: (0) None  
Absent: (1) Lindsay

PUBLIC HEARING – SITE PLAN NO. SP-095-2021 FOR PROPERTY LOCATED ON THE  
SOUTHEAST CORNER OF CHAPMAN AVENUE AND NUTWOOD STREET AT 10510  
CHAPMAN AVENUE.

Applicant: JIMMY PHAM  
Date: June 17, 2021

Request: Site plan approval to reconstruct three (3) existing buildings to accommodate two (2) residential living quarters with a combined area of approximately 6,108 square feet, with a 1,320 square foot commissary and related site improvements, all on a 77,704 square foot

lot operated by a religious facility, Quan Am Temple, currently operating under Conditional Use Permit No. CUP-262-09, which authorizes a religious facility with ancillary uses, including living quarters. The site is in the R-1 (Single-Family Residential) Zone. In conjunction with the request, the Planning Commission will also consider a determination that the project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15303 – New Construction or Conversion of Small Structures.

Action: Resolution No. 6025-21 was approved with six letters and six speakers in support of the request.

Motion: Ramirez Second: Arestegui

Ayes: (6) Arestegui, Cunningham, Lehman, Perez, Ramirez, Soeffner

Noes: (0) None

Absent: (1) Lindsay

PUBLIC HEARING – CONDITIONAL USE PERMIT NO. CUP-204-2021 FOR PROPERTY LOCATED ON THE SOUTH SIDE OF CHAPMAN AVENUE, WEST OF BROOKHURST STREET, AT 9848 CHAPMAN AVENUE.

Applicant: SPROUTS FARMERS MARKET

Date: June 17, 2021

Request: Conditional Use Permit approval to allow a new grocery store, Sprouts Farmers Market, to operate with a new State Alcoholic Beverage Control (ABC) Type "20" (Off-Sale, Beer and Wine) License. The site is in the NMU (Neighborhood Mixed Use) Zone. In conjunction with the request, the Planning Commission will also consider a determination that the project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15303 – New Construction or Conversion of Small Structures.

Action: Resolution No. 6026-21 was approved.

Motion: Lehman Second: Soeffner

Ayes: (6) Arestegui, Cunningham, Lehman, Perez, Ramirez, Soeffner

Noes: (0) None

Absent: (1) Lindsay

Chair Perez called for a recess at 8:08 p.m. The meeting reconvened at 8:13 p.m.

## MATTERS FROM COMMISSIONERS:

GRAFFITI DISCUSSION – Staff presented an overview of the City’s graffiti statistics and measures to mitigate areas blighted by graffiti. At this time, due to budget, the City has one graffiti removal contractor working six days a week, who is funded by the general fund and gas tax. Graffiti is removed from the public right-of-way using a palette of four paint colors, while an effort is made by Code Enforcement to notify owners of private property to remove graffiti. Non-compliance could lead to possible citations. Different color patches of paint on street walls are a temporary fix until the owners can paint the walls with a matching paint color. With regard to shopping centers, responsibility is a concern as the issue falls under property management. Various solutions to deter graffiti include lighting, audio visual surveillance, landscaping, different color tones, structural slats, and graffiti resistant materials. To report graffiti, the community can call the City, though the best method is through the City’s app. Staff added that the City’s graffiti code could be tightened-up, however, future projects do have conditions of approval for requirements to deter graffiti, such as landscaping, however, landscape buffers could reduce parking. Commissioners suggested providing block wall murals and using social media to engage the community in volunteering to paint out graffiti and encourage the use of a standard color. A suggestion was that the City could work with neighborhood hardware stores to have a standard color available. Staff noted that there was no formal mural code for art in public places.

Commissioner Soeffner asked staff to clarify the parking code in regard to parking studies. Staff explained that the code allows for flexibility and does not look at individual operations, while a parking study will look at specific uses. A reduction in parking of 25% or less requires a parking study and parking management plan, while a reduction of over 25% requires a variance. The applicant may choose their own parking study company, however, the City has a list of companies that are well known that an applicant can choose from. The City’s Traffic Engineer does review the parking studies as well.

Commissioner Ramirez mentioned there are more street vendors in the public right-of-way, on corners, in setbacks, and blocking sidewalks. Staff responded that cart vendors can get permits from Business License and need to meet health department requirements, however, most are not in compliance and citations are issued, and carts confiscated. 4'-0" of sidewalk needs to be unobstructed and State law limits the City’s ability to limit street vendors. Food trucks are under a different code.

Chair Perez asked if outdoor dining will remain. Staff responded that City Council extended the permits for an additional six months to allow staff to determine the effects, if permanent, such as reduced parking, accessibility issues, and walkway usage.

MATTERS FROM STAFF: Staff announced the July 1<sup>st</sup> meeting would be cancelled, that the Housing Element would be forwarded to the City Council at the last meeting in October, triggering the need for a special Planning Commission meeting in September. The August 19<sup>th</sup> meeting would include a CEQA 101 update.

ADJOURNMENT: At 9:17 p.m. to the next Meeting of the Garden Grove Planning Commission on Thursday, July 15, 2021, at 7:00 p.m. in the A/B Room of the Community Meeting Center, 11300 Stanford Avenue, Garden Grove.

---

Judith Moore  
Recording Secretary

# COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

<b>AGENDA ITEM NO.:</b> C.1.	<b>SITE LOCATION:</b> South side of Chapman Avenue, east of Harbor Boulevard, at 12592 Chapman Avenue
<b>HEARING DATE:</b> July 15, 2021	<b>GENERAL PLAN:</b> International West Mixed Use (IW)
<b>CASE NOS.:</b> Site Plan No. SP-102-2021, and Conditional Use Permit No. CUP-205-2021	<b>ZONE:</b> HCSP-TCB (Harbor Corridor Specific Plan – Tourist Commercial “B”)
<b>APPLICANT:</b> Don Vogel (Fast5Xpress)	<b>APN:</b> 231-491-01
<b>PROPERTY OWNER:</b> Mann Enterprises, Inc.	<b>CEQA DETERMINATION:</b> Exempt: Section 15303 – New Construction or Conversion of Small Structures

## **REQUEST:**

The applicant is requesting Site Plan approval to demolish an existing full-service car wash facility and reconstruct with a new, approximately 4,018 square foot automatic car wash facility for Fast5Xpress Car Wash, along with associated site improvements. In conjunction with the building request, a Conditional Use Permit approval to allow the operation of the new car wash facility at the subject location.

## **BACKGROUND:**

The subject site is a 12.03-acre shopping center located on the southeast corner of Harbor Boulevard and Chapman Avenue. The site is irregularly-shaped and consists of four (4) separate parcels. The site has two (2) separate street frontages with multiple access points on both arterial street. The subject property is improved with a commercial building that is currently occupied by a Target and Viva Bargain Center (the Target building), and a detached full-service car wash building (Crystal Car Wash). The Target building is located along the easterly property line, and oriented toward Harbor Boulevard. The Crystal Car Wash building is located on the northeast corner of the lot, and oriented toward Chapman Avenue. The center does not include the three (3) pad buildings, located at the corner of Harbor Boulevard and Chapman Avenue. The buildings include the Coco’s Bakery restaurant, the liquor store, and 7Leaves.

The subject site is centrally located in a mixed-use tourist district that includes hotels, restaurants, and supporting commercial services that feed off on the nearby tourist destinations such as Disneyland, Anaheim Convention Center, and the Great Wolf Resort. The shopping center has a General Plan Land Use designation of International West Mixed Use (IW), and is zoned HCSP-TCB (Harbor Corridor Specific Plan – Tourist

Commercial "B"). The property abuts Planned Unit Development PUD-104-04 zoned properties that are improved with a multi-story condominium complex, and R-1 (Single-Family Residential) zoned properties to the east. To the south of the center are PUD-128-12 zoned properties, of which one is a vacant lot, and the others are improved with a single-family dwelling, and R-1 zoned properties. To the west, across Harbor Boulevard, are PUD-122-98 zoned properties that are improved with Hyatt Regency and Residence Inn hotel, and a pad restaurant building. Abutting to the north, across Chapman Avenue, are commercial properties within the City of Anaheim's jurisdictions. Thus, the surrounding neighborhood consists of different types of commercial uses including retail, restaurant, and hotel, along with multi-family and single-family residential developments.

In 1968, the City of Garden Grove approved Site Plan Amendment No. SPA-109-68 to allow the construction of the 137,768 square foot Target building, and a detached 7,800 square foot service-station building.

On February 24, 1994, the City of Garden Grove approved Site Plan No. SP-138-94 and Conditional Use Permit No. CUP-180-94 to reduce the size of the service-station building to 6,300 square feet, and to allow the service-station building to be operated as a full-service car wash facility. Per City's records, Crystal Car Wash had occupied the subject building since 1995. In 2020, the Crystal Car Wash ceased its operation, and the building is currently vacant.

On May 6, 2021, the City Council approved the Planned Unit Development No. PUD-128-12(A) and Site Plan No. SP-099-2021 to allow the construction of the Raising Cane's drive-thru restaurant, located at 12202 Harbor Boulevard. The restaurant is located on a separate property, to the south of the subject shopping center. The approved entitlements allow the Raising Cane restaurant to share vehicular access and parking with the Target site. The restaurant will use 13 parking spaces from the Target site to meet its required parking count through a Reciprocal Easement Agreement (REA). With the exception of shared parking and vehicular access, the subject site and the Raising Cane property remain separate, and are under different development standards.

The applicant, Fast5Xpress Car Wash, wishes to continue the car wash operation at the subject location with a change in type of service: from a full-service car wash to an automatic service. In order to accommodate the change, the applicant requests Site Plan approval to demolish the existing building and to reconstruct a new, 4,018 square foot automatic car wash facility along with other site improvements. Since car washes are conditionally permitted in the HCSP-TCB zone, the applicant also requests Conditional Use Permit approval to allow the operation of the new car wash facility at the subject site in conjunction with the proposed building request.



**PROJECT STATISTICS:**

	<b>Code</b>	<b>Existing</b>	<b>Proposed</b>
<b>Building area</b>	N/A	6,300 square feet	4,018 square feet
<b>Setbacks</b>			
Front (Chapman Avenue)	5 feet – 50% of street frontage, 45 feet for the remaining frontage	28 feet	60 feet
Rear (distance to the Target building)	N/A	62 feet	67 feet
Side (East)	0 feet if adjacent to compatible use; or 20 feet if adjacent to incompatible use	119 feet	102 feet
Side (West)	0 feet if adjacent to compatible use; or 20 feet if adjacent to incompatible use	87 feet	87 feet
<b>Car Wash Parking</b>	34 spaces	26 parking spaces <sup>1</sup>	55 parking spaces <sup>2</sup>
<b>Required Total Parking</b>	696 spaces	712 spaces	725 spaces
<b>Landscaping Area</b>	12% of the entire shopping center <sup>3</sup>	1,777 square feet <sup>4</sup>	4,821 square feet

<sup>1</sup> 26 parking spaces were required for the car wash use per Site Plan No. SP-138-94 and Conditional Use Permit No. CUP-180-94 that were approved in 1994.

<sup>2</sup> The parking for the car wash include existing 26 spaces allocated to the car wash use, 14 new parking stalls with vacuum stations, and 15 vehicle queuing spaces in the drive-thru lane for a total of 55 spaces.

<sup>3</sup> The shopping center is deficient in landscaping. In 1992, the City approved Variance No. V-121-92 to allow the subject site to deviate from the landscaping requirement as set forth by the HCSP-TCB zone. If approved, the landscaping area within the car wash site will be increased by 3,044 square feet.

<sup>4</sup> Per CUP-180-94, the landscaping area at the car wash site was 1,777 square feet.

**DISCUSSION:**

**SITE PLAN**

The applicant proposes to reconstruct the existing full-service car wash building with a new 4,018 square foot automatic car wash facility along with associated site improvements. Site improvements include new landscaping, a new driveway, fourteen (14) new parking spaces with vacuum stations, and a new trash enclosure. For that reason, the existing building will be demolished to facilitate the proposed change.

**Site Design**

The placement of the new building will be situated on the same general area as the existing full-service car wash building, located at the northeast corner of the subject site, along the northerly property line. Similar to the existing building, the new facility will be oriented toward Chapman Avenue with the building size to be reduced from

6,300 square feet to 4,018 square feet. The new facility will include fourteen (14) new open vacuum station parking spaces and new landscaping.

The proposed plan also includes a new trash enclosure to serve the car wash. The enclosure will be 24 feet wide and 9 feet deep, and will be located at the southeast corner of the shopping center. Three (3) existing parking spaces along the easterly property line will be removed to leave place for the new trash enclosure.

Vehicle traffic will access the car wash site either directly from Chapman Avenue or within the shopping center. From the street, vehicles can access the site by using the two (2) existing driveway approaches located on Chapman Avenue. Each driveway approach connects to an existing 32-foot wide drive aisle. One driveway is located along the westerly property line, while the other is located along the easterly property line. Since the entrance of the queuing lane is located on the west side of the building, vehicles will need to circulate to the westerly drive aisle to access the car wash. Within the shopping center, vehicles can circulate to the north of the Target building, and use the same westerly drive aisle to reach the car wash building.

#### Drive-Thru Lane Circulation

The proposed car wash features a double drive-thru queuing lane located on the south side of the new building. The double queuing lane is approximately 165 feet long, measured from the drive-through entrance to the payment stations. After passing the payment stations, the two lanes will funnel into one (1) queuing lane that wraps around the east side of the building to move through the 120-foot long washing tunnel. The drive-thru lane can accommodate a minimum of 15 cars, while the washing tunnel can serve up to six (6) cars at any one time. The building and the queuing lanes are designed to minimize the number of cars that line up into the adjacent parking lot.

After exiting the washing tunnel, fourteen (14) parking spaces will be accessible immediately to the north of the building along Chapman Avenue. Each space will be equipped with a vacuum bay canopy for patrons to clean the interior of their cars.

#### Parking

The required number of parking spaces for the shopping center is based on the square footage and the uses on the property. Per the requirement of the Municipal Code, the proposed car wash facility will need a minimum of 34 parking spaces<sup>5</sup> to accommodate the use. Meanwhile, the shopping center has approximately 148,797 square feet of retail area, which requires 662 parking spaces. Combined with the car wash, the entire shopping center requires a minimum of 696 parking spaces to accommodate all the uses.

---

<sup>5</sup> The Municipal Code parks an automatic car wash facility at the ratio equal to five (5) times the internal washing capacity for stacking and driving, plus a minimum of 1 space per employee. Since the Fast5Xpress Car Wash will provide a 120-foot washing tunnel that will accommodate six (6) cars at its full capacity, and will have three (3) to four (4) employees on site per shift, the total required parking spaces will be 34 spaces.

The shopping center currently provides 712 parking spaces with 26 parking spaces already accounted for the full-service car wash. Based on the proposed site plan, Fast5Xpress Car Wash will provide additional fourteen (14) vacuum station parking spaces. Furthermore, the City allows half of the vehicle queuing length to count toward the required parking. Therefore, fifteen (15) vehicles within the queuing lanes will be included toward the parking count. As a result, the total parking count of the entire center will increase by 29 spaces; which totals 741 spaces.

However, three (3) of these parking spaces will be removed to create space for the new trash enclosure. Also, it is recorded in Site Plan No. SP-099-2021 that the Target site has allocated 13 parking spaces to the Raising Cane restaurant to meet the restaurant parking requirement. Thus, the total available parking count of the entire center will be reduced to 725 spaces. With the total of 725 spaces available, the shopping center is anticipated to have a surplus of 29 parking spaces. Thus, the center is capable of accommodating the proposed new automatic car wash facility.

### Building Design

The automatic car wash will be 4,018 square feet in size, and will consist of a car wash tunnel, an equipment room, an electric room, one (1) restroom, an office, and a sales office. The car wash building will be one-story and is designed with the architectural style typical of the Fast5Xpress Car Wash corporate image.

The car wash incorporates a modern design that includes the use of varied materials, roof lines and building massing to articulate the building. The exterior building materials include vertical stucco panels and ribbed metal horizontal panels. On the north elevation, the building also features a 42-foot storefront window system that consists of multiple glass panels. The glass window system is centrally located on the north elevation of the building, and is orientated toward Chapman Avenue.

The front portion of the building includes an inclined roof shape that is supported by translucent glass windows. A freestanding metal canopy with a serpentine roof shape, will be installed in front of the building's car wash tunnel exit. The exterior building colors include a primarily gray tone color with accenting colors in blue and orange. In addition, each vacuum station will incorporate a shade canopy.

### Landscaping

The project will provide a total of 4,821 square feet of new landscaping within the car wash site. The new landscaping will be located in various locations across the car wash site including the setback area along Chapman Avenue, along the north side of the building, and south side of the drive-thru lanes. Currently, the landscaping area within the car wash site is approximately 1,777 square feet. With the shopping center is deficient in landscaping, the overall landscaping in this area will increase by 3,044 square feet when the new facility is constructed.

The applicant is required to provide a landscape and irrigation plan to the City that complies with the landscaping and water efficiency requirements of Title 9 of the

Municipal Code. Planning staff will review the type and location of all proposed plant materials. As part of the landscape plan, a variety of trees, shrubs, and flowers are required.

### Signage

Any proposed signage will be required to comply with the Sign standards set forth by the HCSP-TCB, along with the sign standards as set forth by the Title 9 of the Municipal Code. A separate sign application will be submitted, and a building permit will be obtained for the proposed on-site signage.

### CONDITIONAL USE PERMIT

The automatic car wash will be operated by Fast5Xpress Car Wash. Fast5Xpress has several car wash facilities located throughout Los Angeles, Orange, Riverside, and San Bernardino counties. In 2019, the City Council approved the first Fast5Xpress Car Wash in Garden Grove at 12101 Valley View Street. The proposed automatic car wash will be the second Fast5Xpress facility within the City. The operation of the proposed facility will resemble that of the facility on Valley View Street.

The proposed car wash will operation from 7:00 a.m. to 8:00 p.m., seven (7) days a week, which are typical hours for Fast5Xpress Car Wash. The car wash will offer free vacuum cleaning as part of the car wash experience with a total of fourteen (14) vacuum stations located along Chapman Avenue. The car wash will operate on a filtered and recycled water system, which is a requirement of the City.

Conditions of approval have been incorporated into the Conditional Use Permit to ensure that the car wash will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area. Potential noise impacts are often a concern that neighbors have about an automatic car wash. At the direction of the City, the operator of the car wash prepared a Noise Impact Analysis to evaluate the car wash's potential noise levels to determine if the noise levels would be consistent with the City's Noise Ordinance. The study monitored noise levels at an existing Fast5Xpress Car Wash located in the City of Torrance for several reasons. First, this facility utilizes the newest equipment, similar to the equipment that will be installed at the proposed car wash. Secondly, it is standard practice to conduct a Noise Study at an existing facility that already operates at its capacity with an established clientele. Although the first Fast5Xpress Car Wash in Garden Grove was already open at the time of the study, it took the new location several months to build its clientele and to reach its full capacity. For this reason, the Valley View location was not chosen for the study<sup>6</sup>. Compared with the ambient noise level measured at the shared property line, between the subject site and the adjacent residential apartment building, the study determined that the potential noise from the proposed car wash would not exceed the allowable ambient noise level, and would

---

<sup>6</sup> The Fast5Xpress Car Wash located at 12101 Valley View Street started to operate in February 2020 according to the business license record. The Noise Study for the proposed project was conducted in November 2020.

not affect the apartment building to the east. The Noise Study is included in this report as Attachment 1.

In addition, the car wash incorporates design features that will minimize noise, especially noise generated from the vacuum producers and the dryers. The vacuum producers will be located inside of an enclosed equipment room, while the dryers will be located inside the car wash tunnel. The study also notes that the building design has limited the size of the tunnel opening to the smallest possible, which is eight feet (8'-0") high by twelve feet (12'-0") wide. The minimal opening will further contain the noise generated by the vacuum producers and the dryer within the building, and reduce the noise impacts to the adjacent condominium complex to the east.

If noise complaints are received about the car wash, the operator will be required to address and resolve the issue to the satisfaction of the Community and Economic Development Department. All standards conditions of approval for car washes have been included in the Conditional Use Permit.

**CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):**

The project is exempt pursuant to the Class 3 categorical exemptions of the California Environmental Quality Act (CEQA). The Class 3 exemption applies to the construction of new, small structures of up to 10,000 square feet in urbanized areas. The new automatic car wash building will be 4,018 square feet, which is within the threshold of this exemption. Thus, the proposed project is exempt.

**RECOMMENDATION:**

Staff recommends that the Planning Commission hold a public hearing and take the following action:

1. Adopt Resolution No. 6027-21 approving Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021, subject to the recommended Conditions of Approval.



Lee Marino  
Planning Services Manager

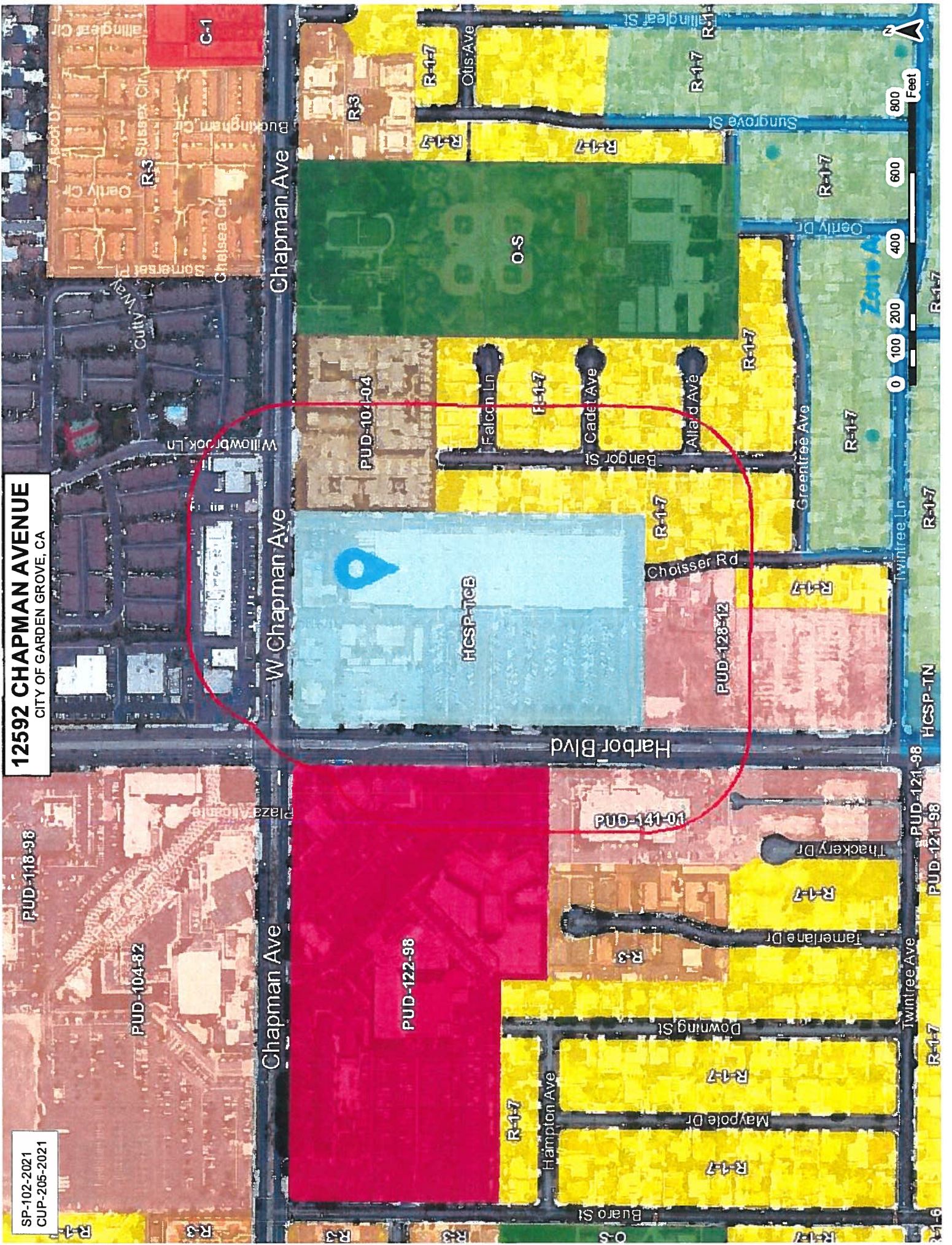


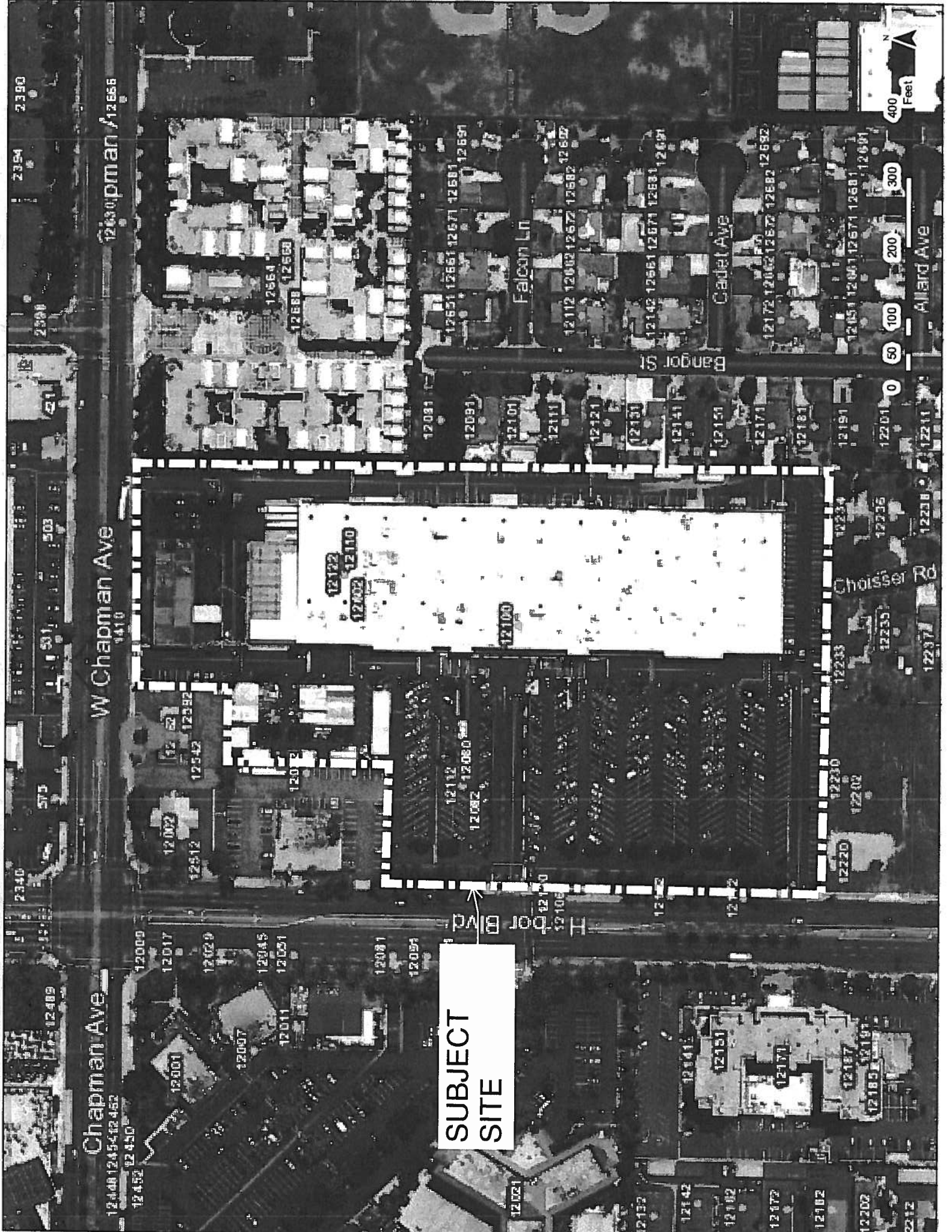
By: Huong Ly  
Assistant Planner

Attachment 1: Noise Impact Analysis

**12592 CHAPMAN AVENUE**  
CITY OF GARDEN GROVE, CA

SP-102-2021  
CUP-205-2021





Chapman Ave

W Chapman Ave

12600 Chapman

SUBJECT SITE

H DOR BLVD

Falcon Ln

Bangor St

Cadet Ave

Chalosse

Allard Ave

400 Feet

300

200

100

50

0

12440 12454 12462 12450

12452 12450

12001

12007

12011

12045

12051

12009

12017

12029

12045

12051

12002

12512

12542

12582

12012

12112

12082

12080

12100

12122

12102

12110

12100

12081

12089

12101

12111

12121

12131

12141

12151

12171

12181

12191

12201

12211

12230

12240

12250

12234

12235

12237

12238

12236

12237

12238

12239

12137

12142

12182

12172

12182

12202

2212

12141

12151

12171

12187

12197

12183

12220

12242

12233

12235

12234

12235

12236

12237

12238

12239

12240

12241

12242

12243



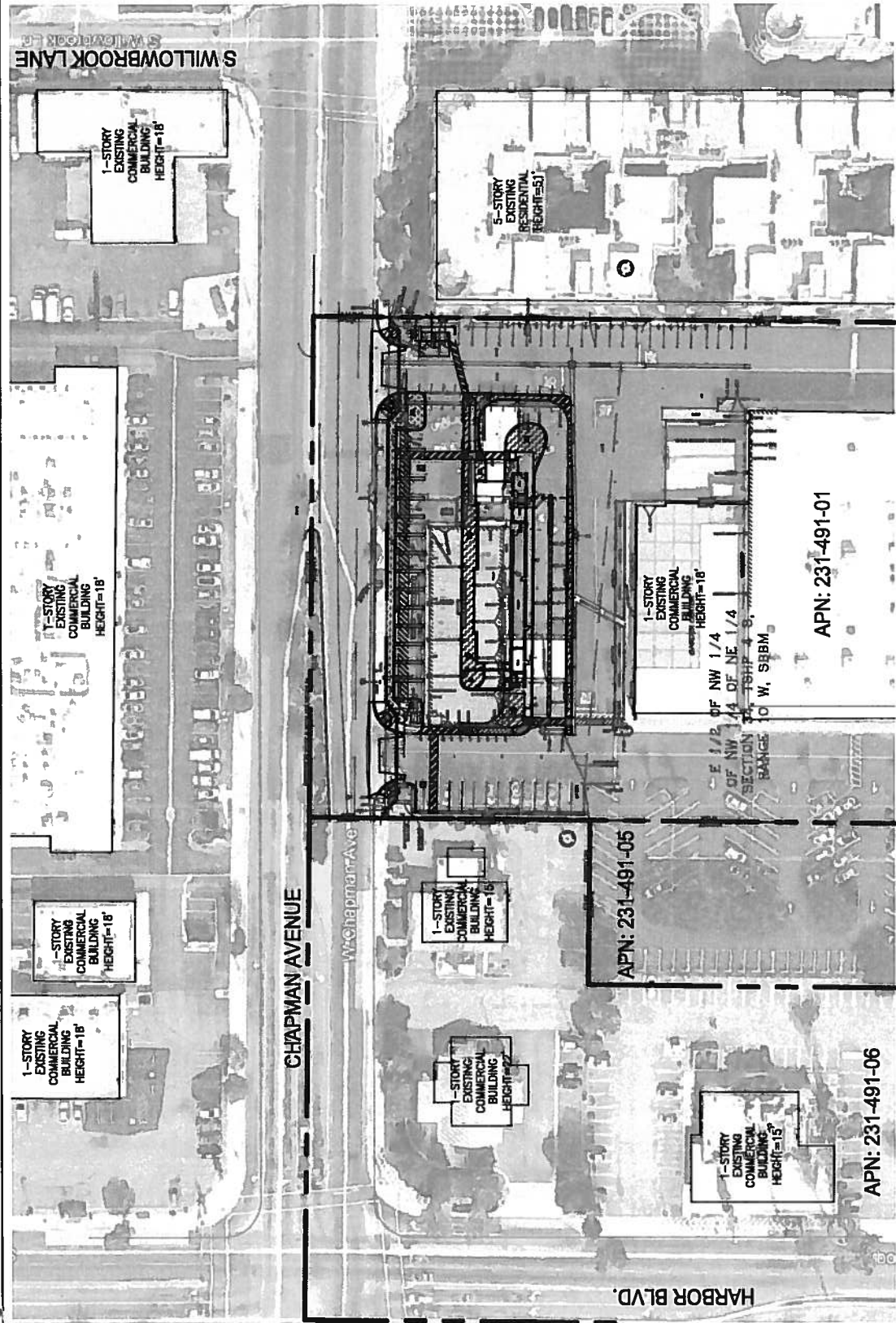
18400 Von Karman Ave., Suite 600  
Irvine, CA 92612  
O: 949.252.1022  
F: 949.252.1882  
www.kpff.com

**FAST 5 XPRESS CARWASH**  
**12592 W. CHAPMAN AVENUE**  
**GARDEN GROVE, CA92840**

AREA MAP

Date: 05-26-2021  
Project Number: 2000080  
Drawn By: TN  
Checked By: TL  
Per Plan Scale:

Sheet Name: EXHB-1



SCALE: 1" = 100'

**SITE INFORMATION:**

- APN: 231-491-01
- 231-491-05
- 231-491-06
- 231-491-07



CONSULTANTS:



DATE	ISSUED FOR:
08/22/2020	
Project Number:	2000090
Drawn By:	TK
Checked By:	WK
Scale:	AS SPECIFIED

EXISTING FACILITIES  
 PLAN

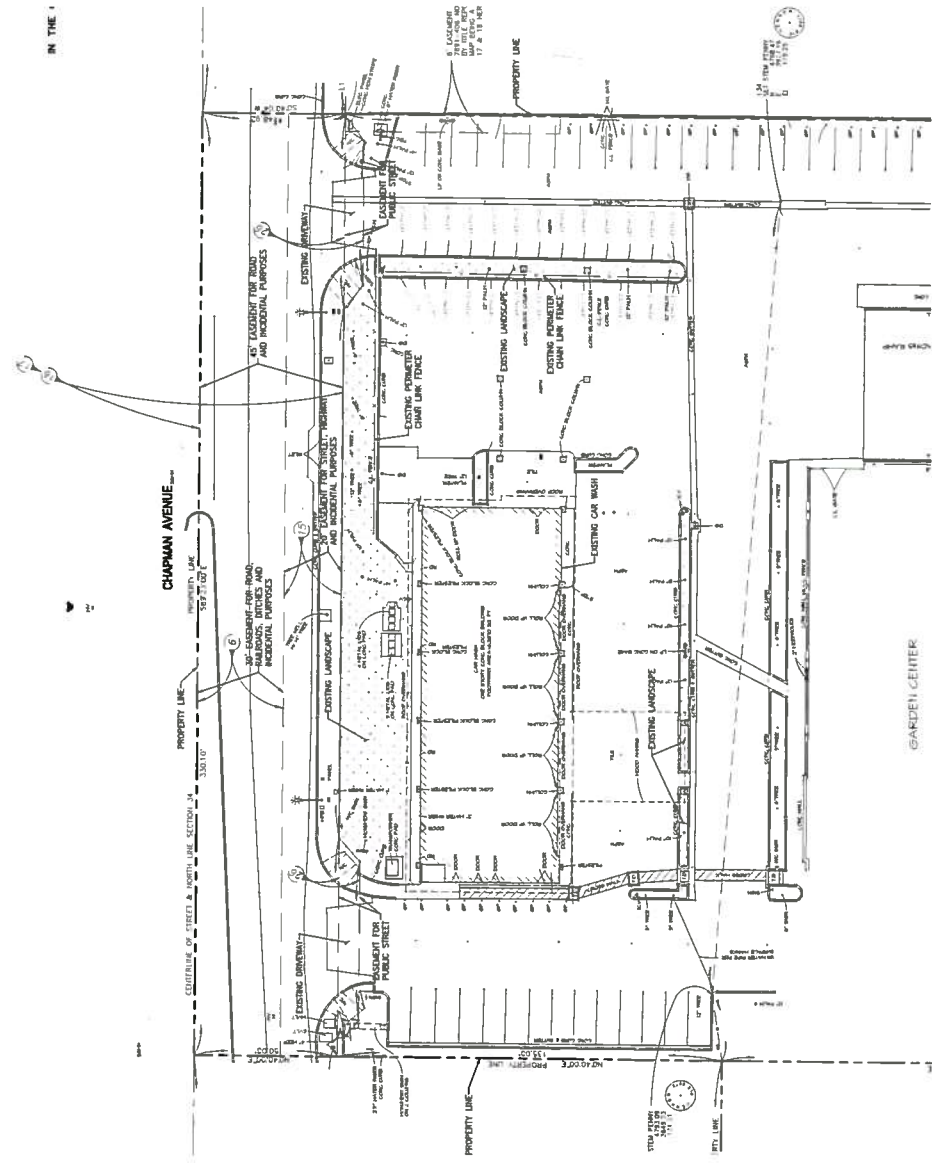
SHEET:  
**SP-2**

LEGEND:  
 \_\_\_\_\_ PROPERTY LINE

LINE	TO	FROM	BEARING	LENGTH
1	1.08	50' 40" 04" E		
2	6.00	S87° 21' 05" W		
3	1.00	S87° 21' 05" W		
4	7.00	S87° 21' 05" W		
5	1.00	S87° 21' 05" W		
6	10.00	S87° 21' 05" W		
7	10.00	S87° 21' 05" W		
8	10.00	S87° 21' 05" W		

**TITLE MATTERS:**

- PER PRELIMINARY TITLE REPORT ORDER NO. HS-238332-A DATED AS OF MARCH 27, 2020 BY FIRST AMERICAN TITLE COMPANY, BUT THE FOLLOWING MATTERS OF RECORD AFFECT THE HEREIN DESCRIBED SUBJECT PROPERTY:
- ITEM 6 - AN EASEMENT FOR ROAD, RAILROADS, DITCHES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED UNDER 14, 1926 IN BOOK 8726 OF THE CITY OF GARDEN GROVE RECORDS, RECORDED JUNE 1, 1926 IN BOOK 8726, PAGE 678 OF OFFICIAL RECORDS IN FAVOR OF THE CITY OF GARDEN GROVE, AFFECTS AS DESCRIBED THEREIN, (PLOTTED)
- ITEM 16 - AN EASEMENT FOR ROAD AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 19, 1928 IN BOOK 8726, PAGE 84 OF OFFICIAL RECORDS IN FAVOR OF THE CITY OF GARDEN GROVE, AFFECTS AS DESCRIBED THEREIN, (PLOTTED)
- ITEM 26 - AN EASEMENT FOR PUBLIC STREET AND INCIDENTAL PURPOSES, RECORDED JUNE 26, 1995 AS INSTRUMENT RECORDED JANUARY 24, 1997 AS RESTRICTION NO. 13436 IN BOOK 8035 PAGE 41 OF OFFICIAL RECORDS, AFFECTS AS DESCRIBED THEREIN, (PLOTTED)
- ITEM 26 - AN EASEMENT FOR PUBLIC STREET AND INCIDENTAL PURPOSES, RECORDED JUNE 26, 1995 AS INSTRUMENT RECORDED JANUARY 24, 1997 AS RESTRICTION NO. 13436 IN BOOK 8035 PAGE 41 OF OFFICIAL RECORDS, AFFECTS AS DESCRIBED THEREIN, (PLOTTED)



THIS PLAN IS THE PROPERTY OF KPFF CONSULTANTS AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF KPFF CONSULTANTS.



CONSULTANTS:

DATE	REBUD FOR

Date: 04/26/2021  
 Project Number: 2000080  
 Drawn By: T.M.  
 Checked By: W.K.  
 Scale: AS SPECIFIED

**SITE PLAN**

SHEET: **SP-1**

**PARKING SUMMARY**

STANDARD VACUUM STALLS	13
ACCESSIBLE VACUUM STALLS	1
EMPLOYEE STALLS	4
QUELING SPACES	15
TOTAL STALLS	33
PERCENT OF STANDARD VACUUM STALLS	39%
PERCENT OF ACCESSIBLE VACUUM STALLS	3%
PERCENT OF EMPLOYEE STALLS	12%
PERCENT OF QUELING SPACES	46%

**SITE AREA**

PROJECT AREA	0.6 ACRES
TOTAL LANDSCAPE AREA	4821 FT <sup>2</sup>
PRODUCT AREA	178
TOTAL PARKING AREA	9026 FT <sup>2</sup>
WITHIN PARKING AREA	3054 FT <sup>2</sup>
TOTAL LANDSCAPE AREA 2' OF PARKING AREA	348

**BUILDING INFORMATION**

BUILDING AREA	3787 FT <sup>2</sup>
BUILDING COVERAGE	13%
BUILDING HEIGHT	25' 3"
TUNNEL CAPACITY	6 VEHICLES

**NOTE:**  
EXISTING 4" WATER LATERAL SHALL BE REMOVED AND REPLACED WITH 6" SCHED LATERAL PER CITY STANDARDS.

**LEGEND**

**PLANTER AREA/LANDSCAPE**

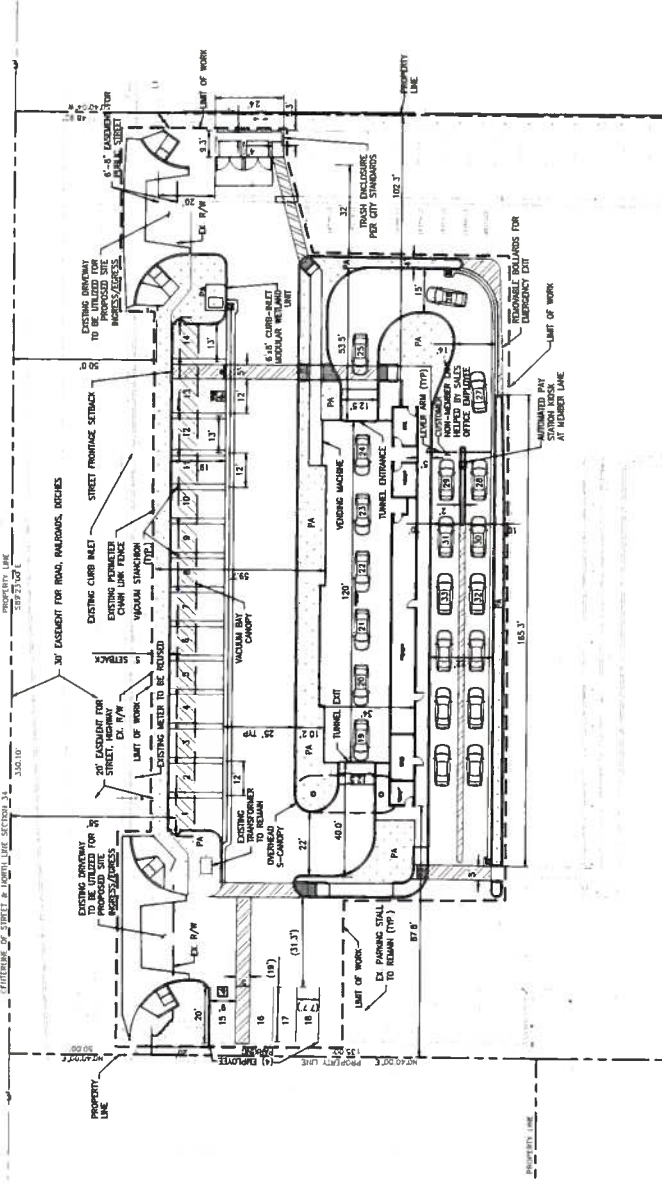
PA - PLANTER AREA  
 -- LIMIT OF WORK

**APPLICANT**

FAST 5 XPRESS CARWASH  
 3075 HART WALKER DRIVE, SUITE 300  
 GARDEN GROVE, CA 92640  
 TEL: 949 640-8420  
 FAX: 949 640-8421  
 CONTACT: DON WOGEL

**ENGINEER**

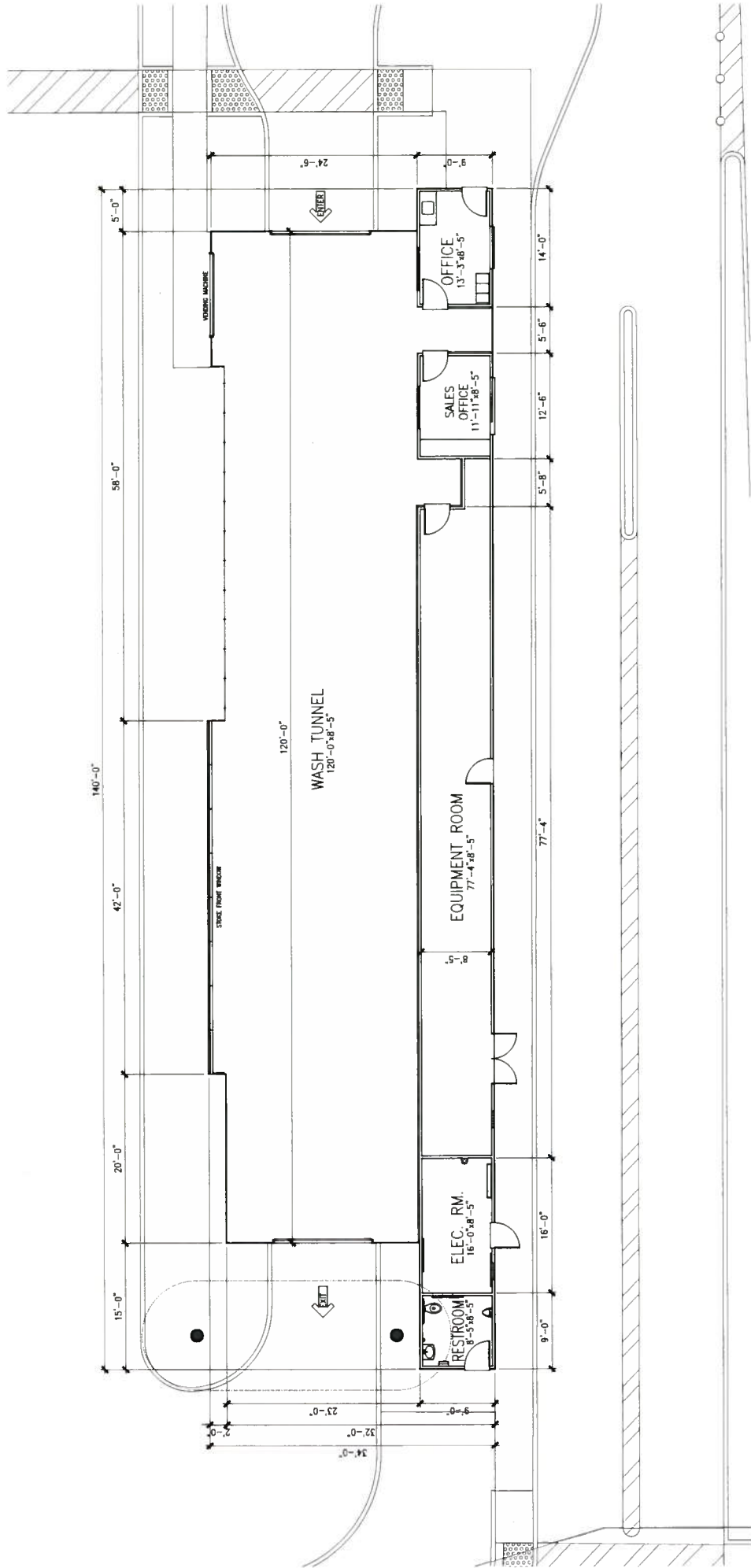
RPT CONSULTING ENGINEERS INC.  
 1840 VAN WATKIN AVE.  
 GARDEN GROVE, CA 92640  
 TEL: 949 252-1122  
 FAX: 949 252-1123  
 CONTACT: TAMAR MERRIN



THIS DOCUMENT IS THE PROPERTY OF RPT CONSULTING ENGINEERS INC. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE WRITTEN PERMISSION OF RPT CONSULTING ENGINEERS INC. © 2021 RPT CONSULTING ENGINEERS INC.

**AREA TABULATION**

WASH TUNNEL	2,840 SQ. FT.
EQUIPMENT ROOM	716 SQ. FT.
ELECTRIC ROOM	146 SQ. FT.
OFFICE	126 SQ. FT.
SALES OFFICE	112 SQ. FT.
PUBLIC RESTROOM	78 SQ. FT.
<b>TOTAL</b>	<b>4,018 SQ. FT.</b>



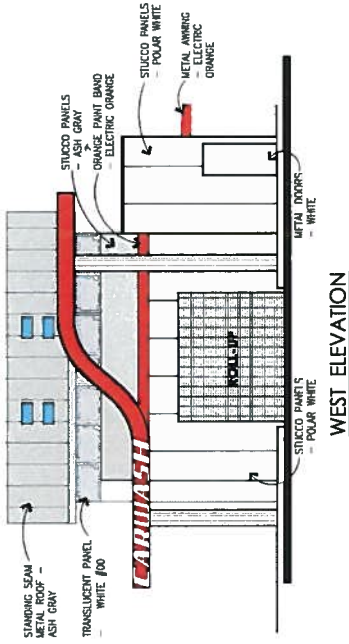
FLOOR PLAN

SCALE 3/16" = 1'-0"

**Kevin L. Crook  
Architect  
Inc**  
PLANNING • ARCHITECTURE  
© Copyright. All Rights Reserved

**FAST 5 XPRESS GARDEN GROVE II**  
GARDEN GROVE, CALIFORNIA  
1/14/21





WEST ELEVATION

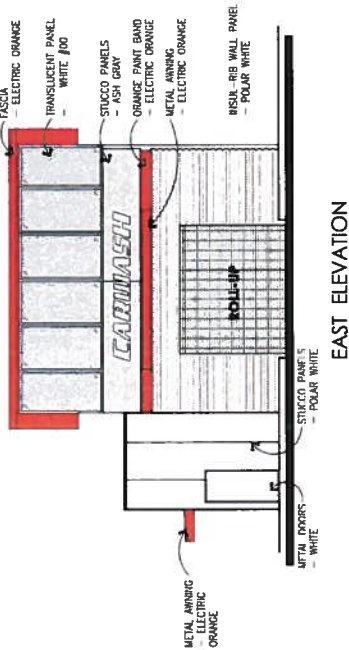
JOB # 2007  
Date Created 02/26/2020  
Client Express Wash

WALL PANELS / ROOF	METAL SPAN
PAINT:	SHERWIN WILLIAMS
TRANSLUCENT WALL SYSTEM:	RAIWALL

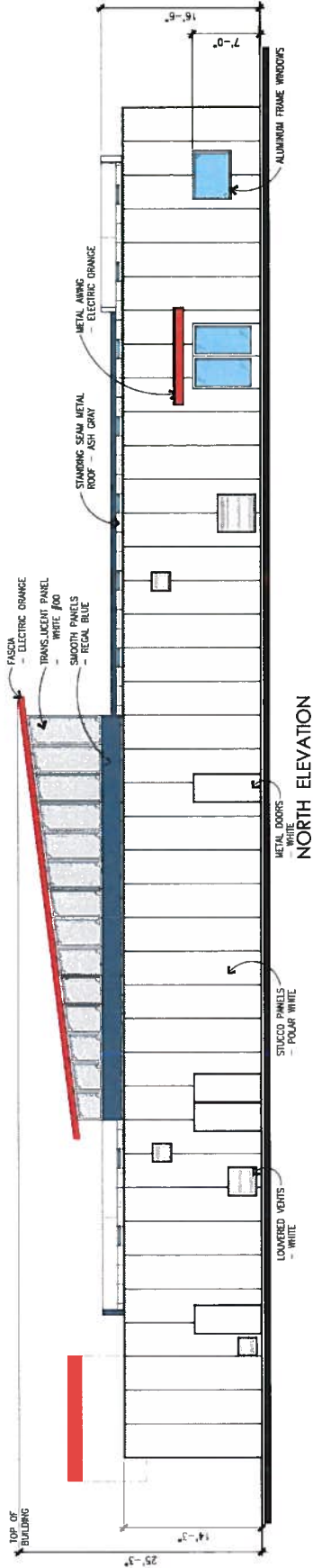


FAST 5 EXPRESS, GARDEN GROVE II  
GARDEN GROVE, CA

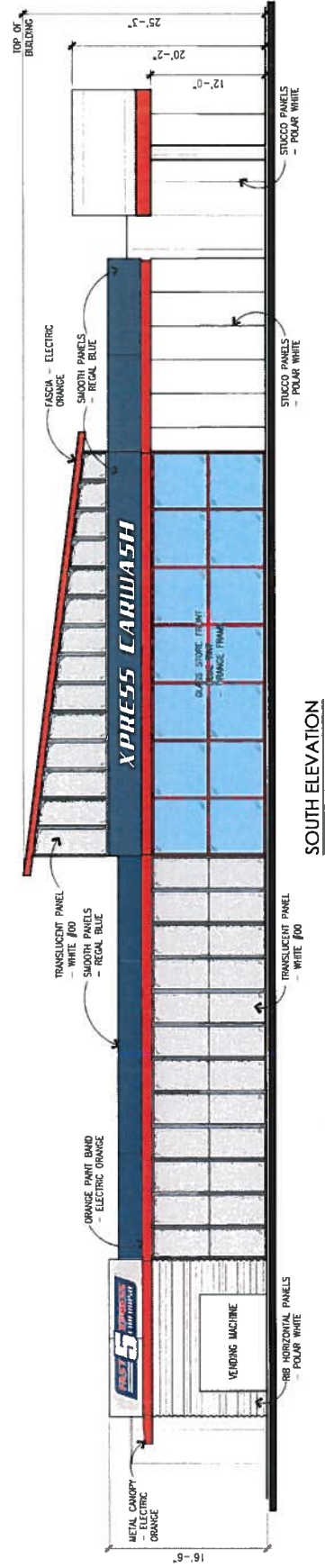
EXTERIOR COLOR SCHEME	
WALL PANELS	POLAR WHITE
SECONDARY WALL PANELS	ASH GRAY
SMOOTH HORIZONTAL PANELS	REGAL BLUE
ROOF	ASH GRAY
RIBBED PANEL	POLAR WHITE
METAL AWNING	SWIRBIT CATYNE
TRANSLUCENT WALL SYSTEM #1	WHITE #00
STEEL COLUMN / DOOR WINDOW FRAMES	TO MATCH ADJACENT WALL PANEL



EAST ELEVATION



NORTH ELEVATION

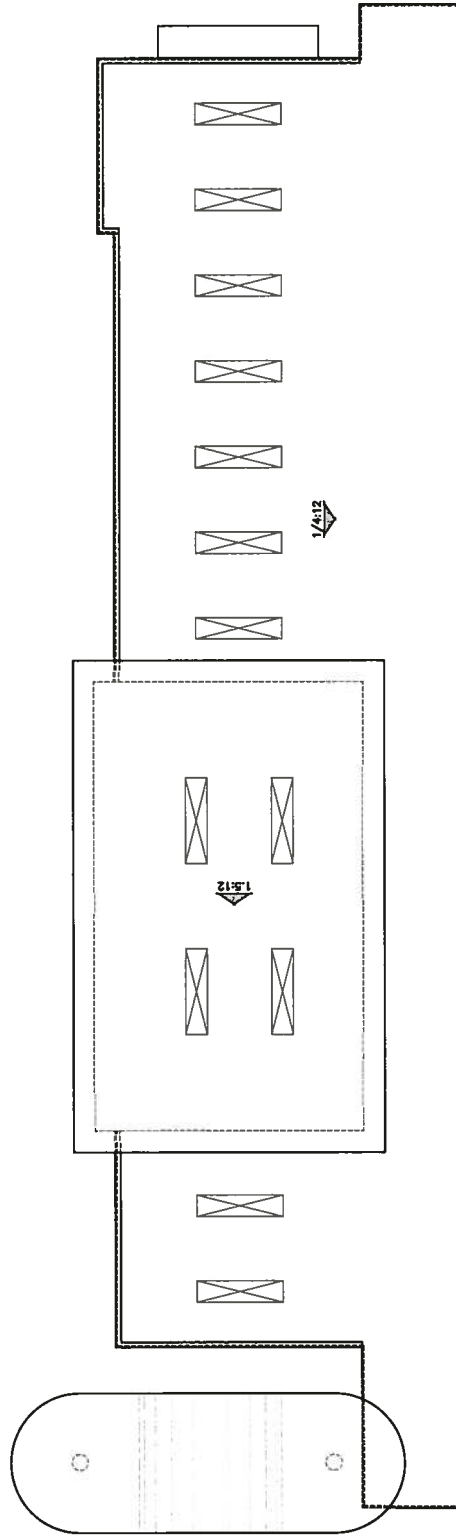


SOUTH ELEVATION

SCALE 3/16"=1'-0"  
Kevin L. Crook Architect Inc  
PLANNING + ARCHITECTURE  
© Copyright. All Rights Reserved

FAST 5 XPRESS GARDEN GROVE II  
GARDEN GROVE, CALIFORNIA  
1/14/21





THERE WILL BE NO ROOF MOUNTED MECHANICAL EQUIPMENT

ROOF PLAN

SCALE 3/16" = 1'-0"

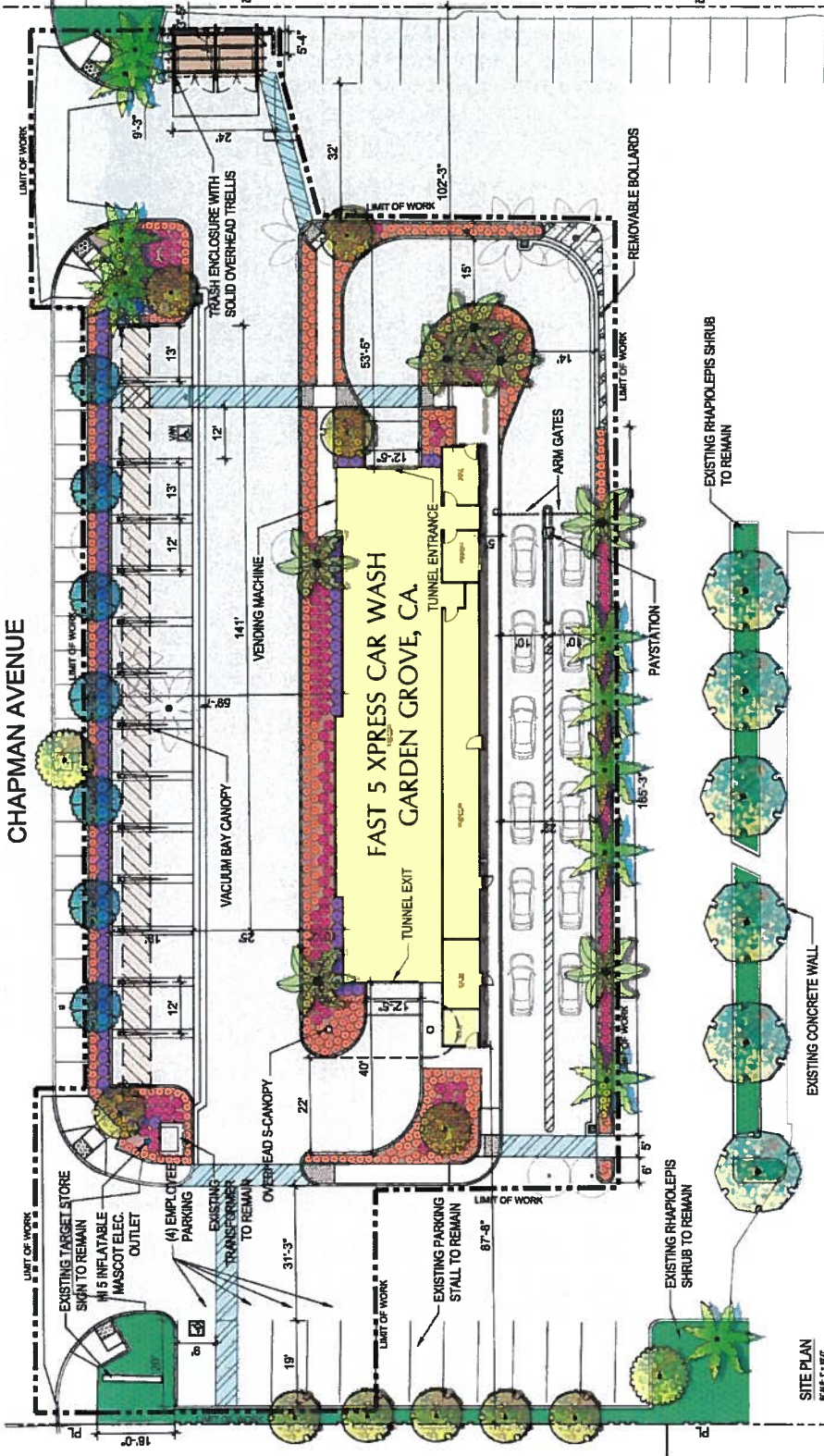
**Kevin L. Crook  
Architect  
Inc**  
PLANNING • ARCHITECTURE  
© Copyright. All Rights Reserved

**FAST 5 XPRESS GARDEN GROVE II**  
GARDEN GROVE, CALIFORNIA  
1/4/21



SCALE 3/16" = 1'-0"

CHAPMAN AVENUE



**PLANT SCHEDULE**

SHRUBS	BOTANICAL / COMMON NAME	SIZE	QTY
	Carissa macrocarpa 'Tulle' / Compact Natal Plum	1 GAL	478
	Ligustrum japonicum 'Toxarium' / Wax Leaf Privet	5 GAL	100
	Rosa pratincola 'Indiana' / Indian Hawthorn	5 GAL	228

**TREE SCHEDULE**

EXISTING TREES TO BE REMOVED	BOTANICAL / COMMON NAME	SIZE	MOSS	QTY
	Quercus macrocarpa / Coast Wood	18"	Medium/Dieback	8
	Erigeron acer / Queen Palm	18"	Medium/Dieback	8
	BOTANICAL / COMMON NAME	SIZE <td>MOSS <td>QTY</td> </td>	MOSS <td>QTY</td>	QTY
	Quercus macrocarpa / Coast Wood	18"	Medium/Dieback	2
	Liquidambar styraciflua / Sweet Gum	18"	Medium/Dieback	8
	Erigeron acer / Queen Palm	18"	Medium/Dieback	11
	BOTANICAL / COMMON NAME	SIZE <td>MOSS <td>QTY</td> </td>	MOSS <td>QTY</td>	QTY
	Quercus macrocarpa / Coast Wood	24" MOSS	Medium/Dieback	18
	Liquidambar styraciflua / Sweet Gum	24" MOSS	Medium/Dieback	7
	Erigeron acer / Queen Palm	18" FT	Medium/Dieback	7



Fast 5 Xpress Car Wash | Preliminary Landscape Plan

12582 W. Chapman Ave., Garden Grove, CA 92640 | Fast 5 Xpress | March 18, 2021

PLANTING NOTES:

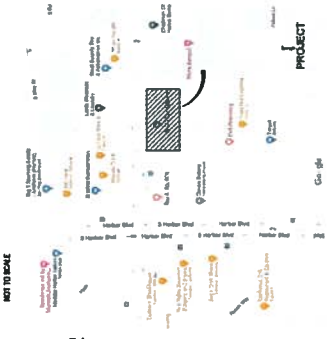
- ALL PLANTERS SHALL BE SPECIFIED WITH LOW WATER USE IRRIGATION WATER SENSITIVE SOIL MEDIA TO MAINTAIN CONTROLLED AEROSOLICAL SOIL TEMPERATURE TO COMPLETED WORK TO MAINTAIN PROPOSED OR LANDSCAPE CONSTRUCTION PLANS.
- ALL IRRIGATION SYSTEMS SHALL BE SPECIFIED TO RECEIVE 7" LAYER OF RECYCLING GRAVEL.
- IRRIGATION DESIGN SHALL BE SPECIFIED TO RECEIVE 7" LAYER OF RECYCLING GRAVEL.
- ALL IRRIGATION SYSTEMS SHALL BE SPECIFIED TO RECEIVE 7" LAYER OF RECYCLING GRAVEL.
- ALL IRRIGATION SYSTEMS SHALL BE SPECIFIED TO RECEIVE 7" LAYER OF RECYCLING GRAVEL.
- ALL IRRIGATION SYSTEMS SHALL BE SPECIFIED TO RECEIVE 7" LAYER OF RECYCLING GRAVEL.
- ALL IRRIGATION SYSTEMS SHALL BE SPECIFIED TO RECEIVE 7" LAYER OF RECYCLING GRAVEL.
- ALL IRRIGATION SYSTEMS SHALL BE SPECIFIED TO RECEIVE 7" LAYER OF RECYCLING GRAVEL.
- ALL IRRIGATION SYSTEMS SHALL BE SPECIFIED TO RECEIVE 7" LAYER OF RECYCLING GRAVEL.
- ALL IRRIGATION SYSTEMS SHALL BE SPECIFIED TO RECEIVE 7" LAYER OF RECYCLING GRAVEL.

LANDSCAPE SUMMARY TABLE

- TOTAL SITE AREA - 28,311 S.F. (1.04 ACRES)
- TOTAL LANDSCAPED AREA - 8,477 S.F. (0.19 ACRES)
- TOTAL PAVED AREA - 19,834 S.F. (0.45 ACRES)
- LANDSCAPE AREA (EXCLUDING AS.PT. OF TOTAL SITE)
- USE OF TOTAL SITE
- TOTAL AREA DEVOTED TO PARKING - 4,211 S.F. (0.10 ACRES)
- TOTAL AREA DEVOTED TO WASHING - 3,266 S.F. (0.07 ACRES)
- TOTAL AREA OF CAR WASH BUILDING - 3,266 S.F. (0.07 ACRES)



VACUUM BAY CANOPY



VICINITY MAP



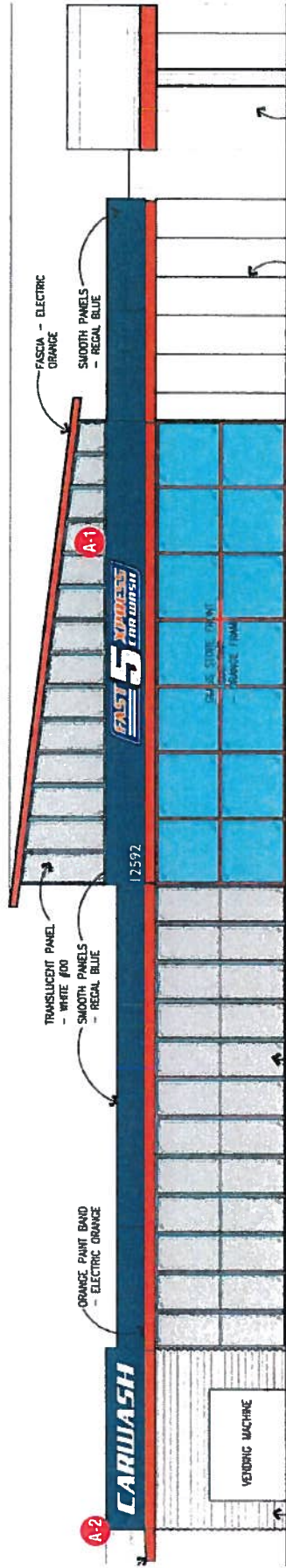
site plan



12582 W. CHAPMAN AVE., GARDEN GROVE, CA 92640

**NOTE:**  
FIELD VERIFY ALL DIMENSIONS PRIOR TO MANUFACTURING.

140' BUILDING FRONTAGE



**SIGN: A-1 A-2**

**SOUTH Elevation: LED Internally-Illuminated Dual-View Channel Letters**

**Scale: 3/32" = 1' - 0"**

**SIGNERGY**  
DESIGN | FABRICATION | INSTALLATION  
8799 Allport Santa Fe Springs, CA 90670 / 888-375SIGN (74467)

**FAST 5 XPRESS\_GG2**  
12592 W. Chapman Ave.  
Garden Grove, CA 92840

**Client Approval:** \_\_\_\_\_  
**Landlord Approval:** \_\_\_\_\_

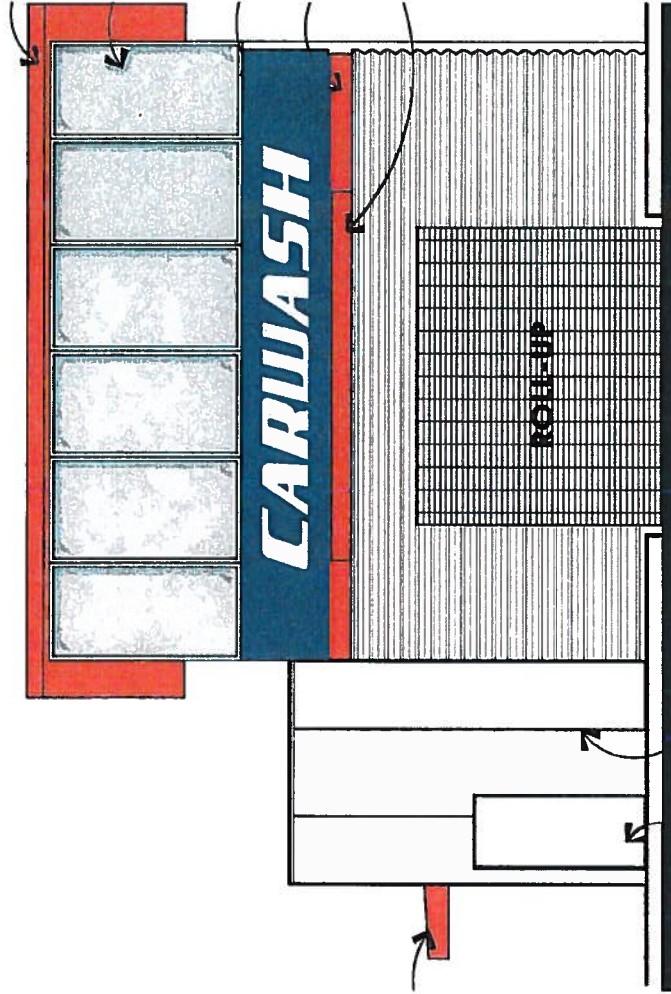
Date: 10-12-20  
Salesperson: Jasen Mondel  
Coordinator: JM  
Designer: AR

**ALL RIGHT RESERVED:**  
This design has been created for you in connection with a project being planned for the year 2020. It is not to be reproduced in any manner without prior consent.

THIS DRAWING IS FOR CONCEPTION PURPOSES ONLY. DUE TO CONSTRUCTION CONSTRAINTS, SIZES AND OR LAYOUTS MAY CHANGE SLIGHTLY.

34' BUILDING FRONTAGE

NOTE: FIELD VERIFY ALL DIMENSIONS PRIOR TO MANUFACTURING.



120V-20 AMP CIRCUIT ELECTRICAL  
 PRIMARY TO WITHIN 5' OF SIGN  
 LOCATION AND THE FINAL HOOK-UP  
 TO BE BY THE CUSTOMER'S  
 CERTIFIED ELECTRICIAN  
 NUMBER OF CIRCUITS PER SIGN  
 TO BE PER SIGNERY  
 SIGN REQUIREMENTS.

Scale: 3/16" = 1' - 0"

ALL RIGHT RESERVED.  
 This design has been created for you in  
 connection with a project being planned  
 for you. It may not be shown to anyone  
 else without your permission and may not  
 be reproduced in any manner without  
 prior consent.

Page 2 of 11

Date: 10-12-20  
 Salesperson: Jason Montiel  
 Coordinator: JM  
 Designer: AR

Client Approval:

Landlord Approval:

FAST 5 XPRESS\_GG2  
 12592 W. Chapman Ave.  
 Garden Grove, CA 92840

**SIGNERGY**  
 DESIGN | FABRICATION | INSTALLATION

8299 Alhambra Santa Fe Springs, CA 90670 / 888-375SIGNS (74467)

THIS DRAWING IS FOR CONCEPTION PURPOSES ONLY DUE TO CONSTRUCTION CONSTRAINTS. SIZES AND OR LAYOUTS MAY CHANGE SLIGHTLY

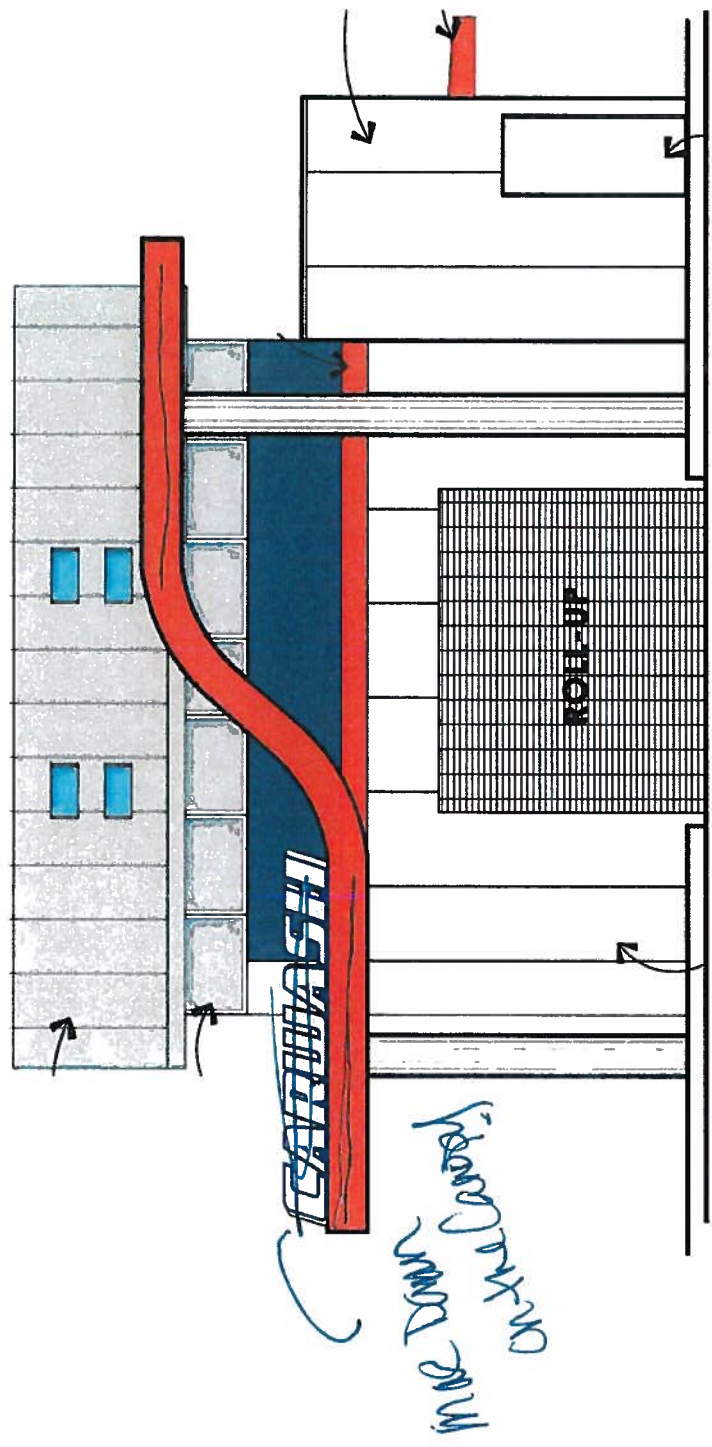
SIGN: A-3

EAST Elevation (Facing Street): LED, Internally-Illuminated Dual-View Channel Letters



NOTE:  
FIELD VERIFY ALL DIMENSIONS PRIOR TO MANUFACTURING.

34' BUILDING FRONTAGE



120V-20 AMP CIRCUIT ELECTRICAL  
PRIMARY TO WITHIN 5' OF SIGN  
LOCATION AND THE FINAL HOOK UP  
TO BE BY THE CUSTOMER'S  
CERTIFIED ELECTRICIAN.  
NUMBER OF CIRCUITS PER SIGN  
TO BE PER SIGNERGY  
SIGN REQUIREMENTS.

Scale: 1/4" = 1' - 0"

ALL RIGHT RESERVED  
This design has been created for you in  
connection with a project being planned  
for you. It may not be shown or copied  
outside of the project. It may not be  
reproduced in any manner without  
prior consent.

Date: 10-12-20  
Salesperson: Jason Montiel  
Coordinator: JM  
Designer: AR

Client Approval:

**FAST 5 XPRESS\_GG2**  
12592 W. Chapman Ave.  
Garden Grove, CA 92840

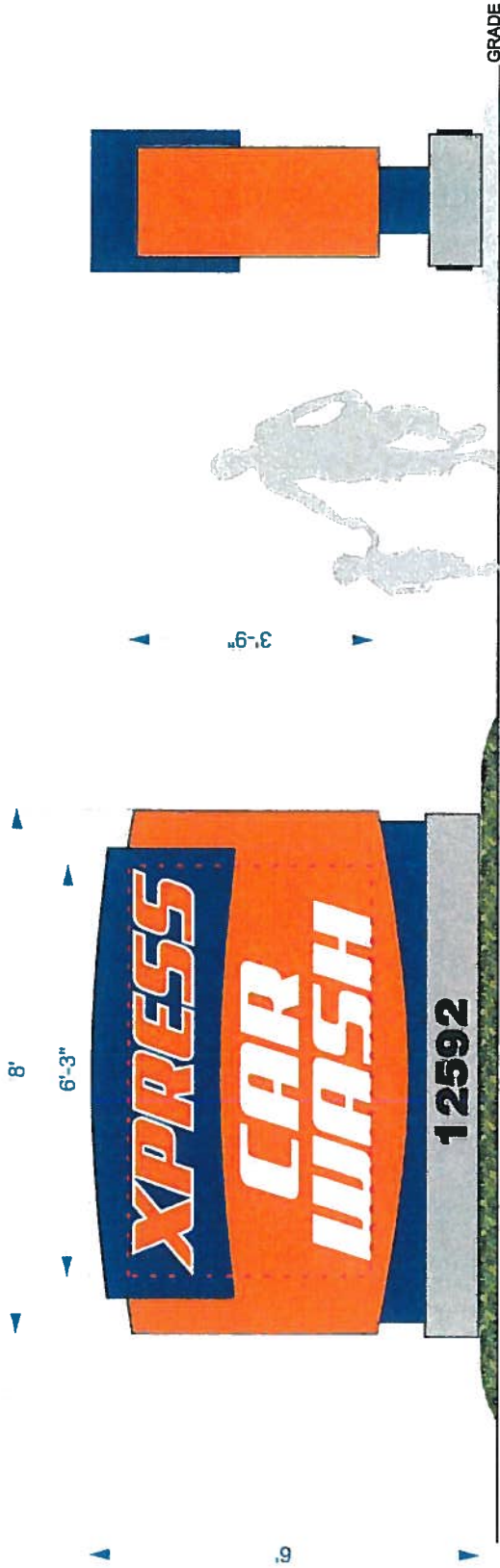
Landlord Approval:

8299 Allport Santa Fe Springs, CA 90670 / 888-375IGNIS (74467)

THIS DRAWING IS FOR CONCEPTION PURPOSES ONLY DUE TO CONSTRUCTION CONSTRAINTS SIZES AND OR LAYOUTS MAY CHANGE SLIGHTLY

SIGN: A-4

WEST Elevation (Facing Street): LED Internally-Illuminated Dual-View Channel Letters with backer



Sign Area Copy: 23.50 Sq. Ft.

**SPECIFICATIONS:** Qty: One (1)  
 FRAME:..... 2"x2"x1/8" Aluminum Square Tube.  
 MATERIAL:..... .080 Aluminum SATIN finish.  
 COPY:..... 3/8" thick Flush Thru Acrylic with Vinyl Overlay ( See Schedule ).  
 Address Letters... 1/2" FCO Acrylic Letters painted Black, Flush Mount  
 ILLUMINATION:.... Sloan 6500K White LED with 12V Remote Power Supplies.

**SIGN:** B-1

**EAST & WEST Elevation : D/E Internally-Illuminated Monument Sign**



8799 Alport Santa Fe Springs, CA 90670 / 888-375SIGN (74467)

**FAST 5 XPRESS\_GG2**  
 12592 W. Chapman Ave.  
 Garden Grove, CA 92840

**Client Approval:** \_\_\_\_\_

**Landlord Approval:** \_\_\_\_\_

Date: 10-12-20  
 Salesperson: Jason Montiel  
 Coordinator: JM  
 Designer: AR

**COLOR SCHEDULE**

3M3630-44  
 PFM Returns

Metallic Silver

PMS 2728C

#7328 WHITE

120V-20 AMP CIRCUIT ELECTRICAL  
 LOCATION AND THE FINAL HOOK-UP  
 TO BE BY THE CUSTOMER'S  
 CERTIFIED ELECTRICAL  
 NUMBER OF CIRCUITS PER SIGN  
 TO BE PER SIGNERY  
 SIGN REQUIREMENTS.

**GENERAL NOTES:**

- ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC) AND ALL ELECTRICAL CODE REVISIONS TO THE FULL LABEL IN ACCORDANCE WITH "NEC" AND MANUFACTURERS INSTALLATION INSTRUCTIONS.
- ALL SIGN COMPONENTS (INCLUDING SIGN) SHALL BE ORIGINATED & BUILT IN ACCORDANCE WITH ALL APPLICABLE CODES AND REGULATIONS.
- ALL WORK CONTAINED IN ENCLOSED AREAS WITHIN THIS SIGN SHALL BE PERFORMED BY A LICENSED ELECTRICIAN BASED ON SIGNAR MEDICAL ENCLASURES AT THE POINT THAT ELECTRICAL CABLES PASS THROUGH THE SIGN.
- ALL WORK CONTAINED IN ENCLOSED AREAS WITHIN THIS SIGN SHALL BE PERFORMED BY A LICENSED ELECTRICIAN BASED ON SIGNAR MEDICAL ENCLASURES AT THE POINT THAT ELECTRICAL CABLES PASS THROUGH THE SIGN.
- ALL WORK CONTAINED IN ENCLOSED AREAS WITHIN THIS SIGN SHALL BE PERFORMED BY A LICENSED ELECTRICIAN BASED ON SIGNAR MEDICAL ENCLASURES AT THE POINT THAT ELECTRICAL CABLES PASS THROUGH THE SIGN.



**U.L. LABELS REQUIRED**  
 U.L. LABELS ARE REQUIRED FOR ALL ELECTRICAL COMPONENTS IN ACCORDANCE WITH THE UL LISTING REQUIREMENTS FOR THE SIGN. THE SIGNAR MEDICAL ENCLASURES AT THE POINT THAT ELECTRICAL CABLES PASS THROUGH THE SIGN SHALL BE PERFORMED BY A LICENSED ELECTRICIAN BASED ON SIGNAR MEDICAL ENCLASURES AT THE POINT THAT ELECTRICAL CABLES PASS THROUGH THE SIGN.

Scale: 1/2" = 1'-0"

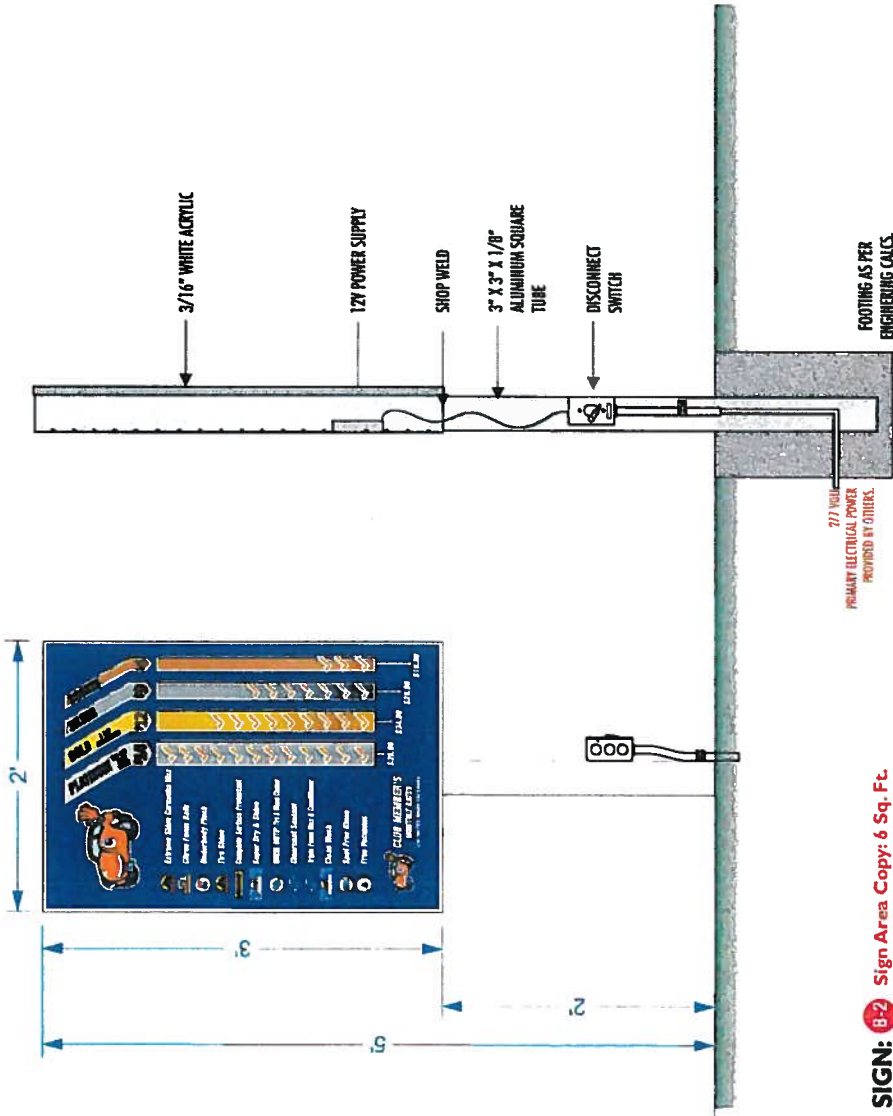
**ALL RIGHT RESERVED.**  
 This design has been created for you in connection with a project being planned for you. It may not be shown to anyone else without your prior consent. It may not be reproduced in any manner without your prior consent.

Page 2 of 11

THIS DRAWING IS FOR CONCEPTION PURPOSES ONLY DUE TO CONSTRUCTION CONSTRAINTS SIZES AND OR LAYOUTS MAY CHANGE SLIGHTLY

**SPECIFICATIONS: Qty: One (1)**  
 CABINET:..... .080 Fabricated Aluminum  
 RETURNS:..... 4" white  
 SUPPORT:..... 3" x 3" x 1/2" Aluminum Tubing  
 FACE:..... 3/16" White Acrylic with Digital Print, Matte Lam.  
 TRIM CAP:..... 1" Vinyl White.  
 ILLUMINATION:..... Sloan 6500k White LED with 12V Remote Power Supplies.

**COLOR SCHEDULE**  
 WHITE/SATIN #7328 WHITE DIGITAL/MATTE



**GENERAL NOTES:**  
 ALL ELECTRICAL AND MECHANICAL WORK SHALL BE DONE BY A LICENSED ELECTRICIAN AND MECHANIC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.

**120V-20 AMP CIRCUIT ELECTRICAL PRIMARY TO WITHIN 5' OF SIGN LOCATION AND THE FINAL HOOK-UP TO BE BY THE CUSTOMER'S CERTIFIED ELECTRICIAN. NUMBER OF CIRCUITS PER SIGN TO BE PER SIGNERGY SIGN REQUIREMENTS**

Scale: 1" = 1'-0"

**ALL RIGHTS RESERVED:**  
 This design has been created for you in connection with a project being planned for you. It may not be shown to anyone else without your written consent. It may not be reproduced in any manner without prior consent.

Date: 10-12-20  
 Salesperson: Jason Mentiel  
 Coordinator: JM  
 Designer: AR

Client Approval: \_\_\_\_\_  
 Landlord Approval: \_\_\_\_\_

**FAST 5 XPRESS\_GG2**  
 12592 W. Chapman Ave.  
 Garden Grove, CA 92840

**SIGNERGY**  
 DESIGN | FABRICATION | INSTALLATION  
 8299 Airport Santa Fe Springs, CA 90670 / 888-375IGNS (74467)

THIS DRAWING IS FOR CONCEPTION PURPOSES ONLY. DUE TO CONSTRUCTION CONSTRAINTS, SIZES AND OR LAYOUTS MAY CHANGE SLIGHTLY.

**SIGN: B-2 Sign Area Copy: 6 Sq. Ft.**

Pay Station (SEE SITE PLAN) S/I/F Internally-Illuminated Menu Sign



DATE	ISSUED FOR

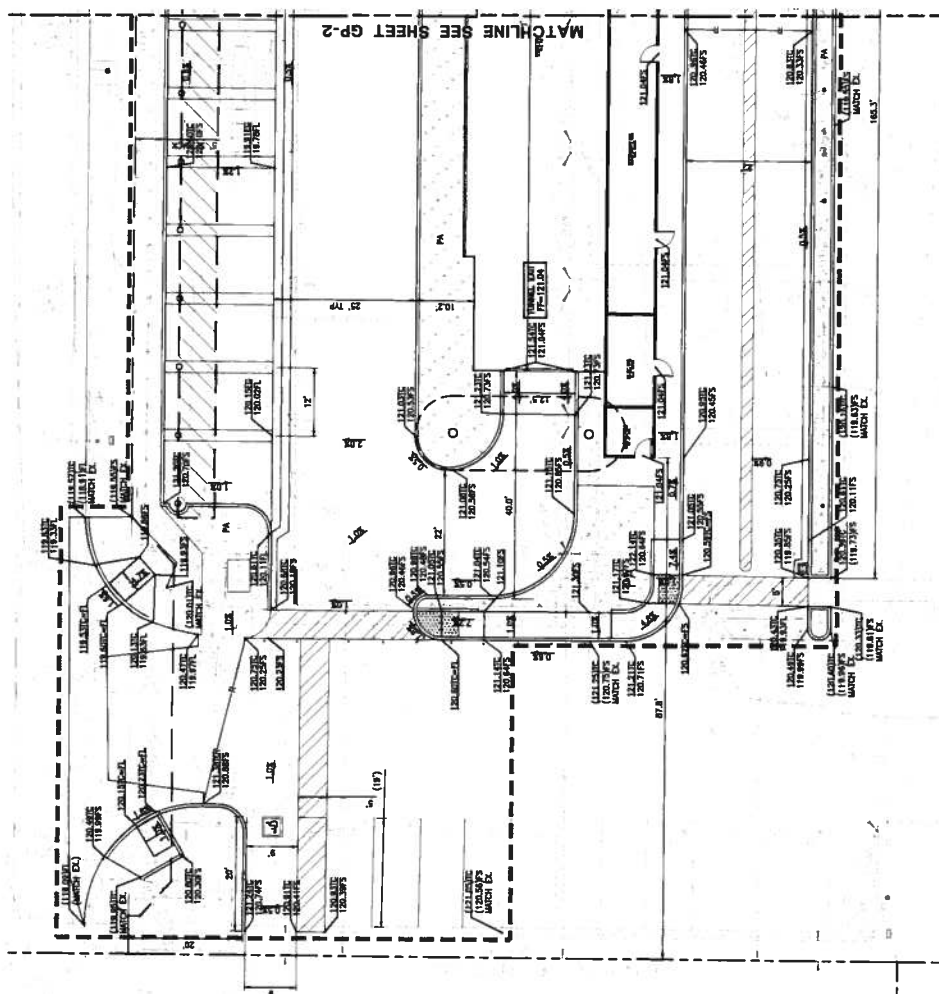
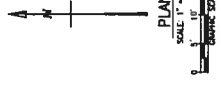
Date: 05/26/2021  
 Project Number: 2000080  
 Drawn By: JH  
 Checked By: MM  
 Scale: AS SPECIFIED

PRELIMINARY  
 GRADING PLAN

SHEET  
**GP-1**

LEGEND

PLANTER AREA/LANDSCAPE	LINE OF WORK
PA	---
---	---
---	---



11 - 001 1 1/2" x 11" Plot Size (24" x 36" Sheet) - AutoCAD 2010 - 11/15/2010 10:00 AM - 11/15/2010 10:00 AM - 11/15/2010 10:00 AM



DATE	ISSUED FOR

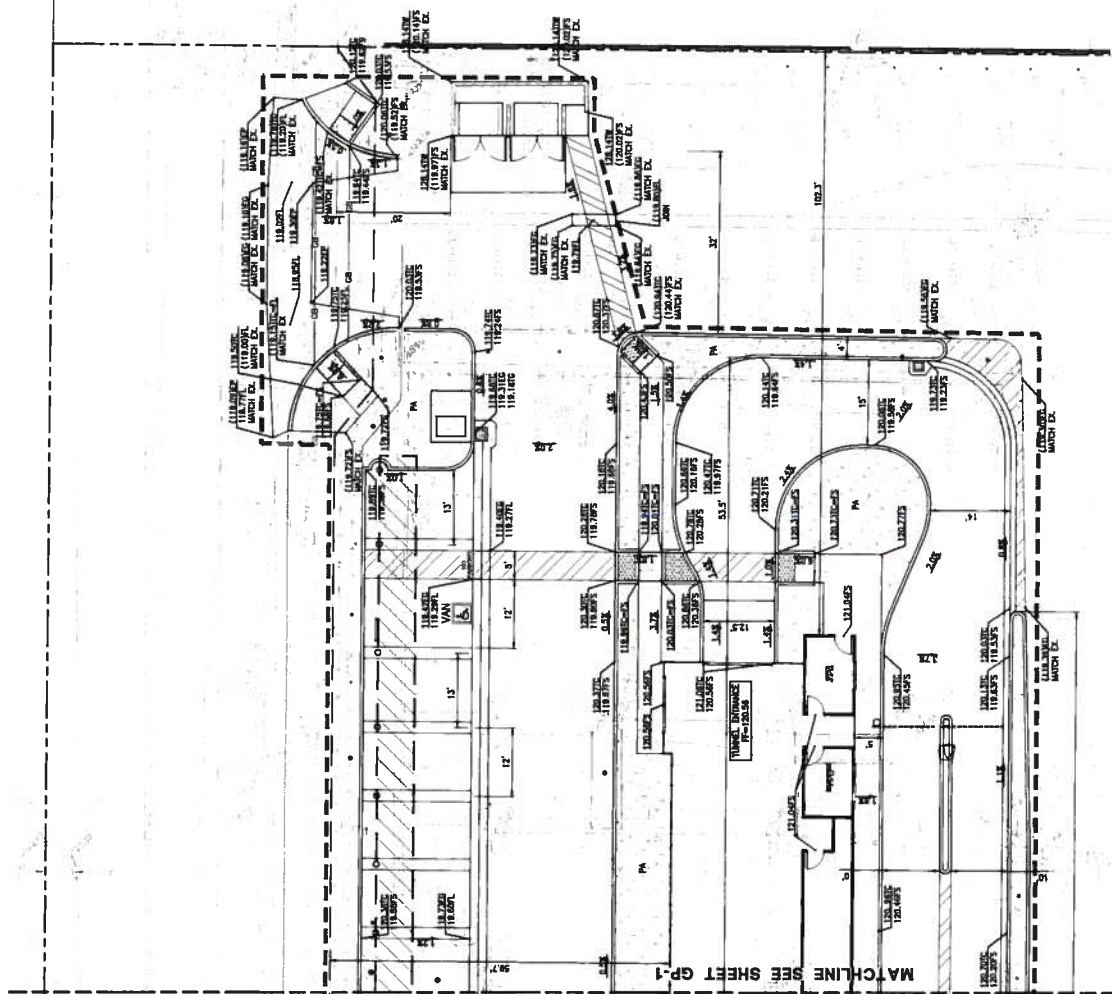
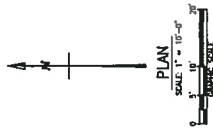
Date: 02/26/2021  
 Project Number: 2000000  
 Drawn By: JN  
 Checked By: MW  
 Scale: AS SPECIFIED

PRELIMINARY  
 GRADING PLAN

SHEET  
**GP-2**

LEGEND

PLAN AREA/LANDSCAPE	LINE OF WORK
PA	---
	---
	---



FAST 5 XPRESS CAR  
WASH  
57 SAN NICHOLAS DRIVE, SUITE 300  
NEWPORT BEACH, CA 92660

FAST 5 XPRESS CAR  
WASH  
12565 W. CHAPMAN AVENUE  
GARDEN GROVE, CA 92640

**IDS GROUP**  
PETER BARTON, P.E. SUITE 130  
10000 S. LAKE AVENUE, SUITE 100  
DENVER, CO 80231  
TEL: 303-751-4000 FAX: 303-751-4000



REV	DESCRIPTION	DATE
1	PC COMMENTS	

PROJECT NO. \_\_\_\_\_  
DATE \_\_\_\_\_  
DRAWN BY \_\_\_\_\_  
CHECKED BY \_\_\_\_\_  
SCALE \_\_\_\_\_

PHOTOMETRIC SITE PLAN  
SHEET NUMBER  
**E-501**

**PHOTOMETRIC GENERAL NOTES**

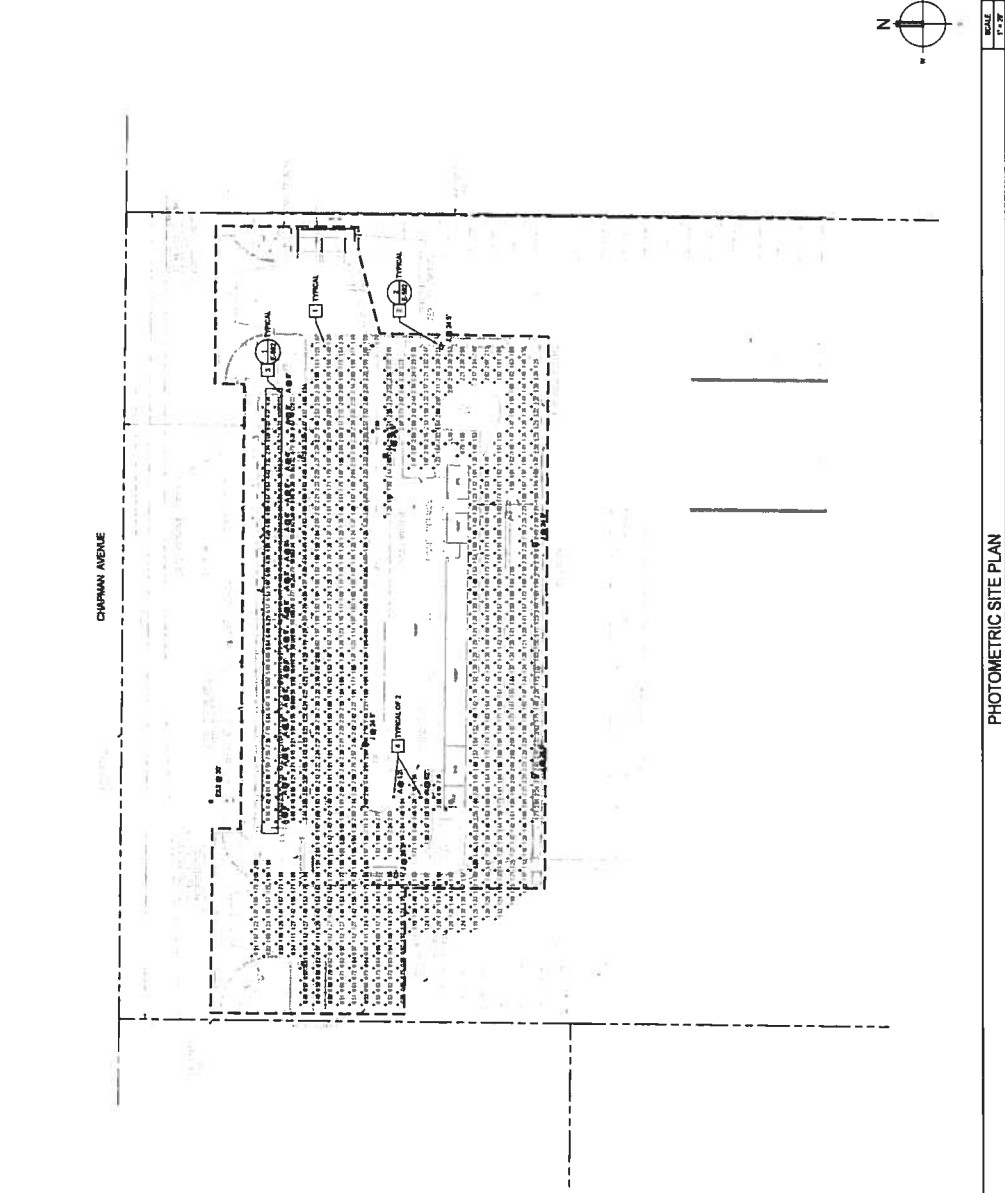
- THIS LIGHT PLAN PROVIDES THE LIGHT PLAN IN BASED ON CURRENT LIGHTING REQUIREMENTS TO MAINTAIN MINIMUM LIGHT LEVELS. THE LIGHT PLAN IS BASED ON THE ASSUMPTIONS LISTED BELOW. THE LIGHT PLAN IS BASED ON THE ASSUMPTIONS LISTED BELOW. THE LIGHT PLAN IS BASED ON THE ASSUMPTIONS LISTED BELOW.
- ALL LIGHT FIXTURES AND LUMINAIRES SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND THE IESNA HANDBOOK FOR LIGHT FIXTURE DISTRIBUTION. THE LIGHT PLAN IS BASED ON THE ASSUMPTIONS LISTED BELOW.
- ALL LIGHT FIXTURES AND LUMINAIRES SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND THE IESNA HANDBOOK FOR LIGHT FIXTURE DISTRIBUTION. THE LIGHT PLAN IS BASED ON THE ASSUMPTIONS LISTED BELOW.
- ALL LIGHT FIXTURES AND LUMINAIRES SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND THE IESNA HANDBOOK FOR LIGHT FIXTURE DISTRIBUTION. THE LIGHT PLAN IS BASED ON THE ASSUMPTIONS LISTED BELOW.
- ALL LIGHT FIXTURES AND LUMINAIRES SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND THE IESNA HANDBOOK FOR LIGHT FIXTURE DISTRIBUTION. THE LIGHT PLAN IS BASED ON THE ASSUMPTIONS LISTED BELOW.

**PHOTOMETRIC PLAN KEY NOTES**

- ALL LIGHT FIXTURES AND LUMINAIRES SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND THE IESNA HANDBOOK FOR LIGHT FIXTURE DISTRIBUTION. THE LIGHT PLAN IS BASED ON THE ASSUMPTIONS LISTED BELOW.
- ALL LIGHT FIXTURES AND LUMINAIRES SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND THE IESNA HANDBOOK FOR LIGHT FIXTURE DISTRIBUTION. THE LIGHT PLAN IS BASED ON THE ASSUMPTIONS LISTED BELOW.
- ALL LIGHT FIXTURES AND LUMINAIRES SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND THE IESNA HANDBOOK FOR LIGHT FIXTURE DISTRIBUTION. THE LIGHT PLAN IS BASED ON THE ASSUMPTIONS LISTED BELOW.
- ALL LIGHT FIXTURES AND LUMINAIRES SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND THE IESNA HANDBOOK FOR LIGHT FIXTURE DISTRIBUTION. THE LIGHT PLAN IS BASED ON THE ASSUMPTIONS LISTED BELOW.
- ALL LIGHT FIXTURES AND LUMINAIRES SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND THE IESNA HANDBOOK FOR LIGHT FIXTURE DISTRIBUTION. THE LIGHT PLAN IS BASED ON THE ASSUMPTIONS LISTED BELOW.

Symbol	Level	Qty	Manufacturer	Model	Description	Notes	Footcandle	LP	Footcandle	Footcandle
☒	A	17	BAIRD	LED	LED 1.5 FT. x 1.5 FT. PERFORMANCE CANOPY LIGHT WITH DIMMABLE OPTICS		1.5	1	1.5	1.5
☐	J	9	U.S. INDUSTRIAL LIGHTING	LED	LED 1.5 FT. x 1.5 FT. PERFORMANCE CANOPY LIGHT WITH DIMMABLE OPTICS		1.5	1	1.5	1.5
○	E	1	EXTENDING STANDARDS	LED	LED 1.5 FT. x 1.5 FT. PERFORMANCE CANOPY LIGHT WITH DIMMABLE OPTICS		1.5	1	1.5	1.5

Area	Area	Area	Area	Area	Area
1.5	1.5	1.5	1.5	1.5	1.5
1.5	1.5	1.5	1.5	1.5	1.5
1.5	1.5	1.5	1.5	1.5	1.5
1.5	1.5	1.5	1.5	1.5	1.5
1.5	1.5	1.5	1.5	1.5	1.5
1.5	1.5	1.5	1.5	1.5	1.5



PHOTOMETRIC SITE PLAN

FAST 5 XPRESS CAR  
WASH  
577 SAN NICOLAS DRIVE, SUITE 300  
NEWPORT BEACH, CA 92660

PROJECT NAME  
**FAST 5 XPRESS CAR  
WASH**  
12592 W. CHAPMAN AVENUE  
GARDEN GROVE, CA 92640

**IDS GROUP**  
11515 TOWN CENTER BLVD, SUITE 120  
DANFORTH, CA 92620  
TEL: 949-947-8000 FAX: 949-947-1000



DATE  
REV | DESCRIPTION | DATE

REV	DESCRIPTION	DATE
1	PC COMMENTS	

PROJECT NO. 208111-00  
DATE 12/14/2020  
DRAWN BY RA  
CHECKED BY POLINA  
SCALE 1/8" = 1'-0"

PHOTOMETRIC DETAILS

E-502

**SCP-8 Series**  
Surface Mount Performance LED Canopy

SCP-8 Series LED Canopy is a surface mount fixture designed for high-bay applications. It features a wide beam angle and high lumen output, making it ideal for large industrial spaces. The fixture is constructed from die-cast aluminum and is available in various sizes and finishes. It is designed for easy installation and maintenance.

**BARON**

BARON is a surface mount lighting fixture. It features a wide beam angle and high lumen output, making it ideal for large industrial spaces. The fixture is constructed from die-cast aluminum and is available in various sizes and finishes. It is designed for easy installation and maintenance.

**RAZAR SERIES-LED**  
POLY-ETHYLENE TEREPHTHALATE

RAZAR SERIES-LED is a surface mount lighting fixture. It features a wide beam angle and high lumen output, making it ideal for large industrial spaces. The fixture is constructed from die-cast aluminum and is available in various sizes and finishes. It is designed for easy installation and maintenance.

**RAZAR**

RAZAR is a surface mount lighting fixture. It features a wide beam angle and high lumen output, making it ideal for large industrial spaces. The fixture is constructed from die-cast aluminum and is available in various sizes and finishes. It is designed for easy installation and maintenance.

**RAZAR SERIES-LED**

Model	Beam Angle	Output (lm)	Power (W)	Height (ft)	Mounting
RAZAR-100	100	10000	100	10	Surface Mount
RAZAR-120	120	12000	120	12	Surface Mount
RAZAR-150	150	15000	150	15	Surface Mount
RAZAR-180	180	18000	180	18	Surface Mount
RAZAR-200	200	20000	200	20	Surface Mount
RAZAR-250	250	25000	250	25	Surface Mount
RAZAR-300	300	30000	300	30	Surface Mount
RAZAR-350	350	35000	350	35	Surface Mount
RAZAR-400	400	40000	400	40	Surface Mount
RAZAR-450	450	45000	450	45	Surface Mount
RAZAR-500	500	50000	500	50	Surface Mount
RAZAR-550	550	55000	550	55	Surface Mount
RAZAR-600	600	60000	600	60	Surface Mount
RAZAR-650	650	65000	650	65	Surface Mount
RAZAR-700	700	70000	700	70	Surface Mount
RAZAR-750	750	75000	750	75	Surface Mount
RAZAR-800	800	80000	800	80	Surface Mount
RAZAR-850	850	85000	850	85	Surface Mount
RAZAR-900	900	90000	900	90	Surface Mount
RAZAR-950	950	95000	950	95	Surface Mount
RAZAR-1000	1000	100000	1000	100	Surface Mount

1.0 ARCHITECTURAL LIGHTING DETAIL OF RAZAR  
1.0 ARCHITECTURAL LIGHTING DETAIL OF RAZAR  
1.0 ARCHITECTURAL LIGHTING DETAIL OF RAZAR

**Noise Impact Analysis**  
**Fast5Xpress Carwash at 12592 W**  
**Chapman Avenue Project**  
**City of Garden Grove**

---

*Lead Agency:*

**City of Garden Grove**  
11222 Acacia Parkway  
Garden Grove, CA 92840

*Prepared by:*

**Vista Environmental**  
1021 Didrickson Way  
Laguna Beach, CA 92651  
949 510 5355  
Greg Tonkovich, INCE

Project No. 20120

December 14, 2020



---

## TABLE OF CONTENTS

<b>1.0</b>	<b>Introduction .....</b>	<b>1</b>
	1.1 Purpose of Analysis and Study Objectives .....	1
	1.2 Site Location and Study Area .....	1
	1.3 Proposed Project Description .....	1
	1.4 Standard Noise Regulatory Conditions .....	2
	1.5 Summary of Analysis Results .....	3
	1.6 Project Design Features Incorporated into the Proposed Project.....	3
	1.7 Mitigation Measures for the Proposed Project .....	3
<b>2.0</b>	<b>Noise Fundamentals .....</b>	<b>6</b>
	2.1 Noise Descriptors .....	6
	2.2 Tone Noise .....	6
	2.3 Noise Propagation.....	6
	2.4 Ground Absorption .....	7
<b>3.0</b>	<b>Ground-Borne Vibration Fundamentals .....</b>	<b>8</b>
	3.1 Vibration Descriptors .....	8
	3.2 Vibration Perception .....	8
	3.3 Vibration Propagation.....	8
<b>4.0</b>	<b>Regulatory Setting .....</b>	<b>9</b>
	4.1 Federal Regulations .....	9
	4.2 State Regulations .....	10
	4.3 Local Regulations .....	11
<b>5.0</b>	<b>Existing Noise Conditions.....</b>	<b>14</b>
	5.1 Noise Measurement Equipment.....	14
	5.2 Noise Measurement Results .....	14
<b>6.0</b>	<b>Modeling Parameters and Assumptions.....</b>	<b>17</b>
	6.1 Construction Noise.....	17
	6.2 Operational Noise .....	18
	6.3 Vibration .....	19
<b>7.0</b>	<b>Impact Analysis .....</b>	<b>20</b>
	7.1 CEQA Thresholds of Significance.....	20
	7.2 Generation of Noise Levels in Excess of Standards .....	20
	7.3 Generation of Excessive Groundborne Vibration .....	22
	7.4 Aircraft Noise .....	23
<b>8.0</b>	<b>References.....</b>	<b>24</b>

---

## TABLE OF CONTENTS CONTINUED

### APPENDICES

Appendix A – Field Noise Measurements Photo Index

Appendix B – Field Noise Measurements Printouts

Appendix C – Torrance Fast5Xpress Carwash Reference Noise Measurements Printouts

Appendix D – RCNM Model Construction Noise Calculations

---

## LIST OF FIGURES

Figure 1 – Project Location Map .....	4
Figure 2 – Proposed Site Plan .....	5
Figure 3 – Field Noise Measurements Graph.....	16

## LIST OF TABLES

Table A – FTA General Assessment Construction Noise Criteria .....	9
Table B – City of Garden Grove Noise and Land Use Compatibility Matrix.....	11
Table C – City of Garden Grove Noise Ordinance Standards.....	12
Table D – Existing (Ambient) Noise Level Measurements .....	15
Table E – Construction Equipment Noise Emissions and Usage Factors .....	17
Table F – Reference Noise Level Measurements of Torrance Fast5Xpress Carwash .....	18
Table G – Vibration Source Levels for Construction Equipment.....	19
Table H – Construction Noise Levels at the Residential Apartment Building to the East.....	21
Table I – Operational Noise Levels at the Residential Apartment Building to the East.....	22

---

## ACRONYMS AND ABBREVIATIONS

ANSI	American National Standards Institute
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
City	City of Garden Grove
cmu	Concrete masonry unit
CNEL	Community Noise Equivalent Level
dB	Decibel
dBA	A-weighted decibels
DOT	Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
EPA	Environmental Protection Agency
Hz	Hertz
Ldn	Day-night average noise level
Leq	Equivalent sound level
Lmax	Maximum noise level
ONAC	Federal Office of Noise Abatement and Control
OSB	Oriented Strand Board
OSHA	Occupational Safety and Health Administration
PPV	Peak particle velocity
RMS	Root mean square
SEL	Single Event Level or Sound Exposure Level
STC	Sound Transmission Class
UMTA	Federal Urban Mass Transit Administration
VdB	Vibration velocity level in decibels

---

## 1.0 INTRODUCTION

### ***1.1 Purpose of Analysis and Study Objectives***

This Noise Impact Analysis has been prepared to determine the noise impacts associated with the proposed Fast5Xpress Carwash at 12592 W Chapman Avenue project (proposed project). The following is provided in this report:

- A description of the study area and the proposed project;
- Information regarding the fundamentals of noise;
- Information regarding the fundamentals of vibration;
- A description of the local noise guidelines and standards;
- An evaluation of the current noise environment;
- An analysis of the potential short-term construction-related noise impacts from the proposed project; and,
- An analysis of long-term operations-related noise impacts from the proposed project.

### ***1.2 Site Location and Study Area***

The project site is located in the City of Garden Grove (City) at 12592 W Chapman Avenue, which is located near the southeast corner of the intersection of Chapman Avenue and Harbor Boulevard. The approximately 0.65-acre project site is currently developed with a former carwash (Crystal Car Wash) and is bounded by Chapman Avenue and commercial retail uses to the north, a shared driveway and residential apartments uses to the east, a shared driveway and commercial retail uses (Target Center) to the south, and a shared driveway and commercial retail uses to the west. The project study area is shown in Figure 1.

#### **Sensitive Receptors in Project Vicinity**

The nearest existing sensitive receptors to the project site are the residential apartments (Chapman Commons) that are located on the east side of the project site. The nearest school to the project site is Earl Warren Elementary School that is located as near as 900 feet southeast of the project site.

### ***1.3 Proposed Project Description***

The proposed project would consist of the development of an automated carwash with the carwash entrance on the east side and exit on the west side, and two queue lanes located on the south side of the proposed carwash structure. The proposed carwash would also have 17 parking stalls on the north side of the carwash (adjacent to Chapman Avenue), of which 14 would be utilized as vacuum stalls and three would be designated employee parking stalls. The proposed site plan is shown in Figure 2.

It should be noted that the proposed car wash has been designed to minimize the noise impacts to the residential apartments to the east. In particular, the proposed car wash has been designed to be oriented in an opposite direction when compared to the prior car wash at that location, that had the car wash exit on the east side, which is the noisiest part of a car wash, due to the blowers that are used to dry cars. In addition, the proposed project has included Project Design Feature 1 that is detailed below in Section 1.6

---

and have been incorporated into the proposed project to further reduce noise impacts to the apartments to the east.

#### ***1.4 Standard Noise Regulatory Conditions***

The proposed project will be required to comply with the following regulatory conditions from the City of Garden Grove and State of California.

##### **City of Garden Grove Municipal Code**

The following lists the City of Garden Grove Municipal Code regulations that are applicable to all commercial development projects in the City.

##### **Sections 8.47.040 Operational Noise Levels**

Section 8.47.040 of the City's Municipal Code limits noise created on the project site to the adjacent residential properties to 55 dBA between 7:00 a.m. and 10:00 p.m. and 50 dBA between 10:00 p.m. and 7:00 a.m.. Compliance with this regulation will reduce operational-related noise impacts to the adjacent homes.

##### **Section 8.47.060(D) Construction Noise**

Section 8.47.060(D) of the City's Municipal Code restricts construction activities from occurring between the hours of 10:00 p.m. and 7:00 a.m. Compliance with this regulation will reduce the construction-related noise impacts to the adjacent homes.

##### **Section 9.18.030(C) Automatic Carwashes**

Section 9.18.030.070(C) of the Municipal Code restricts automatic carwashes from operating between 10:00 p.m. and 7:00 a.m. Compliance with this regulation will reduce operational-related nighttime noise impacts to the adjacent homes.

##### **State of California Rules**

The following lists the State of California rules that are applicable to all commercial projects in the State.

##### **California Vehicle Code Section 27200-27207 – On-Road Vehicle Noise**

California Vehicle Code Section 27200-27207 provides noise limits for vehicles operated in California. For vehicles over 10,000 pounds noise is limited to 88 dB for vehicles manufactured before 1973, 86 dB for vehicles manufactured before 1975, 83 dB for vehicles manufactured before 1988, and 80 dB for vehicles manufactured after 1987. All measurements are based at 50 feet from the vehicle.

##### **California Vehicle Section 38365-38380 – Off-Road Vehicle Noise**

California Vehicle Code Section 38365-38380 provides noise limits for off-highway motor vehicles operated in California. 92 dBA for vehicles manufactured before 1973, 88 dBA for vehicles manufactured before 1975, 86 dBA for vehicles manufactured before 1986, and 82 dBA for vehicles manufactured after December 31, 1985. All measurements are based at 50 feet from the vehicle.

---

### **1.5 Summary of Analysis Results**

The following is a summary of the proposed project's impacts with regard to the State CEQA Guidelines noise checklist questions.

**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?**

Less than significant impact.

**Generation of excessive groundborne vibration or groundborne noise levels?**

Less than significant impact.

**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?**

No impact.

### **1.6 Project Design Features Incorporated into the Proposed Project**

This analysis was based on implementation of the following project design feature that are already depicted on the proposed project site plan.

**Project Design Feature 1:**

In order to minimize noise impacts to the balconies on the apartment building to the east, the project applicant shall limit the carwash entrance opening to the minimum size available to allow for normal operations of the carwash, which according to the project applicant would be 8 feet high by 12 feet wide.

### **1.7 Mitigation Measures for the Proposed Project**

This analysis found that through adherence to the noise and vibration regulations detailed in Section 1.4 above and through implementation of Project Design Feature 1 detailed in Section 1.6 above, were adequate to limit all noise and vibration impacts to less than significant levels. No mitigation measures are required for the proposed project with respect to noise and vibration impacts.



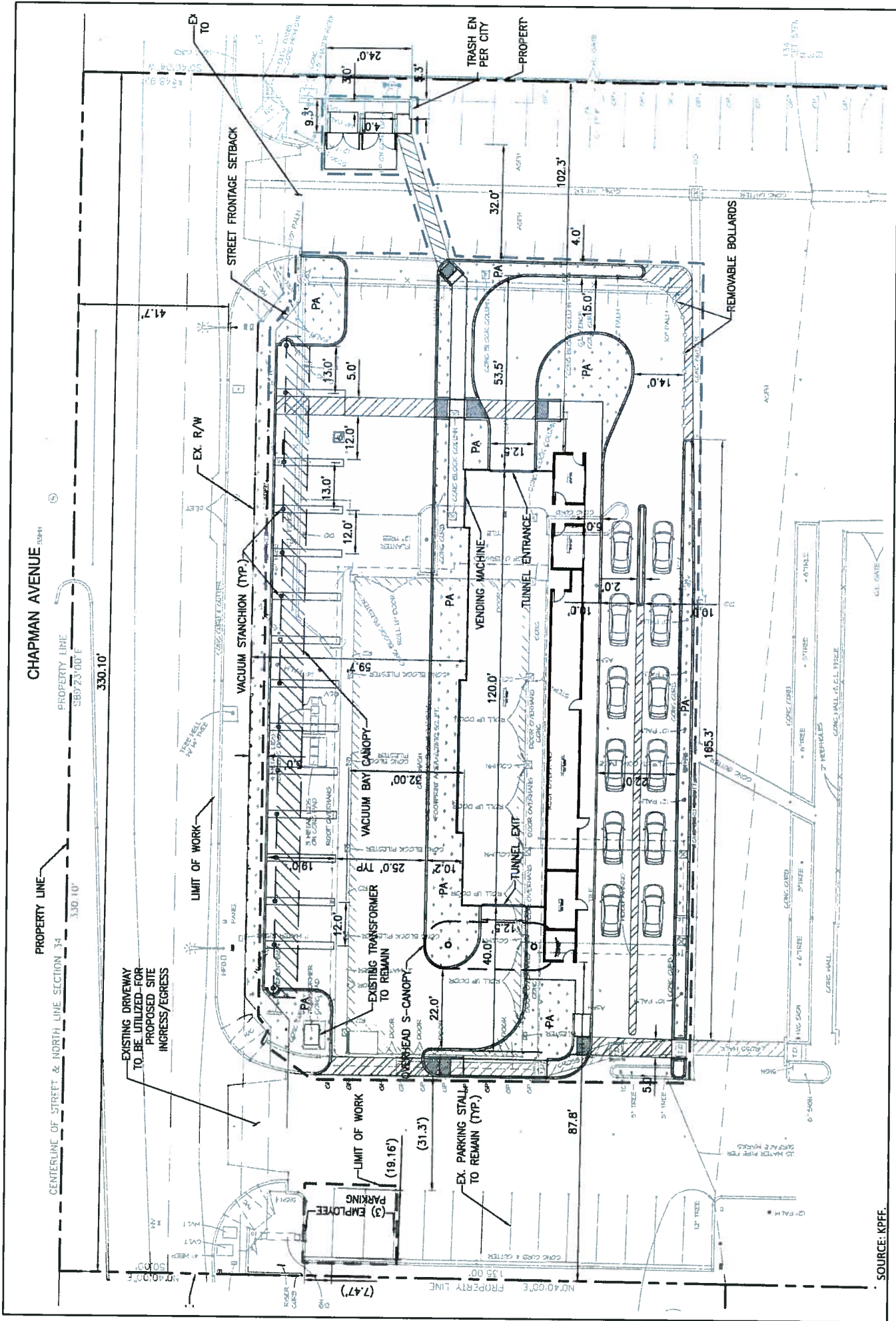
Imagery ©2020 Google, Imagery ©2020 CNES / Airbus, Maxar Technologies, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2020 100 ft

SOURCE: Google Maps.



Figure 1  
Project Location Map





SOURCE: KPFF.

Figure 2  
Proposed Site Plan

---

## 2.0 NOISE FUNDAMENTALS

Noise is defined as unwanted sound. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Sound is produced by the vibration of sound pressure waves in the air. Sound pressure levels are used to measure the intensity of sound and are described in terms of decibels. The decibel (dB) is a logarithmic unit which expresses the ratio of the sound pressure level being measured to a standard reference level. A-weighted decibels (dBA) approximate the subjective response of the human ear to a broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear.

### 2.1 Noise Descriptors

Noise Equivalent sound levels are not measured directly, but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (Leq) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. The peak traffic hour Leq is the noise metric used by California Department of Transportation (Caltrans) for all traffic noise impact analyses.

The Day-Night Average Level (Ldn) is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time of day corrections require the addition of ten decibels to sound levels at night between 10 p.m. and 7 a.m. While the Community Noise Equivalent Level (CNEL) is similar to the Ldn, except that it has another addition of 4.77 decibels to sound levels during the evening hours between 7 p.m. and 10 p.m. These additions are made to the sound levels at these time periods because during the evening and nighttime hours, when compared to daytime hours, there is a decrease in the ambient noise levels, which creates an increased sensitivity to sounds. For this reason the sound appears louder in the evening and nighttime hours and is weighted accordingly. The City of Garden Grove relies on the CNEL noise standard to assess transportation-related impacts on noise sensitive land uses.

### 2.2 Tone Noise

A pure tone noise is a noise produced at a single frequency and laboratory tests have shown that humans are more perceptible to changes in noise levels of a pure tone. For a noise source to contain a “pure tone,” there must be a significantly higher A-weighted sound energy in a given frequency band than in the neighboring bands, thereby causing the noise source to “stand out” against other noise sources. A pure tone occurs if the sound pressure level in the one-third octave band with the tone exceeds the average of the sound pressure levels of the two contiguous one-third octave bands by:

- 5 dB for center frequencies of 500 hertz (Hz) and above
- 8 dB for center frequencies between 160 and 400 Hz
- 15 dB for center frequencies of 125 Hz or less

### 2.3 Noise Propagation

From the noise source to the receiver, noise changes both in level and frequency spectrum. The most obvious is the decrease in noise as the distance from the source increases. The manner in which noise reduces with distance depends on whether the source is a point or line source as well as ground absorption, atmospheric effects and refraction, and shielding by natural and manmade features. Sound

---

from point sources, such as air conditioning condensers, radiate uniformly outward as it travels away from the source in a spherical pattern. The noise drop-off rate associated with this geometric spreading is 6 dBA per each doubling of the distance (dBA/DD). Transportation noise sources such as roadways are typically analyzed as line sources, since at any given moment the receiver may be impacted by noise from multiple vehicles at various locations along the roadway. Because of the geometry of a line source, the noise drop-off rate associated with the geometric spreading of a line source is 3 dBA/DD.

#### **2.4 Ground Absorption**

The sound drop-off rate is highly dependent on the conditions of the land between the noise source and receiver. To account for this ground-effect attenuation (absorption), two types of site conditions are commonly used in traffic noise models, soft-site and hard-site conditions. Soft-site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. For point sources, a drop-off rate of 7.5 dBA/DD is typically observed over soft ground with landscaping, as compared with a 6.0 dBA/DD drop-off rate over hard ground such as asphalt, concrete, stone and very hard packed earth. For line sources a 4.5 dBA/DD is typically observed for soft-site conditions compared to the 3.0 dBA/DD drop-off rate for hard-site conditions. Caltrans research has shown that the use of soft-site conditions is more appropriate for the application of the Federal Highway Administration (FHWA) traffic noise prediction model used in this analysis.

---

## 3.0 GROUND-BORNE VIBRATION FUNDAMENTALS

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

### 3.1 Vibration Descriptors

There are several different methods that are used to quantify vibration amplitude such as the maximum instantaneous peak in the vibrations velocity, which is known as the peak particle velocity (PPV) or the root mean square (rms) amplitude of the vibration velocity. Due to the typically small amplitudes of vibrations, vibration velocity is often expressed in decibels and is denoted as ( $L_v$ ) and is based on the rms velocity amplitude. A commonly used abbreviation is "VdB", which in this text, is when  $L_v$  is based on the reference quantity of 1 micro inch per second.

### 3.2 Vibration Perception

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Off-site sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible ground-borne noise or vibration.

### 3.3 Vibration Propagation

The propagation of ground-borne vibration is not as simple to model as airborne noise. This is due to the fact that noise in the air travels through a relatively uniform median, while ground-borne vibrations travel through the earth which may contain significant geological differences. There are three main types of vibration propagation; surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse or "side-to-side and perpendicular to the direction of propagation."

As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. As stated above, this drop-off rate can vary greatly depending on the soil but has been shown to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

---

## 4.0 REGULATORY SETTING

The project site is located in the City of Garden Grove. Noise regulations are addressed through the efforts of various federal, state, and local government agencies. The agencies responsible for regulating noise are discussed below.

### 4.1 Federal Regulations

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Promulgating noise emission standards for interstate commerce
- Assisting state and local abatement efforts
- Promoting noise education and research

The Federal Office of Noise Abatement and Control (ONAC) was initially tasked with implementing the Noise Control Act. However, the ONAC has since been eliminated, leaving the development of federal noise policies and programs to other federal agencies and interagency committees. For example, the Occupational Safety and Health Administration (OSHA) agency prohibits exposure of workers to excessive sound levels. The Department of Transportation (DOT) assumed a significant role in noise control through its various operating agencies. The Federal Aviation Administration (FAA) regulates noise of aircraft and airports. Surface transportation system noise is regulated by a host of agencies, including the Federal Transit Administration (FTA). Transit noise is regulated by the federal Urban Mass Transit Administration (UMTA), while freeways that are part of the interstate highway system are regulated by the Federal Highway Administration (FHWA). Finally, the federal government actively advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that “noise sensitive” uses are either prohibited from being sited adjacent to a highway or, alternately that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

Although the proposed project is not under the jurisdiction of the FTA, the FTA is the only agency that provides specific guidance for construction noise. The FTA recommends developing construction noise criteria on a project-specific basis that utilizes local noise ordinances if possible. However, local noise ordinances usually relates to nuisance and hours of allowed activity and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the noise impacts of a construction project. Project construction noise criteria should take into account the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land uses. The FTA standards are based on extensive studies by the FTA and other governmental agencies on the human effects and reaction to noise and a summary of the FTA findings for a general construction noise assessment are provided below in Table A.

**Table A – FTA General Assessment Construction Noise Criteria**

Land Use	Day (dBA Leq <sub>(1-hour)</sub> )	Night (dBA Leq <sub>(1-hour)</sub> )
Residential	90	80
Commercial	100	100
Industrial	100	100

Source: Federal Transit Administration, 2018.

---

Since the federal government has preempted the setting of standards for noise levels that can be emitted by the transportation sources, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

## **4.2 State Regulations**

### **Noise Standards**

#### California Department of Health Services Office of Noise Control

Established in 1973, the California Department of Health Services Office of Noise Control (ONC) was instrumental in developing regularity tools to control and abate noise for use by local agencies. One significant model is the "Land Use Compatibility for Community Noise Environments Matrix," which allows the local jurisdiction to clearly delineate compatibility of sensitive uses with various incremental levels of noise.

#### California Noise Insulation Standards

Title 24, Chapter 1, Article 4 of the California Administrative Code (California Noise Insulation Standards) requires noise insulation in new hotels, motels, apartment houses, and dwellings (other than single-family detached housing) that provides an annual average noise level of no more than 45 dBA CNEL. When such structures are located within a 60-dBA CNEL (or greater) noise contour, an acoustical analysis is required to ensure that interior levels do not exceed the 45-dBA CNEL annual threshold. In addition, Title 21, Chapter 6, Article 1 of the California Administrative Code requires that all habitable rooms, hospitals, convalescent homes, and places of worship shall have an interior CNEL of 45 dB or less due to aircraft noise.

#### Government Code Section 65302

Government Code Section 65302 mandates that the legislative body of each county and city in California adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines published by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable.

### **Vibration Standards**

Title 14 of the California Administrative Code Section 15000 requires that all state and local agencies implement the California Environmental Quality Act (CEQA) Guidelines, which requires the analysis of exposure of persons to excessive groundborne vibration. However, no statute has been adopted by the state that quantifies the level at which excessive groundborne vibration occurs.

Caltrans issued the *Transportation- and Construction-Induced Vibration Guidance Manual* in 2004. The manual provides practical guidance to Caltrans engineers, planners, and consultants who must address vibration issues associated with the construction, operation, and maintenance of Caltrans projects. However, this manual is also used as a reference point by many lead agencies and CEQA practitioners throughout California, as it provides numeric thresholds for vibration impacts. Thresholds are established for continuous (construction-related) and transient (transportation-related) sources of vibration, which found that the human response becomes distinctly perceptible at 0.25 inch per second PPV for transient sources and 0.04 inch per second PPV for continuous sources.

### 4.3 Local Regulations

The City of Garden Grove General Plan and Municipal Code establishes the following applicable policies related to noise and vibration.

#### City of Garden Grove General Plan

The City of Garden Grove has developed its own land use compatibility standards based on recommended parameters from the California Governor’s Office of Planning and Research that rate compatibility. Using the State’s land use compatibility guidelines, the City has established the City’s Land Use Compatibility standards that are presented in Table B.

**Table B – City of Garden Grove Noise and Land Use Compatibility Matrix**

Land Use Category	Community Noise Exposure (Ldn or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low Density, Single-Family, Duplex, Mobile Homes	50 – 60	55 – 70	70 – 75	75 – 85
Residential – Multiple Family	50 – 65	60 – 70	70 – 75	70 – 85
Transient Lodging – Motel, Hotels	50 – 65	60 – 70	70 – 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 – 70	NA	65 – 85
Sports Arenas, Outdoor Spectator Sports	NA	50 – 75	NA	70 – 85
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 75	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	67.5 – 77.5	75 – 85	NA
Office Buildings, Business Commercial and Professional	50 – 70	67.5 – 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	75 – 85	NA

Notes:

NA: Not Applicable.

**Normally Acceptable** – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

**Conditionally Acceptable** – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

**Normally Unacceptable** – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features

Source: City of Garden Grove General Plan Table 7-1.

The City’s Noise Ordinance establishes the following daytime and nighttime noise standards that are defined in Table 7-2 of the General Plan and reprinted below in Table C.

**Table C – City of Garden Grove Noise Ordinance Standards**

	Land Use Designation	Ambient Base	
		Noise Level	Time of Day
Sensitive Uses	Residential Use	55 dBA	7:00 AM – 10:00 PM
		50 dBA	10:00 PM – 7:00 AM
Conditionally Sensitive Uses	Institutional Use	65 dBA	Any Time
	Office-Professional Use	65 dBA	Any Time
	Hotels and Motels	65 dBA	Any Time
Non-Sensitive Uses	Commercial Uses	70 dBA	Any Time
	Commercial/Industrial Uses within 150 feet of Residential Uses	65 dBA	7:00 AM – 10:00 PM
		50 dBA	10:00 PM – 7:00 AM
	Industrial Uses	70 dBA	Any Time

Source: City of Garden Grove General Plan Table 7-2.

The following applicable goals and policies to the proposed project are from the Noise Element of the General Plan.

**Goal N-1: Noise considerations must be incorporated into land use planning decisions.**

NE-1 Policies

**Policy N-1.3.** Require noise reduction techniques in site planning, architectural design, and construction, where noise reduction is necessary consistent with the standards in Tables 7-1 and 7-2, Title 24 of the California Code of Regulations, and Section 8.47 of the Municipal Code.

**Policy N-1.4** Ensure acceptable noise levels are maintained near schools, hospitals, convalescent homes, churches and other noise sensitive areas.

**Goal N-2: Maximized efficiency in noise abatement efforts through clear and effective policies and ordinances.**

**Policy N-2.2.** Fully integrate noise considerations into land use planning decisions to prevent new noise/land use conflicts.

**Policy N-2.3** Incorporate noise reduction features for items such as but not limited to parking and loading areas, ingress/egress point, and refuse collection areas, during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses.

**City of Garden Grove Municipal Code**

The City of Garden Grove Municipal Code establishes the following applicable standards related to noise and car washes.

**8.47.040 Ambient Base Noise Levels**

The ambient base noise levels contained in the following chart (see Table C above) shall be utilized as the basis for determining noise levels in excess of those allowed by this chapter unless the actual measured ambient noise level occurring at the same time as the noise under review is being investigated exceeds



---

the ambient base noise level contained in the chart. When the actual measured ambient noise level exceeds the ambient base noise level, the actual measured ambient noise level shall be utilized as the basis for determining whether or not the subject noise exceeds the level allowed by this section. In situations where two adjoining properties exist within two different use designations, the most restrictive ambient base noise level will apply. This section permits any noise level that does not exceed either the ambient base noise level or **the actual measured noise level by 5 dB(A)**, as measured at the property line of the noise generation property.

#### **8.47.060 Special Noise Sources**

- D. Construction of Buildings and Projects. It shall be unlawful for any person within a residential area, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects, or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device between the hours of 10:00 p.m. of one day and 7:00 a.m. of the next day in such a manner that a person of normal sensitiveness, as determined utilizing the criteria established in Section 8.47.050(B) , is caused discomfort or annoyance unless such operations are of an emergency nature.

#### **9.18.030.070 Automatic Car Wash**

Automatic car washes shall be subject to the following regulations:

- A. Enclosed Building. Any car wash in which power-driven or steam cleaning equipment is used shall be contained wholly within a completely enclosed building, with openings for the entrance and/or exit of vehicles. Any activity involving hand drying of vehicles does not require enclosure within a building. Hand drying shall only be conducted in areas not used for required parking or vehicular circulation.
- B. Noise. Any sound emanating from the operation shall be in conformance with those standards adopted by the City for the control of noise and noise sources.
- C. Hours of operation. Operation shall not be allowed before 7:00 a.m. and after 10:00 p.m.

---

## 5.0 EXISTING NOISE CONDITIONS

To determine the existing noise levels, noise measurements have been taken in the vicinity of the project site. The field survey noted that noise within the proposed project area is generally characterized by vehicle traffic on Chapman Avenue, which is located adjacent to the north side of the project site and noise from the truck loading dock area for Target, that is located as near as 60 feet south of the project site, however it should be noted that some vendor trucks currently unload in the existing parking spaces located along the shared driveway on the east side of the project site. The following describes the measurement procedures, measurement locations, noise measurement results, and the modeling of the existing noise environment.

### 5.1 Noise Measurement Equipment

The noise measurements were taken using two Extech Model 407780 Type 2 integrating sound level meters programmed in “slow” mode to record the sound pressure level at 3-second intervals for approximately 24 hours in “A” weighted form. In addition, the  $L_{eq}$  averaged over the entire measuring time and  $L_{max}$  were recorded. The sound level meters and microphones were mounted approximately four to seven feet above the ground and were equipped with a windscreen. The sound level meters were calibrated before and after the monitoring using an Extech calibrator, Model 407766. The noise level measurement equipment meets American National Standards Institute specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA).

### Noise Measurement Locations

The noise monitoring locations were selected in order to obtain noise measurements of the current noise levels on the project site on the shared property line with the residential apartments to the east. The noise measurement sites were selected to provide a representative sampling of the existing noise levels in the project vicinity. Descriptions of the noise monitoring sites are provided below in Table D. Appendix A includes a photo index of the study area and noise level measurement locations.

### Noise Measurement Timing and Climate

The noise measurements were recorded between 9:55 a.m. on Monday, November 23, 2020 and 9:58 a.m. on Tuesday, November 24, 2020. When the noise measurements were started the sky was partly cloudy, the temperature was 64 degrees Fahrenheit, the humidity was 59 percent, barometric pressure was 29.77 inches of mercury, and the wind was blowing around two miles per hour. Overnight, the temperature dropped to 52 degrees Fahrenheit. At the conclusion of the noise measurements, the sky was clear (no clouds), the temperature was 65 degrees Fahrenheit, the humidity was 61 percent, barometric pressure was 29.91 inches of mercury, and the wind was blowing around three miles per hour.

### 5.2 Noise Measurement Results

The results of the noise level measurements are presented in Table D. The measured sound pressure levels in dBA have been used to calculate the minimum and maximum  $L_{eq}$  averaged over 1-hour intervals. Table D also shows the  $L_{eq}$ ,  $L_{max}$ , and CNEL, based on the entire measurement time. The noise monitoring data printouts are included in Appendix B. Figure 4 shows a graph of the 24-hour noise measurements.

**Table D – Existing (Ambient) Noise Level Measurements**

Site No.	Site Description	Average (dBA Leq)	Maximum (dBA Lmax)	Minimum Hourly Noise (dBA Leq 1-hour/Time)		Average (dBA CNEL)
				Daytime <sup>1</sup>	Nighttime <sup>2</sup>	
1	Located on a light pole that is located approximately 2 feet west of the apartments west property line and 85 feet south of Chapman Avenue centerline.	67.5	95.2	65.3 9:58 p.m.	56.4 1:57 a.m.	71.9
2	Located on a chain-link fence that is located approximately 1 foot west of the apartments west property line and 140 feet south of Chapman Avenue centerline.	66.1	95.6	60.8 9:59 p.m.	52.2 1:56 a.m.	69.3

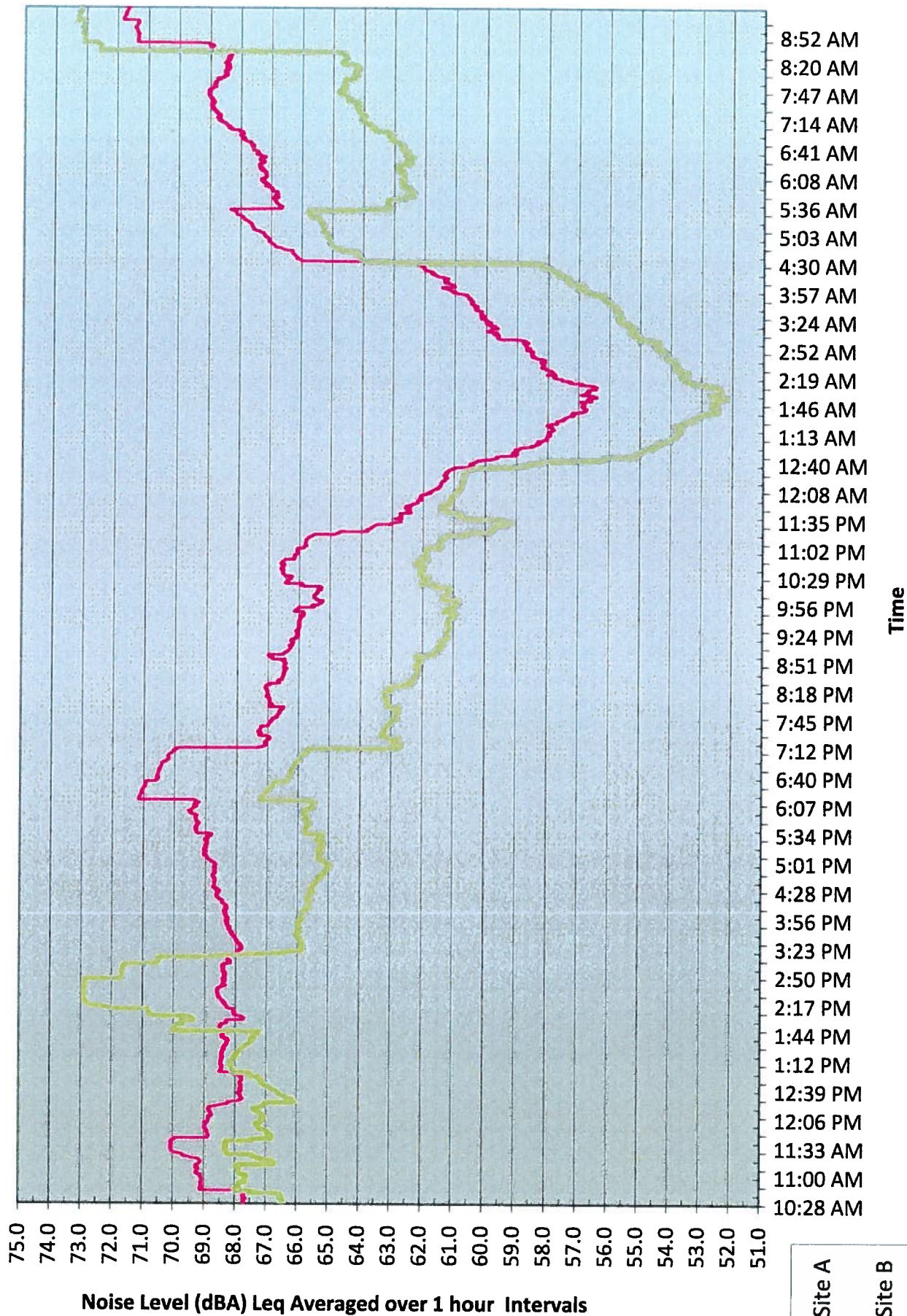
Notes:

<sup>1</sup> Daytime defined as 7:00 a.m. to 10:00 p.m. in Section 8.47.040 of the Municipal Code.

<sup>2</sup> Nighttime defined as 10:00 p.m. to 7:00 a.m. in Section 8.47.040 of the Municipal Code.

Source: Noise measurements were taken with two Extech Model 407780 Type 2 sound level meters between Monday, November 23 and Tuesday, November 24, 2020.

Table D shows that the existing minimum Daytime (7 a.m. to 10 p.m.) 1-hour noise levels from both measurements on the shared property line with the multi-family homes to the east, currently exceeds the Daytime Ambient Base Noise Level of 55 dBA for residential uses as defined in Section 8.47.040 of the Municipal Code. As detailed in Section 8.47.040 of the Municipal Code, when the actual measured noise level exceeds the Ambient Base Noise Level, the City noise standard becomes the actual measured noise level plus 5 dBA. This would result in a daytime noise standard of 70.3 dBA at Site 1 and 65.8 dBA at Site 2.



SOURCE: Extrtech Model 407780 Type 2 Sound Level Meters.

Figure 3  
Field Noise Measurements Graph

## 6.0 MODELING PARAMETERS AND ASSUMPTIONS

### 6.1 Construction Noise

The noise impacts from construction of the proposed project have been analyzed through use of the FHWA's Roadway Construction Noise Model (RCNM). The FHWA compiled noise measurement data regarding the noise generating characteristics of several different types of construction equipment used during the Central Artery/Tunnel project in Boston. Table E below provides a list of the construction equipment anticipated to be used for each phase of construction that was calculated through use of the default equipment mixes provided by the CalEEMod model published by the South Coast Air Quality Management District for estimating air emissions from land use projects.

**Table E – Construction Equipment Noise Emissions and Usage Factors**

Equipment Description	Number of Equipment	Acoustical Use Factor <sup>1</sup> (percent)	Spec 721.560 Lmax at 50 feet <sup>2</sup> (dBA, slow <sup>3</sup> )	Actual Measured Lmax at 50 feet <sup>4</sup> (dBA, slow <sup>3</sup> )
<b>Demolition</b>				
Concrete/Industrial Saw	1	20	90	90
Rubber Tired Dozer	1	40	85	82
Tractor, Loader, or Backhoe	2	40	84	N/A
<b>Grading</b>				
Grader	1	40	85	83
Rubber Tired Dozer	1	40	85	82
Tractor, Loader or Backhoe <sup>5</sup>	2	40	84	N/A
<b>Building Construction</b>				
Crane	1	16	85	81
Forklift (Gradall)	1	40	85	83
Tractor, Loader or Backhoe <sup>5</sup>	2	40	84	N/A
<b>Paving</b>				
Cement & Mortar Mixer <sup>6</sup>	4	50	80	80
Paver	1	50	85	77
Roller	2	20	85	80
<b>Architectural Coating</b>				
Air Compressor	1	40	80	78

Notes:

<sup>1</sup> Acoustical use factor is the percentage of time each piece of equipment is operational during a typical workday.

<sup>2</sup> Spec 721.560 is the equipment noise level utilized by the RCNM program.

<sup>3</sup> The "slow" response averages sound levels over 1-second increments. A "fast" response averages sound levels over 0.125-second increments.

<sup>4</sup> Actual Measured is the average noise level measured of each piece of equipment during the Central Artery/Tunnel project in Boston, Massachusetts primarily during the 1990s.

<sup>5</sup> For the tractor/loader/backhoe, the tractor noise level was utilized, since it is the loudest of the three types of equipment.

<sup>6</sup> For the cement & mortar mixer, the concrete mixer truck noise level was utilized.

Source: Federal Highway Administration, 2006 and CalEEMod default equipment mix.

Table E also shows the associated measured noise emissions for each piece of equipment from the RCNM model and measured percentage of typical equipment use per day. Construction noise impacts to the nearby sensitive receptors have been calculated according to the equipment noise levels and usage factors listed in Table E and through use of the RCNM. For each phase of construction, the equipment was placed at 170 feet from the nearest apartment units, which was selected, since 170 feet is the approximate distance to the middle of the project site and due to the small size of the project site, it is

anticipated that the off-road equipment would operate on the entire project site over a typical construction day, which the FTA construction noise standard is based on.

## 6.2 Operational Noise

The proposed project would consist of the operation of a Fast5Xpress Carwash on the project site. In order to determine the anticipated noise created by the proposed carwash and vacuum stations, reference noise measurements were taken at the Fast5Xpress Carwash located at 19150 Harborgate Way, Torrance. The Torrance Carwash was selected, since it is the newest Fast5Xpress carwash that utilize the newest equipment, which will be similar equipment that will be installed at the proposed Carwash. With regard to noise, the most notable improvements to the equipment include: (1) The use of rotary screw air compressors instead of piston air compressors that are much louder; and (2) More precise air blower activation periods per vehicle, which results in the carwash blower to operate less per day and lowers the average and L<sub>50</sub> noise levels. The following describes the measurement procedures and reference noise measurement results.

### Reference Noise Measurement Procedures

The reference noise measurements were taken using a Larson-Davis Model 831 Type 1 precision sound level meter programmed in “slow” mode to record noise levels in “A” weighted form as well as the frequency spectrum of the noise broken down into 1/3 octaves. The sound level meter and microphone were mounted on a tripod five feet above the ground and were equipped with a windscreen during all measurements. The sound level meter was calibrated before and after the monitoring using a Larson-Davis calibrator, Model CAL 200. The accuracy of the calibrator is maintained through a program established through the manufacturer and is traceable to the National Bureau of Standards. The unit meets the requirements of ANSI Standard S1.4-1984 and IEC Standard 942: 1988 for Class 1 equipment. All noise level measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA).

Each reference noise measurement was taken for a period of 10 minutes while the carwash was operational and in the process of washing cars. The reference noise measurements were recorded between 11:48 a.m. and 1:13 p.m. on Thursday, February 7, 2019. The reference noise measurement locations were selected in order to capture representative noise measurements of the various locations where the carwash emits noise, which consists of the exit and entrance to the carwash (both aligned and 90 degree angles from exit and entrance) as well as the side of the carwash aligned with the vents to the equipment room and from the vacuum parking stalls.

### Reference Noise Measurement Results

The results of the reference noise level measurements are presented in Table F and the reference noise measurement data printouts are included in Appendix C.

**Table F – Reference Noise Level Measurements of Torrance Fast5Xpress Carwash**

Site No.	Location	Primary Noise Source	Noise Measurement (dBA)		
			L50	Leq	Lmax
R1	Aligned with Carwash entrance, approximately 50 feet from carwash entrance door.	Carwash entrance	65.4	69.8	78.7
R2	Located approximately 15 feet from the car vacuum stations.	Vacuum Stations	66.9	67.3	73.1

Source: Noise measurements taken with a Larson Davis Model 831 Type 1 precision sound level meter on Thursday, February 7, 2019.

**6.3 Vibration**

Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels. Table G gives approximate vibration levels for particular construction activities. The data in Table G provides a reasonable estimate for a wide range of soil conditions.

**Table G – Vibration Source Levels for Construction Equipment**

Equipment		Peak Particle Velocity (inches/second)	Approximate Vibration Level (L <sub>v</sub> )at 25 feet
Pile driver (impact)	Upper range	1.518	112
	typical	0.644	104
Pile driver (sonic)	Upper range	0.734	105
	typical	0.170	93
Clam shovel drop (slurry wall)		0.202	94
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drill		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: Federal Transit Administration, 2018.

The construction-related vibration impacts have been calculated through the vibration levels shown above in Table G and through typical vibration propagation rates. The equipment assumptions were based on the equipment lists provided above in Table E.

---

## 7.0 IMPACT ANALYSIS

### 7.1 CEQA Thresholds of Significance

Consistent with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a significant impact related to noise would occur if a proposed project is determined to result in:

- 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;
- Generation of excessive groundborne vibration or groundborne noise levels; or
- 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.

### 7.2 Generation of Noise Levels in Excess of Standards

The proposed project would not generate 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. The following section calculates the potential noise emissions associated with the temporary construction activities and long-term operations of the proposed project and compares the noise levels to the City standards.

#### Construction-Related Noise

The construction activities for the proposed project are anticipated to include demolition of the existing carwash and paved areas on the project site, grading of the 0.65-acre project site, building construction of the proposed carwash, paving of the onsite driveways and parking areas, and application of architectural coatings. Noise impacts from construction activities associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The nearest offsite sensitive receptors to the project site consist of residents at the residential apartment building located adjacent to the east side of the project site.

Section 8.47.060(D) of the City's Municipal Code allows construction noise to exceed the City noise standards provided that construction activities occur between 7:00 a.m. and 10:00 p.m. All construction activities associated with the proposed project would occur during the allowable hours for construction activities as detailed in Section 8.47.060(D) of the Municipal Code. However, the City construction noise standards do not provide any limits to the noise levels that may be created from construction activities and even with adherence to the City standards, the resultant construction noise levels may result in a significant substantial temporary noise increase to the nearby residents.

In order to determine if the proposed construction activities would create a significant substantial temporary noise increase, the FTA construction noise criteria thresholds detailed above in Section 4.1 have been utilized, which shows that a significant construction noise impact would occur if construction noise exceeds 90 dBA Leq at any of the nearby sensitive receptors. The calculated construction noise results are shown below in Table H and the RCNM printouts are provided in Appendix D.



**Table H – Construction Noise Levels at the Residential Apartment Building to the East**

<b>Construction Phase</b>	<b>Noise Level at Balconies of Apartment Building to East<sup>1</sup> (dBA Leq)</b>
Demolition	75
Grading	75
Building Construction	75
Paving	74
Painting	63
<b>FTA Construction Noise Threshold<sup>2</sup></b>	<b>90</b>
<b>Exceed Threshold?</b>	<b>No</b>

<sup>1</sup> The calculated noise levels represent the anticipated noise level at the second, third, fourth and fifth floor balconies on the apartment building to the east of the project site.

Source: RCNM, Federal Highway Administration, 2018

Table H shows that the greatest noise impacts would occur during the demolition, grading, and building construction phases of construction, with a noise level as high as 75 dBA Leq at the exterior of the residential apartment building to the east that includes the balconies that face the project site. It should be noted that although there is an approximately 8-foot high wall along the apartments west property line, no noise shielding was accounted for the wall, since the wall does not provide any noise protection for the second, third, fourth, and fifth floor balconies on the apartment building. Table H also shows that none of the construction phases would exceed the FTA construction noise standard of 90 dBA for residential uses. Therefore, through adherence to allowable construction times provided in 8.47.060(D) of the Municipal Code, the construction activities for the proposed project would not create a substantial temporary increase in ambient noise levels that are in excess of applicable noise standards. Impacts would be less than significant.

### **Operational-Related Noise**

The operation of the proposed project may create an increase in onsite noise levels from noise impacts from the automated carwash and vacuum stall parking spaces. Pursuant to Section 9.18.030.070(C) of the Municipal Code the proposed car wash is restricted from operating between 10:00 p.m. and 7:00 a.m.

Section 8.47.040 of the City’s Municipal Code limits noise created on the project site to the adjacent residential apartment building to actual measured ambient noise level by 5 dB(A), when the actual measured noise level exceeds the Ambient Base Noise Level of 55 dBA between 7:00 a.m. and 10:00 p.m. As shown above in Section 5.2 and specifically in Table D, the minimum hourly average daytime noise level was measured at 65.3 dBA at Site 1 and 60.8 dBA at Site 2. In order to provide a conservative analysis, the lower Site 2 measurement was utilized to calculate the City’s noise standard of 65.8 dBA (i.e. 60.8 dBA + 5 dBA = 65.8 dBA) at the multi-family homes to the east.

In order to determine the noise impacts from the proposed carwash, reference noise measurements were taken of the existing Fast5Xpress carwash in Torrance, which have been detailed above in Section 6.2 and printouts of the reference noise measurements are provided in Appendix C. The noise level at the residential apartment building to the east was calculated through use of the reference noise measurements and standard geometric spreading of noise of 6 dB per doubling of the distance between source and receptor. A summary of the reference noise measurements and calculated noise levels at the multi-family homes to the east from the operation of the carwash and vacuum stalls is shown in Table I.

**Table I – Operational Noise Levels at the Residential Apartment Building to the East**

Location	Reference Noise Measurements		Noise Levels at Balconies to East	
	Distance Monitor to Source (feet)	Noise Level (dBA Leq)	Distance - Source to Property Line (feet)	Noise Level <sup>1</sup> (dBA Leq)
Carwash Entrance	50	69.8	110	63.0
Vacuum Stalls	15	67.3	60	55.3
<b>Combined Noise Level from Carwash and Vacuum Stalls</b>				<b>63.6</b>
<b>City Daytime Noise Standard<sup>2</sup></b>				<b>65.8</b>
<b>Exceed City Noise Standard?</b>				<b>No</b>

Notes:

<sup>1</sup> The noise levels were calculated through use of the reference noise measurements (see Appendix C) and standard geometric spreading of noise of 6 dB per doubling of the distance between source and receiver.

<sup>2</sup> The City Daytime Noise Standard based on Noise Measurement Site 2 of 60.8 dBA plus 5 dBA equals 65.8 dBA, which is pursuant to the noise standard detailed in Section 8.47.040 of the City's Municipal Code.

Table I shows that the proposed project's operational noise level created from the combined carwash entrance and vacuum stalls at the residential apartment building to the east would be as high as 63.6 dBA Leq, which would be below the City's residential daytime noise standard of 65.8 dBA, which is based on the measured noise level at the property line plus 5 dBA as detailed in Section 8.47.040 of the City's Municipal Code. It should be noted that Project Design Feature 1, which limits the carwash entrance opening, would further reduce the noise impacts to the apartment building to the east. Therefore, operational noise impacts would be less than significant.

**Level of Significance**

Less than significant impact.

**7.3 Generation of Excessive Groundborne Vibration**

The proposed project would not expose persons to or generation of excessive groundborne vibration or groundborne noise levels. The following section analyzes the potential vibration impacts associated with the construction and operations of the proposed project.

**Construction-Related Vibration Impacts**

The construction activities for the proposed project are anticipated to include demolition of the existing carwash and paved areas on the project site, grading of the 0.65-acre project site, building construction of the proposed carwash, paving of the onsite driveways and parking areas, and application of architectural coatings. Vibration impacts from construction activities associated with the proposed project would typically be created from the operation of heavy off-road equipment. The nearest offsite sensitive receptors to the project site consist of residents at the residential apartment building located as near as 15 feet from the proposed construction activities on the project site.

Section 95C.03 of the City's Municipal Code restricts the creation of vibration which causes discomfort or annoyance to any reasonable person on normal sensitivity. However, since neither the Municipal Code nor the General Plan provides a quantifiable vibration threshold level, Caltrans guidance that is detailed above in Section 4.2 has been utilized, which defines the threshold of perception from transient sources at 0.25 inch per second PPV.

---

The primary source of vibration during construction would be from the operation of a bulldozer. From Table G above a large bulldozer would create a vibration level of 0.089 inch per second PPV at 25 feet. Based on typical propagation rates, the vibration level at the nearest offsite residential structure (15 feet away) would be 0.16 inch per second PPV. The vibration level at the nearest offsite structure would be below the 0.25 inch per second PPV threshold detailed above. Impacts would be less than significant.

**Operations-Related Vibration Impacts**

The proposed project would consist of the development of a carwash. The on-going operation of the proposed project would not include the operation of any known vibration sources. Therefore, a less than significant vibration impact is anticipated from the operation of the proposed project.

**Level of Significance**

Less than significant impact.

**7.4 Aircraft Noise**

The proposed project would not expose people residing or working in the project area to excessive noise levels from aircraft. The nearest airport is Fullerton Municipal Airport that is located approximately 6.8 miles northwest of the project site. The project site is located outside of the 60 dBA CNEL noise contours of Fullerton Municipal Airport. No impacts would occur from aircraft noise.

**Level of Significance**

No impact.

---

## 8.0 REFERENCES

California Department of Transportation, *2016 Annual Average Daily Truck Traffic on the California State Highway System*, 2018.

California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analytics Protocol*, September 2013.

California Department of Transportation, *Transportation- and Construction-Induced Vibration Guidance Manual*, September 2013.

City of Garden Grove, *Garden Grove General Plan 2030*, May 2008.

City of Garden Grove, *Garden Grove Municipal Code*, 2019.

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.

U.S. Department of Transportation, *FHWA Roadway Construction Noise Model User's Guide*, January, 2006.

---

**APPENDIX A**

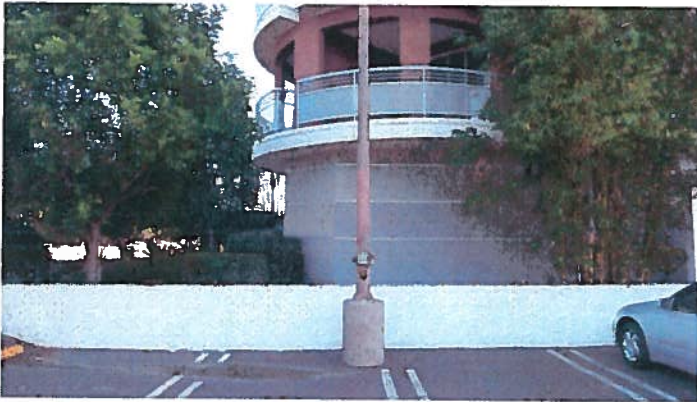
**Field Noise Measurements Photo Index**



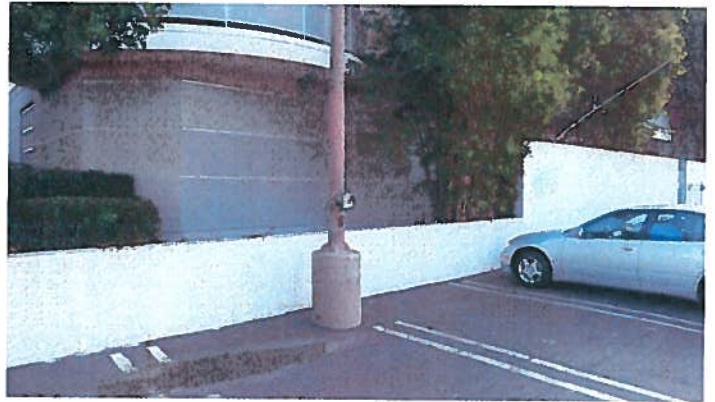
Noise Measurement Site 1 - Looking north



Noise Measurement Site 1 - Looking northeast



Noise Measurement Site 1 - Looking east



Noise Measurement Site 1 - Looking southeast



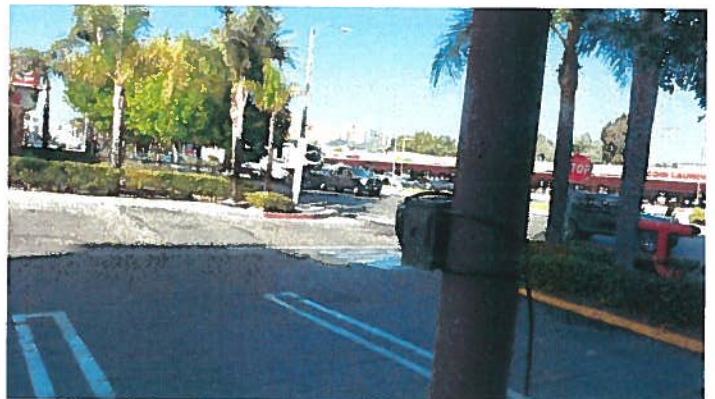
Noise Measurement Site 1 - Looking south



Noise Measurement Site 1 - Looking southwest



Noise Measurement Site 1 - Looking west



Noise Measurement Site 1 - Looking northwest



Noise Measurement Site 2 - Looking north



Noise Measurement Site 2 - Looking northeast



Noise Measurement Site 2 - Looking east



Noise Measurement Site 2 - Looking southeast



Noise Measurement Site 2 - Looking south



Noise Measurement Site 2 - Looking southwest



Noise Measurement Site 2 - Looking west



Noise Measurement Site 2 - Looking northwest

---

**APPENDIX B**

**Field Noise Measurements Printouts**



**Site 1 - On Light Pole Near Northeast Corner of Property**

Date Time=11/23/20 9:55:00 AM  
 Sampling Time=3 Weighting=A  
 Record Num= 29200 Weighting=Slow CNEL(24hr)= 71.9  
 Leq 67.5 SEL Value=117.3 Ldn(24hr)= 71.6  
 MAX 95.2 Min Night Leq1hr = 56.4 1:57 AM  
 MIN 42.8 Min Day Leq1hr = 65.3 9:58 PM

**Site 2 - On Fence Northwest Property Corner**

Date Time=11/23/20 9:58:00 AM  
 Sampling Time=3 Freq Weighting=A  
 Record Num= 29200 Weighting=Slow CNEL(24hr)= 69.3  
 Leq 66.1 SEL Value=116.6 Ldn(24hr)= 69.0  
 MAX 95.6 Min Night Leq1hr = 52.2 1:56 AM  
 MIN 43.8 Min Day Leq1hr = 60.8 9:59 PM

**Site 1 - On Light Pole Near Northeast Corner of Property**

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
62.7	9:55:00		62.7	62.7
67.4	9:55:03		67.4	67.4
65.2	9:55:06		65.2	65.2
63.7	9:55:09		63.7	63.7
60.9	9:55:12		60.9	60.9
57.8	9:55:15		57.8	57.8
58.8	9:55:18		58.8	58.8
65	9:55:21		65	65
57.3	9:55:24		57.3	57.3
49.5	9:55:27		49.5	49.5
50.2	9:55:30		50.2	50.2
50	9:55:33		50	50
50.4	9:55:36		50.4	50.4
54	9:55:39		54	54
64.4	9:55:42		64.4	64.4
64.6	9:55:45		64.6	64.6
65.4	9:55:48		65.4	65.4
61.7	9:55:51		61.7	61.7
61.4	9:55:54		61.4	61.4
69	9:55:57		69	69
67.4	9:56:00		67.4	67.4
65.6	9:56:03		65.6	65.6
66.7	9:56:06		66.7	66.7
68.4	9:56:09		68.4	68.4
65.8	9:56:12		65.8	65.8
62.6	9:56:15		62.6	62.6
64.9	9:56:18		64.9	64.9
66	9:56:21		66	66
73.3	9:56:24		73.3	73.3
70.1	9:56:27		70.1	70.1
70.1	9:56:30		70.1	70.1
76.9	9:56:33		76.9	76.9
72.1	9:56:36		72.1	72.1
66.6	9:56:39		66.6	66.6
68.7	9:56:42		68.7	68.7
66.5	9:56:45		66.5	66.5
71.1	9:56:48		71.1	71.1
68.2	9:56:51		68.2	68.2
66.7	9:56:54		66.7	66.7
70.8	9:56:57		70.8	70.8
72	9:57:00		72	72
69.7	9:57:03		69.7	69.7
73.9	9:57:06		73.9	73.9
71.7	9:57:09		71.7	71.7
71.4	9:57:12		71.4	71.4
64.2	9:57:15		64.2	64.2
65	9:57:18		65	65
67	9:57:21		67	67
61.2	9:57:24		61.2	61.2
56.5	9:57:27		56.5	56.5
63.8	9:57:30		63.8	63.8
61.2	9:57:33		61.2	61.2
60.2	9:57:36		60.2	60.2
64.2	9:57:39		64.2	64.2
58.7	9:57:42		58.7	58.7
64.4	9:57:45		64.4	64.4
62.4	9:57:48		62.4	62.4
61.8	9:57:51		61.8	61.8
65.9	9:57:54		65.9	65.9
66.1	9:57:57		66.1	66.1
67.4	9:58:00		67.4	67.4
66.5	9:58:03		66.5	66.5
64.9	9:58:06		64.9	64.9
64.8	9:58:09		64.8	64.8
64.2	9:58:12		64.2	64.2
65.5	9:58:15		65.5	65.5
66.7	9:58:18		66.7	66.7
63.5	9:58:21		63.5	63.5
70.1	9:58:24		70.1	70.1
61.8	9:58:27		61.8	61.8
54.6	9:58:30		54.6	54.6
54.6	9:58:33		54.6	54.6
59	9:58:36		59	59
58.1	9:58:39		58.1	58.1
57.5	9:58:42		57.5	57.5
53.8	9:58:45		53.8	53.8
51.9	9:58:48		51.9	51.9

**Site 2 - On Fence Northwest Property Corner**

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
56	9:58:00		56	56
63	9:58:03		63	63
65.8	9:58:06		65.8	65.8
69.4	9:58:09		69.4	69.4
71.6	9:58:12		71.6	71.6
67	9:58:15		67	67
68	9:58:18		68	68
70.1	9:58:21		70.1	70.1
68.7	9:58:24		68.7	68.7
70.1	9:58:27		70.1	70.1
70	9:58:30		70	70
66.3	9:58:33		66.3	66.3
58.5	9:58:36		58.5	58.5
58.5	9:58:39		58.5	58.5
68.5	9:58:42		68.5	68.5
59.8	9:58:45		59.8	59.8
58.3	9:58:48		58.3	58.3
58.6	9:58:51		58.6	58.6
72.5	9:58:54		72.5	72.5
64.8	9:58:57		64.8	64.8
60	9:59:00		60	60
64.5	9:59:03		64.5	64.5
68.7	9:59:06		68.7	68.7
64.3	9:59:09		64.3	64.3
64	9:59:12		64	64
57.4	9:59:15		57.4	57.4
58	9:59:18		58	58
62	9:59:21		62	62
74.4	9:59:24		74.4	74.4
62.3	9:59:27		62.3	62.3
67	9:59:30		67	67
58.8	9:59:33		58.8	58.8
52.1	9:59:36		52.1	52.1
59.3	9:59:39		59.3	59.3
67.5	9:59:42		67.5	67.5
63.3	9:59:45		63.3	63.3
62.6	9:59:48		62.6	62.6
64.6	9:59:51		64.6	64.6
60.6	9:59:54		60.6	60.6
62.1	9:59:57		62.1	62.1
64.5	10:00:00		64.5	64.5
59.3	10:00:03		59.3	59.3
68.1	10:00:06		68.1	68.1
63.7	10:00:09		63.7	63.7
66	10:00:12		66	66
67.3	10:00:15		67.3	67.3
64.2	10:00:18		64.2	64.2
61.7	10:00:21		61.7	61.7
60.8	10:00:24		60.8	60.8
57.1	10:00:27		57.1	57.1
66.4	10:00:30		66.4	66.4
65.6	10:00:33		65.6	65.6
62.9	10:00:36		62.9	62.9
60.9	10:00:39		60.9	60.9
63	10:00:42		63	63
63.5	10:00:45		63.5	63.5
61	10:00:48		61	61
53.1	10:00:51		53.1	53.1
51.2	10:00:54		51.2	51.2
51.7	10:00:57		51.7	51.7
53.6	10:01:00		53.6	53.6
57.8	10:01:03		57.8	57.8
55.5	10:01:06		55.5	55.5
52.1	10:01:09		52.1	52.1
52.4	10:01:12		52.4	52.4
54.5	10:01:15		54.5	54.5
55.1	10:01:18		55.1	55.1
54.6	10:01:21		54.6	54.6
58.9	10:01:24		58.9	58.9
60.2	10:01:27		60.2	60.2
63.9	10:01:30		63.9	63.9
65.3	10:01:33		65.3	65.3
63.2	10:01:36		63.2	63.2
60.3	10:01:39		60.3	60.3
57.6	10:01:42		57.6	57.6
60.2	10:01:45		60.2	60.2
58.2	10:01:48		58.2	58.2



**Site 1 - On Light Pole Near Northeast Corner of Property**

**Site 2 - On Fence Northwest Property Corner**

Site 1 - On Light Pole Near Northeast Corner of Property				Site 2 - On Fence Northwest Property Corner			
SPL	Time	Leq (1 hour Avg.)	Ldn CNEL	SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
70.9	10:03:18		70.9 70.9	64	10:06:18		64 64
73.7	10:03:21		73.7 73.7	61.8	10:06:21		61.8 61.8
73.2	10:03:24		73.2 73.2	56.7	10:06:24		56.7 56.7
73.1	10:03:27		73.1 73.1	60.2	10:06:27		60.2 60.2
75.7	10:03:30		75.7 75.7	60.8	10:06:30		60.8 60.8
73.7	10:03:33		73.7 73.7	57.2	10:06:33		57.2 57.2
71.4	10:03:36		71.4 71.4	64	10:06:36		64 64
72.5	10:03:39		72.5 72.5	69.4	10:06:39		69.4 69.4
73.2	10:03:42		73.2 73.2	68.4	10:06:42		68.4 68.4
71.1	10:03:45		71.1 71.1	62.2	10:06:45		62.2 62.2
67.6	10:03:48		67.6 67.6	70.3	10:06:48		70.3 70.3
70.9	10:03:51		70.9 70.9	68.8	10:06:51		68.8 68.8
67.6	10:03:54		67.6 67.6	68.5	10:06:54		68.5 68.5
67	10:03:57		67 67	69.1	10:06:57		69.1 69.1
56.5	10:04:00		56.5 56.5	66.6	10:07:00		66.6 66.6
51.4	10:04:03		51.4 51.4	61.1	10:07:03		61.1 61.1
49.2	10:04:06		49.2 49.2	68.3	10:07:06		68.3 68.3
48.9	10:04:09		48.9 48.9	66.3	10:07:09		66.3 66.3
50.6	10:04:12		50.6 50.6	61.3	10:07:12		61.3 61.3
51	10:04:15		51 51	53.8	10:07:15		53.8 53.8
51.4	10:04:18		51.4 51.4	56.6	10:07:18		56.6 56.6
57.3	10:04:21		57.3 57.3	65.2	10:07:21		65.2 65.2
63.8	10:04:24		63.8 63.8	58.7	10:07:24		58.7 58.7
67.2	10:04:27		67.2 67.2	56.6	10:07:27		56.6 56.6
65.7	10:04:30		65.7 65.7	51.4	10:07:30		51.4 51.4
68.6	10:04:33		68.6 68.6	51.5	10:07:33		51.5 51.5
68.9	10:04:36		68.9 68.9	53.3	10:07:36		53.3 53.3
65.9	10:04:39		65.9 65.9	54.5	10:07:39		54.5 54.5
63.2	10:04:42		63.2 63.2	52.7	10:07:42		52.7 52.7
64.2	10:04:45		64.2 64.2	56.1	10:07:45		56.1 56.1
64.8	10:04:48		64.8 64.8	55.8	10:07:48		55.8 55.8
64.7	10:04:51		64.7 64.7	56.9	10:07:51		56.9 56.9
70	10:04:54		70 70	60.6	10:07:54		60.6 60.6
70	10:04:57		70 70	57.4	10:07:57		57.4 57.4
67.6	10:05:00		67.6 67.6	63.6	10:08:00		63.6 63.6
68.7	10:05:03		68.7 68.7	65	10:08:03		65 65
66.4	10:05:06		66.4 66.4	62.2	10:08:06		62.2 62.2
64.3	10:05:09		64.3 64.3	58.9	10:08:09		58.9 58.9
62.6	10:05:12		62.6 62.6	63.8	10:08:12		63.8 63.8
62.4	10:05:15		62.4 62.4	65.8	10:08:15		65.8 65.8
61.8	10:05:18		61.8 61.8	57.8	10:08:18		57.8 57.8
66.1	10:05:21		66.1 66.1	61.7	10:08:21		61.7 61.7
67.1	10:05:24		67.1 67.1	64.2	10:08:24		64.2 64.2
74.4	10:05:27		74.4 74.4	65.9	10:08:27		65.9 65.9
72.1	10:05:30		72.1 72.1	59.1	10:08:30		59.1 59.1
73.6	10:05:33		73.6 73.6	67.7	10:08:33		67.7 67.7
70	10:05:36		70 70	63.7	10:08:36		63.7 63.7
68.5	10:05:39		68.5 68.5	63	10:08:39		63 63
73.4	10:05:42		73.4 73.4	60.5	10:08:42		60.5 60.5
73.4	10:05:45		73.4 73.4	52.8	10:08:45		52.8 52.8
63.7	10:05:48		63.7 63.7	52.1	10:08:48		52.1 52.1
56.7	10:05:51		56.7 56.7	54.9	10:08:51		54.9 54.9
55.3	10:05:54		55.3 55.3	63.7	10:08:54		63.7 63.7
65.1	10:05:57		65.1 65.1	67.7	10:08:57		67.7 67.7
61.4	10:06:00		61.4 61.4	68.4	10:09:00		68.4 68.4
56	10:06:03		56 56	69	10:09:03		69 69
56.6	10:06:06		56.6 56.6	70.2	10:09:06		70.2 70.2
62.9	10:06:09		62.9 62.9	68.8	10:09:09		68.8 68.8
57.9	10:06:12		57.9 57.9	68.1	10:09:12		68.1 68.1
61	10:06:15		61 61	66.6	10:09:15		66.6 66.6
62	10:06:18		62 62	58.7	10:09:18		58.7 58.7
67	10:06:21		67 67	65.7	10:09:21		65.7 65.7
70.4	10:06:24		70.4 70.4	58.4	10:09:24		58.4 58.4
67.6	10:06:27		67.6 67.6	57.4	10:09:27		57.4 57.4
63.7	10:06:30		63.7 63.7	65.4	10:09:30		65.4 65.4
63	10:06:33		63 63	60.1	10:09:33		60.1 60.1
58.6	10:06:36		58.6 58.6	62.2	10:09:36		62.2 62.2
54.4	10:06:39		54.4 54.4	55.2	10:09:39		55.2 55.2
57.9	10:06:42		57.9 57.9	53	10:09:42		53 53
69.6	10:06:45		69.6 69.6	60.8	10:09:45		60.8 60.8
67.8	10:06:48		67.8 67.8	61.1	10:09:48		61.1 61.1
65.8	10:06:51		65.8 65.8	53.3	10:09:51		53.3 53.3
66.4	10:06:54		66.4 66.4	57.7	10:09:54		57.7 57.7
69.7	10:06:57		69.7 69.7	55.7	10:09:57		55.7 55.7
68	10:07:00		68 68	53.6	10:10:00		53.6 53.6
70.2	10:07:03		70.2 70.2	59.4	10:10:03		59.4 59.4
70.1	10:07:06		70.1 70.1	59.2	10:10:06		59.2 59.2
69.1	10:07:09		69.1 69.1	57.9	10:10:09		57.9 57.9
61.1	10:07:12		61.1 61.1	52	10:10:12		52 52
60.7	10:07:15		60.7 60.7	53.5	10:10:15		53.5 53.5
63.7	10:07:18		63.7 63.7	57.6	10:10:18		57.6 57.6
63.5	10:07:21		63.5 63.5	59.2	10:10:21		59.2 59.2
59.7	10:07:24		59.7 59.7	63.2	10:10:24		63.2 63.2
63.8	10:07:27		63.8 63.8	62.6	10:10:27		62.6 62.6
72.4	10:07:30		72.4 72.4	62.8	10:10:30		62.8 62.8
73.5	10:07:33		73.5 73.5	62.3	10:10:33		62.3 62.3
67.2	10:07:36		67.2 67.2	64.2	10:10:36		64.2 64.2
71.8	10:07:39		71.8 71.8	62.3	10:10:39		62.3 62.3
72.9	10:07:42		72.9 72.9	58.1	10:10:42		58.1 58.1

**Site 1 - On Light Pole Near Northeast Corner of Property**

**Site 2 - On Fence Northwest Property Corner**

Site 1 - On Light Pole Near Northeast Corner of Property		Ldn CNEL		Site 2 - On Fence Northwest Property Corner		Ldn CNEL	
SPL	Time	Leq (1 hour Avg.)	Ldn CNEL	SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
72.2	10:07:45		72.2	59.9	10:10:45		59.9
73.1	10:07:48		73.1	63	10:10:48		63
71.3	10:07:51		71.3	60.6	10:10:51		60.6
64.2	10:07:54		64.2	61.4	10:10:54		61.4
73.4	10:07:57		73.4	62	10:10:57		62
70	10:08:00		70	70	10:11:00		70
66.9	10:08:03		66.9	67	10:11:03		67
58.4	10:08:06		58.4	67.4	10:11:06		67.4
56.3	10:08:09		56.3	81.2	10:11:09		81.2
69.4	10:08:12		69.4	71.5	10:11:12		71.5
59.3	10:08:15		59.3	70.2	10:11:15		70.2
59.3	10:08:18		59.3	70.7	10:11:18		70.7
52.6	10:08:21		52.6	67.8	10:11:21		67.8
51.6	10:08:24		51.6	67.3	10:11:24		67.3
53.7	10:08:27		53.7	62.5	10:11:27		62.5
56.3	10:08:30		56.3	57	10:11:30		57
57.2	10:08:33		57.2	59.1	10:11:33		59.1
56.6	10:08:36		56.6	63.1	10:11:36		63.1
57.7	10:08:39		57.7	60.5	10:11:39		60.5
56	10:08:42		56	61.7	10:11:42		61.7
63.5	10:08:45		63.5	63.2	10:11:45		63.2
63.3	10:08:48		63.3	64.3	10:11:48		64.3
65.1	10:08:51		65.1	54.2	10:11:51		54.2
67.4	10:08:54		67.4	58.5	10:11:54		58.5
68.3	10:08:57		68.3	66.1	10:11:57		66.1
62.2	10:09:00		62.2	58.8	10:12:00		58.8
64.5	10:09:03		64.5	62.7	10:12:03		62.7
69.9	10:09:06		69.9	54.5	10:12:06		54.5
60.9	10:09:09		60.9	56.2	10:12:09		56.2
63.5	10:09:12		63.5	59.2	10:12:12		59.2
69.4	10:09:15		69.4	53.2	10:12:15		53.2
69.6	10:09:18		69.6	68.8	10:12:18		68.8
63.8	10:09:21		63.8	69	10:12:21		69
71.3	10:09:24		71.3	73.6	10:12:24		73.6
67.5	10:09:27		67.5	67.1	10:12:27		67.1
65.1	10:09:30		65.1	63.1	10:12:30		63.1
65.2	10:09:33		65.2	63.5	10:12:33		63.5
56	10:09:36		56	64.3	10:12:36		64.3
52.9	10:09:39		52.9	60.8	10:12:39		60.8
56.2	10:09:42		56.2	62.4	10:12:42		62.4
62.8	10:09:45		62.8	66.7	10:12:45		66.7
72	10:09:48		72	63	10:12:48		63
72.7	10:09:51		72.7	60.3	10:12:51		60.3
71.8	10:09:54		71.8	58.3	10:12:54		58.3
74	10:09:57		74	57.9	10:12:57		57.9
72.2	10:10:00		72.2	58.5	10:13:00		58.5
72.4	10:10:03		72.4	60.6	10:13:03		60.6
72	10:10:06		72	62.2	10:13:06		62.2
63.8	10:10:09		63.8	62.6	10:13:09		62.6
67.9	10:10:12		67.9	64	10:13:12		64
63.6	10:10:15		63.6	67.4	10:13:15		67.4
57	10:10:18		57	68.7	10:13:18		68.7
66.8	10:10:21		66.8	70.9	10:13:21		70.9
62.8	10:10:24		62.8	67.6	10:13:24		67.6
65.6	10:10:27		65.6	68.5	10:13:27		68.5
59.2	10:10:30		59.2	69.3	10:13:30		69.3
55	10:10:33		55	58.3	10:13:33		58.3
60.2	10:10:36		60.2	52.7	10:13:36		52.7
65.6	10:10:39		65.6	51	10:13:39		51
57.4	10:10:42		57.4	50.9	10:13:42		50.9
55.7	10:10:45		55.7	51	10:13:45		51
56.6	10:10:48		56.6	52.2	10:13:48		52.2
51.9	10:10:51		51.9	52.1	10:13:51		52.1
58.9	10:10:54		58.9	51.3	10:13:54		51.3
58	10:10:57		58	57.3	10:13:57		57.3
59.7	10:11:00		59.7	62.7	10:14:00		62.7
54.4	10:11:03		54.4	56.5	10:14:03		56.5
56.3	10:11:06		56.3	52.8	10:14:06		52.8
62.5	10:11:09		62.5	52.1	10:14:09		52.1
63.2	10:11:12		63.2	51.3	10:14:12		51.3
66.7	10:11:15		66.7	52.1	10:14:15		52.1
65.9	10:11:18		65.9	52.8	10:14:18		52.8
66.3	10:11:21		66.3	56.2	10:14:21		56.2
65.6	10:11:24		65.6	58.9	10:14:24		58.9
68	10:11:27		68	56.1	10:14:27		56.1
65.3	10:11:30		65.3	62.7	10:14:30		62.7
59.6	10:11:33		59.6	56	10:14:33		56
60.2	10:11:36		60.2	59.6	10:14:36		59.6
66.1	10:11:39		66.1	65.3	10:14:39		65.3
65.4	10:11:42		65.4	62.3	10:14:42		62.3
64.5	10:11:45		64.5	60.8	10:14:45		60.8
64.7	10:11:48		64.7	61.3	10:14:48		61.3
70.2	10:11:51		70.2	65.9	10:14:51		65.9
71.2	10:11:54		71.2	64.2	10:14:54		64.2
68.1	10:11:57		68.1	66.9	10:14:57		66.9
83.7	10:12:00		83.7	68.4	10:15:00		68.4
77.9	10:12:03		77.9	60.5	10:15:03		60.5
73.1	10:12:06		73.1	61.6	10:15:06		61.6
75.3	10:12:09		75.3	65.1	10:15:09		65.1

**Site 1 - On Light Pole Near Northeast Corner of Property**

**Site 2 - On Fence Northwest Property Corner**

Site 1 - On Light Pole Near Northeast Corner of Property				Site 2 - On Fence Northwest Property Corner			
SPL	Time	Leq (1 hour Avg.)	Ldn CNEL	SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
72	10:12:12		72 72	61.8	10:15:12		61.8 61.8
72	10:12:15		72 72	60.6	10:15:15		60.6 60.6
66.9	10:12:18		66.9 66.9	64.8	10:15:18		64.8 64.8
62.5	10:12:21		62.5 62.5	70.1	10:15:21		70.1 70.1
62.1	10:12:24		62.1 62.1	70.6	10:15:24		70.6 70.6
64.8	10:12:27		64.8 64.8	71.3	10:15:27		71.3 71.3
66.8	10:12:30		66.8 66.8	80.4	10:15:30		80.4 80.4
63.8	10:12:33		63.8 63.8	74.9	10:15:33		74.9 74.9
63.7	10:12:36		63.7 63.7	69.8	10:15:36		69.8 69.8
67.8	10:12:39		67.8 67.8	69.8	10:15:39		69.8 69.8
60.2	10:12:42		60.2 60.2	63.2	10:15:42		63.2 63.2
56.1	10:12:45		56.1 56.1	65.8	10:15:45		65.8 65.8
51.3	10:12:48		51.3 51.3	63.9	10:15:48		63.9 63.9
60.6	10:12:51		60.6 60.6	66.1	10:15:51		66.1 66.1
60.4	10:12:54		60.4 60.4	65.6	10:15:54		65.6 65.6
57.6	10:12:57		57.6 57.6	69	10:15:57		69 69
56.5	10:13:00		56.5 56.5	66.9	10:16:00		66.9 66.9
59.5	10:13:03		59.5 59.5	65.7	10:16:03		65.7 65.7
54.6	10:13:06		54.6 54.6	67.2	10:16:06		67.2 67.2
65.7	10:13:09		65.7 65.7	65.9	10:16:09		65.9 65.9
69	10:13:12		69 69	62	10:16:12		62 62
70.2	10:13:15		70.2 70.2	58.4	10:16:15		58.4 58.4
70.1	10:13:18		70.1 70.1	61.1	10:16:18		61.1 61.1
65.9	10:13:21		65.9 65.9	62.1	10:16:21		62.1 62.1
66.5	10:13:24		66.5 66.5	56.9	10:16:24		56.9 56.9
68.9	10:13:27		68.9 68.9	56.4	10:16:27		56.4 56.4
64.7	10:13:30		64.7 64.7	53.1	10:16:30		53.1 53.1
64.3	10:13:33		64.3 64.3	55.5	10:16:33		55.5 55.5
71.1	10:13:36		71.1 71.1	62.4	10:16:36		62.4 62.4
67.4	10:13:39		67.4 67.4	64.4	10:16:39		64.4 64.4
61.7	10:13:42		61.7 61.7	56.5	10:16:42		56.5 56.5
60.6	10:13:45		60.6 60.6	57.5	10:16:45		57.5 57.5
58.8	10:13:48		58.8 58.8	61.3	10:16:48		61.3 61.3
61.1	10:13:51		61.1 61.1	60.9	10:16:51		60.9 60.9
61	10:13:54		61 61	59.8	10:16:54		59.8 59.8
60	10:13:57		60 60	61.2	10:16:57		61.2 61.2
59.3	10:14:00		59.3 59.3	58.1	10:17:00		58.1 58.1
66.5	10:14:03		66.5 66.5	59.3	10:17:03		59.3 59.3
71.1	10:14:06		71.1 71.1	61.8	10:17:06		61.8 61.8
72.6	10:14:09		72.6 72.6	65.2	10:17:09		65.2 65.2
75.2	10:14:12		75.2 75.2	60.1	10:17:12		60.1 60.1
72.4	10:14:15		72.4 72.4	56.5	10:17:15		56.5 56.5
73.2	10:14:18		73.2 73.2	55.4	10:17:18		55.4 55.4
74.3	10:14:21		74.3 74.3	60.4	10:17:21		60.4 60.4
64.5	10:14:24		64.5 64.5	61.8	10:17:24		61.8 61.8
55.6	10:14:27		55.6 55.6	59	10:17:27		59 59
51.1	10:14:30		51.1 51.1	68.4	10:17:30		68.4 68.4
50	10:14:33		50 50	66.9	10:17:33		66.9 66.9
48.8	10:14:36		48.8 48.8	66.8	10:17:36		66.8 66.8
49.5	10:14:39		49.5 49.5	66.1	10:17:39		66.1 66.1
49.8	10:14:42		49.8 49.8	68.5	10:17:42		68.5 68.5
50.5	10:14:45		50.5 50.5	66.6	10:17:45		66.6 66.6
50.2	10:14:48		50.2 50.2	64	10:17:48		64 64
54.1	10:14:51		54.1 54.1	66.1	10:17:51		66.1 66.1
58.4	10:14:54		58.4 58.4	65.5	10:17:54		65.5 65.5
54	10:14:57		54 54	62.5	10:17:57		62.5 62.5
52.1	10:15:00		52.1 52.1	54.2	10:18:00		54.2 54.2
50	10:15:03		50 50	58.9	10:18:03		58.9 58.9
50.2	10:15:06		50.2 50.2	62.2	10:18:06		62.2 62.2
51.6	10:15:09		51.6 51.6	57.7	10:18:09		57.7 57.7
56.1	10:15:12		56.1 56.1	55.7	10:18:12		55.7 55.7
61.5	10:15:15		61.5 61.5	54.2	10:18:15		54.2 54.2
56.9	10:15:18		56.9 56.9	51.2	10:18:18		51.2 51.2
64.4	10:15:21		64.4 64.4	53.6	10:18:21		53.6 53.6
62.5	10:15:24		62.5 62.5	55.3	10:18:24		55.3 55.3
59.4	10:15:27		59.4 59.4	64.9	10:18:27		64.9 64.9
65.5	10:15:30		65.5 65.5	65.2	10:18:30		65.2 65.2
64.7	10:15:33		64.7 64.7	53.4	10:18:33		53.4 53.4
63.7	10:15:36		63.7 63.7	52.9	10:18:36		52.9 52.9
64.1	10:15:39		64.1 64.1	56.7	10:18:39		56.7 56.7
66.8	10:15:42		66.8 66.8	61.8	10:18:42		61.8 61.8
70.1	10:15:45		70.1 70.1	55.2	10:18:45		55.2 55.2
70.3	10:15:48		70.3 70.3	56.1	10:18:48		56.1 56.1
72.8	10:15:51		72.8 72.8	53.6	10:18:51		53.6 53.6
65.8	10:15:54		65.8 65.8	52.7	10:18:54		52.7 52.7
65.6	10:15:57		65.6 65.6	50	10:18:57		50 50
65.7	10:16:00		65.7 65.7	51.4	10:19:00		51.4 51.4
60.2	10:16:03		60.2 60.2	56.2	10:19:03		56.2 56.2
60	10:16:06		60 60	63.1	10:19:06		63.1 63.1
62.2	10:16:09		62.2 62.2	67.2	10:19:09		67.2 67.2
71.5	10:16:12		71.5 71.5	66.8	10:19:12		66.8 66.8
74.9	10:16:15		74.9 74.9	65.7	10:19:15		65.7 65.7
70	10:16:18		70 70	61.8	10:19:18		61.8 61.8
73.7	10:16:21		73.7 73.7	61.2	10:19:21		61.2 61.2
74.5	10:16:24		74.5 74.5	58.3	10:19:24		58.3 58.3
75.2	10:16:27		75.2 75.2	52.6	10:19:27		52.6 52.6
78.8	10:16:30		78.8 78.8	56.7	10:19:30		56.7 56.7
68.5	10:16:33		68.5 68.5	61.1	10:19:33		61.1 61.1
70	10:16:36		70 70	67.6	10:19:36		67.6 67.6

**Site 1 - On Light Pole Near Northeast Corner of Property**

**Site 2 - On Fence Northwest Property Corner**

Site 1 - On Light Pole Near Northeast Corner of Property				Site 2 - On Fence Northwest Property Corner			
SPL	Time	Leq (1 hour Avg.)	Ldn CNEL	SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
67.3	10:16:39		67.3 67.3	68	10:19:39		68 68
73.3	10:16:42		73.3 73.3	66.3	10:19:42		66.3 66.3
71.5	10:16:45		71.5 71.5	70	10:19:45		70 70
73.1	10:16:48		73.1 73.1	64.6	10:19:48		64.6 64.6
70.2	10:16:51		70.2 70.2	68.6	10:19:51		68.6 68.6
64.7	10:16:54		64.7 64.7	65.7	10:19:54		65.7 65.7
65.1	10:16:57		65.1 65.1	64.3	10:19:57		64.3 64.3
63.8	10:17:00		63.8 63.8	67.5	10:20:00		67.5 67.5
62.6	10:17:03		62.6 62.6	63.6	10:20:03		63.6 63.6
62.4	10:17:06		62.4 62.4	64.4	10:20:06		64.4 64.4
61.5	10:17:09		61.5 61.5	66.8	10:20:09		66.8 66.8
62.7	10:17:12		62.7 62.7	62.6	10:20:12		62.6 62.6
61.4	10:17:15		61.4 61.4	60.4	10:20:15		60.4 60.4
58.6	10:17:18		58.6 58.6	64.5	10:20:18		64.5 64.5
57.2	10:17:21		57.2 57.2	67.2	10:20:21		67.2 67.2
57.6	10:17:24		57.6 57.6	57	10:20:24		57 57
60.7	10:17:27		60.7 60.7	51.5	10:20:27		51.5 51.5
67.2	10:17:30		67.2 67.2	49.1	10:20:30		49.1 49.1
61.3	10:17:33		61.3 61.3	50.5	10:20:33		50.5 50.5
62.1	10:17:36		62.1 62.1	54.4	10:20:36		54.4 54.4
65.8	10:17:39		65.8 65.8	55.3	10:20:39		55.3 55.3
64.7	10:17:42		64.7 64.7	52.4	10:20:42		52.4 52.4
61.6	10:17:45		61.6 61.6	51.5	10:20:45		51.5 51.5
63.7	10:17:48		63.7 63.7	54.7	10:20:48		54.7 54.7
57.9	10:17:51		57.9 57.9	60	10:20:51		60 60
58	10:17:54		58 58	61.3	10:20:54		61.3 61.3
64.2	10:17:57		64.2 64.2	54.4	10:20:57		54.4 54.4
69.3	10:18:00		69.3 69.3	57.2	10:21:00		57.2 57.2
62.2	10:18:03		62.2 62.2	63.7	10:21:03		63.7 63.7
59.7	10:18:06		59.7 59.7	63.7	10:21:06		63.7 63.7
55.5	10:18:09		55.5 55.5	60.2	10:21:09		60.2 60.2
63.4	10:18:12		63.4 63.4	62.4	10:21:12		62.4 62.4
64	10:18:15		64 64	63.6	10:21:15		63.6 63.6
58.4	10:18:18		58.4 58.4	61.3	10:21:18		61.3 61.3
70.4	10:18:21		70.4 70.4	64.6	10:21:21		64.6 64.6
69.9	10:18:24		69.9 69.9	64.8	10:21:24		64.8 64.8
69.2	10:18:27		69.2 69.2	58.9	10:21:27		58.9 58.9
69.9	10:18:30		69.9 69.9	58.9	10:21:30		58.9 58.9
72.4	10:18:33		72.4 72.4	59.7	10:21:33		59.7 59.7
71.1	10:18:36		71.1 71.1	59	10:21:36		59 59
67.8	10:18:39		67.8 67.8	58.8	10:21:39		58.8 58.8
71.8	10:18:42		71.8 71.8	63.1	10:21:42		63.1 63.1
68.4	10:18:45		68.4 68.4	64.4	10:21:45		64.4 64.4
65.1	10:18:48		65.1 65.1	61.7	10:21:48		61.7 61.7
57.4	10:18:51		57.4 57.4	61.4	10:21:51		61.4 61.4
58	10:18:54		58 58	65.2	10:21:54		65.2 65.2
66	10:18:57		66 66	70	10:21:57		70 70
61.2	10:19:00		61.2 61.2	62	10:22:00		62 62
55.4	10:19:03		55.4 55.4	75.2	10:22:03		75.2 75.2
54.1	10:19:06		54.1 54.1	75.4	10:22:06		75.4 75.4
51.6	10:19:09		51.6 51.6	76.1	10:22:09		76.1 76.1
54.4	10:19:12		54.4 54.4	74.5	10:22:12		74.5 74.5
59.8	10:19:15		59.8 59.8	74.4	10:22:15		74.4 74.4
64.6	10:19:18		64.6 64.6	71.3	10:22:18		71.3 71.3
68.3	10:19:21		68.3 68.3	69.7	10:22:21		69.7 69.7
59.9	10:19:24		59.9 59.9	71.2	10:22:24		71.2 71.2
55.2	10:19:27		55.2 55.2	67.1	10:22:27		67.1 67.1
57.1	10:19:30		57.1 57.1	67.9	10:22:30		67.9 67.9
65	10:19:33		65 65	69.1	10:22:33		69.1 69.1
60.8	10:19:36		60.8 60.8	64.5	10:22:36		64.5 64.5
61.6	10:19:39		61.6 61.6	63.1	10:22:39		63.1 63.1
59.5	10:19:42		59.5 59.5	62.4	10:22:42		62.4 62.4
55.2	10:19:45		55.2 55.2	57.2	10:22:45		57.2 57.2
52.3	10:19:48		52.3 52.3	59.8	10:22:48		59.8 59.8
53.8	10:19:51		53.8 53.8	58.9	10:22:51		58.9 58.9
57.8	10:19:54		57.8 57.8	55.5	10:22:54		55.5 55.5
65.3	10:19:57		65.3 65.3	64.9	10:22:57		64.9 64.9
68.8	10:20:00		68.8 68.8	63.7	10:23:00		63.7 63.7
72.5	10:20:03		72.5 72.5	65.4	10:23:03		65.4 65.4
70.1	10:20:06		70.1 70.1	66.4	10:23:06		66.4 66.4
65.8	10:20:09		65.8 65.8	61.7	10:23:09		61.7 61.7
64.5	10:20:12		64.5 64.5	56	10:23:12		56 56
61.5	10:20:15		61.5 61.5	58.5	10:23:15		58.5 58.5
53.9	10:20:18		53.9 53.9	61.3	10:23:18		61.3 61.3
60	10:20:21		60 60	55.5	10:23:21		55.5 55.5
63.8	10:20:24		63.8 63.8	60	10:23:24		60 60
69.1	10:20:27		69.1 69.1	61.8	10:23:27		61.8 61.8
71.4	10:20:30		71.4 71.4	62.8	10:23:30		62.8 62.8
69.7	10:20:33		69.7 69.7	54.2	10:23:33		54.2 54.2
73.5	10:20:36		73.5 73.5	61.2	10:23:36		61.2 61.2
67.2	10:20:39		67.2 67.2	60.7	10:23:39		60.7 60.7
72.7	10:20:42		72.7 72.7	53	10:23:42		53 53
69.5	10:20:45		69.5 69.5	50.4	10:23:45		50.4 50.4
67.5	10:20:48		67.5 67.5	54.3	10:23:48		54.3 54.3
70.2	10:20:51		70.2 70.2	54.7	10:23:51		54.7 54.7
70.1	10:20:54		70.1 70.1	57.6	10:23:54		57.6 57.6
65.9	10:20:57		65.9 65.9	61.5	10:23:57		61.5 61.5
70.5	10:21:00		70.5 70.5	55.6	10:24:00		55.6 55.6
66.7	10:21:03		66.7 66.7	59.2	10:24:03		59.2 59.2
63.9	10:21:06		63.9 63.9	59.4	10:24:06		59.4 59.4
68.3	10:21:09		68.3 68.3	68.6	10:24:09		68.6 68.6
68.4	10:21:12		68.4 68.4	68.8	10:24:12		68.8 68.8
58.9	10:21:15		58.9 58.9	65.6	10:24:15		65.6 65.6
61.4	10:21:18		61.4 61.4	67.5	10:24:18		67.5 67.5
48.8	10:21:21		48.8 48.8	68	10:24:21		68 68

Site 1 - On Light Pole Near Northeast Corner of Property

Site 2 - On Fence Northwest Property Corner

Table with 10 columns: SPL, Time, Leq (1 hour Avg.), Ldn, CNEL. It contains two main data sections for Site 1 and Site 2, with Site 1 having 2 columns and Site 2 having 2 columns for each metric. The table lists SPL and Time values for various time intervals from 10:21:24 to 10:26:30.

---

**APPENDIX C**

**Torrance Fast5Xpress Carwash Reference Noise Measurements Printouts**



General Information

Serial Number 02509
Model 831
Firmware Version 2.314
Filename 831\_Data.007
Server GT
Job Description Torrance Fast5Xpress Carwash
Location Aligned with Carwash Entrance, 50 feet from Entrance Door

Measurement Description

Start Time Thursday, 2019 February 07 12:49:42
Stop Time Thursday, 2019 February 07 12:59:42
Duration 00:10:00.0
Run Time 00:10:00.0
Pause 00:00:00.0
Pre Calibration Thursday, 2019 February 07 12:06:19
Post Calibration None
Calibration Deviation ---

Site

9 F, 30.13 in Hg, 27% Hu, 2 mph wind, clear sky

Overall Data

Aeq 69.8 dB
ASmax 2019 Feb 07 12:53:39 78.7 dB
Apeak (max) 2019 Feb 07 12:54:05 94.2 dB
ASmin 2019 Feb 07 12:52:36 54.1 dB
Ceq 75.5 dB
Aeq 69.8 dB
Ceq - LAeq 5.7 dB
A1eq 70.5 dB
Aeq 69.8 dB
A1eq - LAeq 0.7 dB
dn 69.8 dB
Day 07:00-22:00 69.8 dB
Night 22:00-07:00 --- dB
den 69.8 dB
Day 07:00-19:00 69.8 dB
Evening 19:00-22:00 --- dB
Night 22:00-07:00 --- dB
AE 97.6 dB
Overloads 0
Overload Duration 0.0 s
OBA Overloads 0
BA Overload Duration 0.0 s

Statistics

AS5.00 74.0 dBA
AS10.00 73.1 dBA
AS33.30 72.0 dBA
AS50.00 65.4 dBA
AS66.60 58.8 dBA
AS90.00 56.3 dBA
AS > 65.0 dB (Exceedence Counts / Duration) 3 / 310.4 s
AS > 85.0 dB (Exceedence Counts / Duration) 0 / 0.0 s
Apeak > 135.0 dB (Exceedence Counts / Duration) 0 / 0.0 s
Apeak > 137.0 dB (Exceedence Counts / Duration) 0 / 0.0 s
Apeak > 140.0 dB (Exceedence Counts / Duration) 0 / 0.0 s

Settings

MS Weight A Weighting
Peak Weight A Weighting
Detector Slow
Reamp PRM831
Integration Method Linear
BA Range Low
BA Bandwidth 1/1 and 1/3
BA Freq. Weighting Z Weighting
BA Max Spectrum Bin Max
Gain +0 dB
Under Range Limit 26.0 dB
Under Range Peak 75.3 dB
Noise Floor 16.8 dB
Overload 142.8 dB

1/1 Spectra

req. (Hz): 8.0 16.0 31.5 63.0 125 250 500 1k 2k 4k 8k 16k
Zeq 62.7 66.2 70.8 70.0 67.4 66.9 67.5 64.1 63.1 57.3 49.2 41.7
ZSmax 75.7 77.6 79.5 76.5 75.0 72.9 77.2 74.5 74.1 72.0 68.7 64.4
ZSmin 52.6 60.2 64.3 62.6 57.4 52.5 49.2 48.0 44.4 39.3 40.0 35.4

### 3 Spectra

req. (Hz):	6.3	8.0	10.0	12.5	16.0	20.0	25.0	31.5	40.0	50.0	63.0	80.0
Zeq	58.3	57.6	58.2	59.5	61.3	62.8	67.8	65.5	64.1	64.2	66.5	65.0
ZSmax	72.4	71.8	70.0	71.8	71.6	73.2	79.0	77.0	77.1	71.4	75.9	75.4
ZSmin	45.4	45.3	46.8	51.0	52.4	54.9	59.3	57.9	57.0	57.4	56.2	56.5
req. (Hz):	100	125	160	200	250	315	400	500	630	800	1k	1.25k
Zeq	62.7	62.8	62.5	63.1	60.9	62.2	63.1	63.0	62.2	60.1	58.6	59.1
ZSmax	74.0	69.2	69.5	69.9	68.5	68.9	76.5	69.7	70.7	70.2	69.8	69.7
ZSmin	53.0	52.4	50.6	49.5	46.9	45.5	44.3	44.1	43.7	44.2	43.1	41.4
req. (Hz):	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
Zeq	58.8	58.4	57.8	54.8	51.8	49.1	46.8	43.7	40.7	38.7	37.0	33.4
ZSmax	71.0	69.2	67.0	66.2	66.6	68.1	65.7	63.8	61.6	61.2	60.0	56.1
ZSmin	40.3	39.6	38.0	36.1	34.1	32.3	34.6	36.3	34.6	31.9	30.6	28.3

### Calibration History

reamp	Date	dB re. 1V/Pa
RM831	07 Feb 2019 12:06:19	-25.3
RM831	07 Feb 2019 11:34:23	-25.9
RM831	20 Dec 2018 10:51:31	-26.0
RM831	17 Dec 2018 14:56:06	-26.1
RM831	04 Dec 2018 09:35:01	-25.5
RM831	16 Nov 2018 13:58:18	-25.8
RM831	24 Oct 2018 13:08:44	-26.1
RM831	12 Oct 2018 09:55:27	-25.9
RM831	26 Sep 2018 15:49:25	-26.2
RM831	21 Sep 2018 08:51:56	-25.6
RM831	05 Sep 2018 11:51:21	-25.9

General Information

Serial Number 02509  
 Model 831  
 Firmware Version 2.314  
 Filename 831\_Data.008  
 User GT  
 Job Description Torrance Fast5Xpress Carwash  
 Location 15 feet from Car Vacuum Stations

Measurement Description

Start Time Thursday, 2019 February 07 13:03:30  
 Stop Time Thursday, 2019 February 07 13:13:30  
 Duration 00:10:00.0  
 Run Time 00:10:00.0  
 Cause 00:00:00.0  
 Pre Calibration Thursday, 2019 February 07 12:06:19  
 Post Calibration None  
 Calibration Deviation ---

Note

9 F, 30.13 in Hg, 27% Hu, 2 mph wind, clear sky

Overall Data

Aeq		67.3	dB
ASmax	2019 Feb 07 13:09:13	73.1	dB
Apeak (max)	2019 Feb 07 13:08:11	86.5	dB
ASmin	2019 Feb 07 13:03:52	61.1	dB
Ceq		73.0	dB
Aeq		67.3	dB
Ceq - LAeq		5.7	dB
AIeq		67.9	dB
Aeq		67.3	dB
AIeq - LAeq		0.6	dB
Ln		67.3	dB
Day 07:00-22:00		67.3	dB
Night 22:00-07:00		---	dB
den		67.3	dB
Day 07:00-19:00		67.3	dB
Evening 19:00-22:00		---	dB
Night 22:00-07:00		---	dB
AE		95.1	dB
Overloads		0	
Overload Duration		0.0	s
OBA Overloads		0	
BA Overload Duration		0.0	s

Statistics

AS5.00		69.8	dBA
AS10.00		68.3	dBA
AS33.30		67.2	dBA
AS50.00		66.9	dBA
AS66.60		66.7	dBA
AS90.00		66.3	dBA
AS > 65.0 dB (Exceedence Counts / Duration)		1 / 572.7	s
AS > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
Apeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
Apeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
Apeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Settings

MS Weight	A Weighting
Peak Weight	A Weighting
Detector	Slow
Preamp	PRM831
Integration Method	Linear
BA Range	Low
BA Bandwidth	1/1 and 1/3
BA Freq. Weighting	Z Weighting
BA Max Spectrum	Bin Max
Gain	+0
	dB
Under Range Limit	26.0
Under Range Peak	75.3
Noise Floor	16.8
Overload	142.8
	dB

1/1 Spectra

req. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k
Zeq	61.6	67.3	71.0	67.8	64.0	59.1	61.3	60.0	60.8	60.3	58.5	55.8
ZSmax	78.9	80.1	80.2	78.6	71.9	67.0	64.5	64.9	65.0	65.4	71.6	70.4
ZSmin	54.8	60.8	65.8	63.4	57.6	54.2	54.5	53.5	53.7	53.4	48.5	43.4

### 1/3 Spectra

req. (Hz):	6.3	8.0	10.0	12.5	16.0	20.0	25.0	31.5	40.0	50.0	63.0	80.0
Ze <sub>q</sub>	56.5	56.9	57.8	59.3	61.8	64.8	68.1	65.1	65.2	63.4	63.6	61.6
ZS <sub>max</sub>	74.1	74.1	73.8	66.4	69.2	79.7	78.0	74.2	75.0	75.6	74.4	69.4
ZS <sub>min</sub>	40.9	46.2	48.1	51.8	53.9	56.8	59.9	58.1	58.3	57.5	57.7	54.9
req. (Hz):	100	125	160	200	250	315	400	500	630	800	1k	1.25k
Ze <sub>q</sub>	59.7	60.1	57.5	54.9	53.6	54.4	55.8	58.8	53.6	57.8	53.6	52.6
ZS <sub>max</sub>	69.6	70.9	69.8	67.2	64.5	60.2	60.9	62.2	57.9	61.8	60.3	59.8
ZS <sub>min</sub>	53.2	52.6	49.8	48.2	47.3	50.4	49.2	51.1	40.0	50.0	48.4	49.0
req. (Hz):	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
Ze <sub>q</sub>	52.5	56.2	57.8	57.4	54.9	53.6	53.4	54.1	53.8	52.4	51.4	48.0
ZS <sub>max</sub>	59.4	60.4	62.2	61.1	60.2	61.3	65.5	67.5	67.8	66.4	66.4	63.6
ZS <sub>min</sub>	48.1	48.0	50.0	50.4	47.9	46.7	44.8	44.0	41.8	40.2	38.7	35.3

### Calibration History

reamp	Date	dB re. 1V/Pa
RM831	07 Feb 2019 12:06:19	-25.3
RM831	07 Feb 2019 11:34:23	-25.9
RM831	20 Dec 2018 10:51:31	-26.0
RM831	17 Dec 2018 14:56:06	-26.1
RM831	04 Dec 2018 09:35:01	-25.5
RM831	16 Nov 2018 13:58:18	-25.8
RM831	24 Oct 2018 13:08:44	-26.1
RM831	12 Oct 2018 09:55:27	-25.9
RM831	26 Sep 2018 15:49:25	-26.2
RM831	21 Sep 2018 08:51:56	-25.6
RM831	05 Sep 2018 11:51:21	-25.9

---

**APPENDIX D**

**RCNM Model Construction Noise Calculations**

## Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 12/14/2020

Case Description: Fast5Xpress at 12592 W Chapman Ave - Demolition

### ---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Apartments to East	Residential	66.1	66.1	66.1

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	170	0
Dozer	No	40		81.7	170	0
Tractor	No	40	84		170	0
Front End Loader	No	40		79.1	170	0

Equipment	Calculated (dBA)		Results			
	*Lmax	Leq	Day		Evening	
			Lmax	Leq	Lmax	Leq
Concrete Saw	79.0	72.0	N/A	N/A	N/A	N/A
Dozer	71.0	67.1	N/A	N/A	N/A	N/A
Tractor	73.4	69.4	N/A	N/A	N/A	N/A
Front End Loader	68.5	64.5	N/A	N/A	N/A	N/A
<b>Total</b>	<b>79</b>	<b>75</b>	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

## Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 12/14/2020

Case Description: Fast5Xpress at 12592 W Chapman Ave - Grading

		Baselines (dBA)			---- Receptor #1 ----		
Description	Land Use	Daytime	Evening	Night			
Apartments to East	Residential	66.1	66.1	66.1			
		Equipment					
Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)	
Concrete Saw	No	20			89.6	170	0
Dozer	No	40			81.7	170	0
Tractor	No	40		84		170	0
Front End Loader	No	40			79.1	170	0

		Calculated (dBA)		Results			
				Noise Limits (dBA)		Evening	
Equipment	*Lmax	Leq	Day Lmax	Leq	Lmax	Leq	
Concrete Saw	79.0	72.0	N/A	N/A	N/A	N/A	
Dozer	71.0	67.1	N/A	N/A	N/A	N/A	
Tractor	73.4	69.4	N/A	N/A	N/A	N/A	
Front End Loader	68.5	64.5	N/A	N/A	N/A	N/A	
<b>Total</b>	<b>79</b>	<b>75</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	

\*Calculated Lmax is the Loudest value.

## Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 12/14/2020

Case Description: Fast5Xpress at 12592 W Chapman Ave - Building Construction

### ---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Apartments to East	Residential	66.1	66.1	66.1

Description	Impact Device	Usage(%)	Equipment Spec	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
			Lmax (dBA)			
Crane	No	16		80.6	170	0
Gradall	No	40		83.4	170	0
Gradall	No	40		83.4	170	0
Tractor	No	40	84		170	0
Front End Loader	No	40		79.1	170	0

Equipment	Calculated (dBA)		Results			
	*Lmax	Leq	Day		Noise Limits (dBA)	
			Lmax	Leq	Lmax	Leq
Crane	69.9	62.0	N/A	N/A	N/A	N/A
Gradall	72.8	68.8	N/A	N/A	N/A	N/A
Gradall	72.8	68.8	N/A	N/A	N/A	N/A
Tractor	73.4	69.4	N/A	N/A	N/A	N/A
Front End Loader	68.5	64.5	N/A	N/A	N/A	N/A
<b>Total</b>	<b>73</b>	<b>75</b>	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.



## Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 12/14/2020  
 Case Description: Fast5Xpress at 12592 W Chapman Ave - Paving

### ---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Apartments to East	Residential	66.1	66.1	66.1

Description	Impact Device	Usage(%)	Equipment	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)			
Concrete Mixer Truck	No	40		78.8	170	0
Concrete Mixer Truck	No	40		78.8	170	0
Concrete Mixer Truck	No	40		78.8	170	0
Concrete Mixer Truck	No	40		78.8	170	0
Paver	No	50		77.2	170	0
Roller	No	20		80	170	0
Tractor	No	40	84		170	0

Equipment	Calculated (dBA)		Results			
	*Lmax	Leq	Day		Evening	
			Lmax	Leq	Lmax	Leq
Concrete Mixer Truck	68.2	64.2	N/A	N/A	N/A	N/A
Concrete Mixer Truck	68.2	64.2	N/A	N/A	N/A	N/A
Concrete Mixer Truck	68.2	64.2	N/A	N/A	N/A	N/A
Concrete Mixer Truck	68.2	64.2	N/A	N/A	N/A	N/A
Paver	66.6	63.6	N/A	N/A	N/A	N/A
Roller	69.4	62.4	N/A	N/A	N/A	N/A
Tractor	73.4	69.4	N/A	N/A	N/A	N/A
<b>Total</b>	<b>73</b>	<b>74</b>	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

## Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 12/14/2020

Case Description: Fast5Xpress at 12592 W Chapman Ave - Painting

### ---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Apartments to East	Residential	66.1	66.1	66.1

Description	Impact Device	Usage(%)	Equipment	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)			
Compressor (air)	No	40		77.7	170	0

Equipment	Calculated (dBA)	Results				
		Noise Limits (dBA)		Day		
		Evening	Leq	Lmax	Leq	Lmax
Compressor (air)	*Lmax 67.0 Leq 63.1	N/A	N/A	N/A	N/A	N/A
<b>Total</b>	<b>67</b> <b>63</b>	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

RESOLUTION NO. 6027-21

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING SITE PLAN NO. SP-102-2021 AND CONDITIONAL USE PERMIT NO. CUP-205-2021 FOR PROPERTY LOCATED AT 12592 CHAPMAN AVENUE, ASSESSOR'S PARCEL NO. 231-491-01.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on July 15, 2021, does hereby approve Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021 for properties located on the south side of Chapman Avenue, east side of Harbor Boulevard, at 12592 Chapman Avenue, Assessor's Parcel No. 231-491-01, subject to the Conditions of Approval attached hereto as "Exhibit A".

BE IT FURTHER RESOLVED in the matter of Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Don Vogel for Fast5Xpress Car Wash.
2. The applicant requests for Site Plan approval to reconstruct an existing car wash facility with a new, approximately 4,018 square foot automatic car wash facility for Fast5Xpress Car Wash, and associated site improvements; and a request for Conditional Use Permit approval to allow the operation of the new automatic car wash.
3. The Planning Commission has determined that the proposed project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15303, New Construction or Conversion of Small Structures, of the CEQA Guidelines (14 Cal. Code Regs., Sections 15303).
4. The property has a General Plan Land Use designation of International West Mixed Use (IW), and is zoned HCSP-TCB (Harbor Corridor Specific Plan – Tourist Commercial "B"). The overall site consists of four (4) separate parcels, and is a 12.03 acres integrated shopping center that is improved with Target, Viva Bargain Center, and a full-service car wash.
5. Existing land use, zoning, and General Plan designation of property within the vicinity of the subject property have been reviewed.
6. Report submitted by City Staff was reviewed.
7. Pursuant to a legal notice, a public hearing was held on July 15, 2021, and all interested persons were given an opportunity to be heard.

8. The Planning Commission gave due and careful consideration to the matter during its meeting on July 15, 2021, and considered all oral and written testimony presented regarding the project.

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission, as required under Municipal Code Section 9.32.030, are as follows:

FACTS:

The subject site is a 12.03-acre shopping center located on the southeast corner of Harbor Boulevard and Chapman Avenue. The site is irregularly-shaped and consists of four (4) separate parcels. The site has two (2) separate street frontages with multiple access points on both arterial street. The subject property is improved with a commercial building that is currently occupied by a Target and Viva Bargain Center (the Target building), and a detached full-service car wash building (Crystal Car Wash). The Target building is located along the easterly property line, and oriented toward Harbor Boulevard. The Crystal Car Wash building is located on the northeast corner of the lot, and oriented toward Chapman Avenue. The center does not include the three (3) pad buildings, located at the corner of Harbor Boulevard and Chapman Avenue. The buildings include the Coco's Bakery restaurant, the liquor store, and 7Leaves.

The subject site is centrally located in a mixed-use tourist district that includes hotels, restaurants, and supporting commercial services that feed off on the nearby tourist destinations such as Disneyland, Anaheim Convention Center, and the Great Wolf Resort. The shopping center has a General Plan Land Use designation of International West Mixed Use (IW), and is zoned HCSP-TCB (Harbor Corridor Specific Plan – Tourist Commercial "B"). The property abuts Planned Unit Development PUD-104-04 zoned properties that are improved with a multi-story condominium complex, and R-1 (Single-Family Residential) zoned properties to the east. To the south of the center are PUD-128-12 zoned properties, of which one is a vacant lot, and the others are improved with a single-family dwelling, and R-1 zoned properties. To the west, across Harbor Boulevard, are PUD-122-98 zoned properties that are improved with Hyatt Regency and Residence Inn hotel, and a pad restaurant building. Abutting to the north, across Chapman Avenue, are commercial properties within the City of Anaheim's jurisdictions. Thus, the surrounding neighborhood consists of different types of commercial uses including retail, restaurant, and hotel, along with multi-family and single-family residential developments.

In 1968, the City of Garden Grove approved Site Plan Amendment No. SPA-109-68 to allow the construction of the 137,768 square foot Target building, and a detached 7,800 square foot service-station building.

On February 24, 1994, the City of Garden Grove approved Site Plan No. SP-138-94 and Conditional Use Permit No. CUP-180-94 to reduce the size of the service-station

building to 6,300 square feet, and to allow the service-station building to be operated as a full-service car wash facility. Per City's records, Crystal Car Wash had occupied the subject building since 1995. In 2020, the Crystal Car Wash ceased its operation, and the building is currently vacant.

On May 6, 2021, the City Council approved the Planned Unit Development No. PUD-128-12(A) and Site Plan No. SP-099-2021 to allow the construction of the Raising Cane's drive-thru restaurant, located at 12202 Harbor Boulevard. The restaurant is located on a separate property, to the south of the subject shopping center. The approved entitlements allow the Raising Cane restaurant to share vehicular access and parking with the Target site. The restaurant will use 13 parking spaces from the Target site to meet its required parking count through a Reciprocal Easement Agreement (REA). With the exception of shared parking and vehicular access, the subject site and the Raising Cane property remain separate, and are under different development standards.

The applicant, Fast5Xpress Car Wash, wishes to continue the car wash operation at the subject location with a change in type of service: from a full-service car wash to an automatic service. In order to accommodate the change, the applicant requests Site Plan approval to demolish the existing building and to reconstruct a new, 4,018 square foot automatic car wash facility along with other site improvements. Since car washes are conditionally permitted in the HCSP-TCB zone, the applicant also requests Conditional Use Permit approval to allow the operation of the new car wash facility at the subject site in conjunction with the proposed building request.

#### FINDINGS AND REASONS:

#### **SITE PLAN:**

1. The Site Plan complies with the spirit and intent of the provisions, conditions and requirements of the Municipal Code and other applicable ordinances and is consistent with the General Plan.

The shopping center has a General Plan Land Use designation of International West Mixed Use (IW), and is zoned HCSP-TCB (Harbor Corridor Specific Plan – Tourist Commercial “B”). The International West Mixed Use designation is intended to provide for a mix of uses, including resort, entertainment, retail, hotel, and some higher density residential that is appropriate for a major entertainment and tourism destination. Development shall enliven the street and embody the entertainment/resort theme.

The proposed development will be consistent with the spirit and intent of the General Plan. Goal LU-4 encourages the City seeks to develop uses that are compatible with one another. Goal LU-5 encourages the City to work with property owners of vacant commercially zoned property to develop their sites into appropriate, economically viable projects. Goal LU-6 encourages the

revitalization of aging, underused or deteriorated commercial corridors, centers, and properties in the City. Policy LU-6.2 encourages a mix of retail shops and services along the commercial corridors and in centers that better meet the needs of area's present and potential clientele. Policy LU-IMP-6C encourages façade renovation, enhanced parking area landscaping, improved lighting, development of pad buildings, and the use of pedestrian amenities, such as fountains, plazas, promenades, seating, and like features.

The site is located in the center of the Garden Grove Resort District area that includes hotels, restaurants and supportive commercial use and services that feed off Disneyland, Anaheim Convention Center, and the Great Wolf Resort. The area is expected to welcome a large number of visitors every day. The proposed automatic car wash will provide an additional essential amenity for travelers in vehicles when they visit the area. The project also benefits the residents in the nearby neighborhoods by providing a quick car wash service during their daily commute. The development will also bring the residents to the nearby resort area to shop and dine while using the car wash service at this location. Thus, the proposed project will further expand the City's tourism/entertainment destination, while providing easy access for residents of Garden Grove.

The Harbor Corridor Specific Plan is intended to gradually improve older buildings through redevelopment, rehabilitation, new landscaping, and design improvements or any combination thereof desired by the property owner(s) and supported by the City. With approval of the proposed improvements to construct a new automatic car wash facility, the subject area will be improved with a modern building that will complement the surrounding uses. In addition, the proposed project will increase the total parking count of the entire shopping center by 29 spaces. Based on the proposed design, the car wash building will be oriented toward Chapman Avenue. New landscaping will also be provided along the street, which will enhance the streetscape of this area. Furthermore, the project will provide additional 3,044 square feet of landscaping to the entire shopping site. The new landscaping area is located in various locations across the car wash site including the front setback area, along the north side of the building and along the south side of the queuing lanes. Therefore, the proposed improvements are consistent with the spirit and intent of the requirements of the Municipal Code.

2. The proposed development does not adversely affect essential on-site facilities such as off-street parking, loading and unloading areas, traffic circulation and points of vehicular and pedestrian access.

The subject site is a 12.03-acre shopping center located on the southeast corner of Harbor Boulevard and Chapman Avenue. The shopping center is improved with a 148,797 square foot commercial building that is currently occupied by a Target and Viva Bargain Center, and a full-service car wash

building. The applicant proposes to reconstruct a 4,018 square foot automatic car wash building in the place of the existing full-service carwash building. The required number of parking spaces is based on the square footage and the uses in the shopping center. In the combination of the existing retail uses and the proposed car wash use, the center is required to provide a minimum 696 parking spaces to accommodate all the uses per requirement of the Municipal Code. Currently, the shopping center provides 712 parking spaces. With the construction of the car wash facility, the total parking count will be increased to 725 spaces, resulting in a surplus of 29 parking spaces. Thus, the proposed development is capable of accommodating the new facility.

In addition, the new facility features double queuing lines. The two (2) lanes will funnel into one (1) lane before vehicles enter the washing tunnel. At any one time, the queuing lane will be able to accommodate a minimum of 15 vehicles, while the washing tunnel can serve up to six (6) vehicles. This design will minimize the number of vehicles queuing in the adjacent parking area. The City's Traffic Engineering Division has reviewed the proposed vehicular circulation, including stacking capacity and turning radii, and is supportive of the proposal. Thus, the proposed development does not adversely affect essential on-site facilities such as off-street parking, loading and unloading areas, traffic circulation and points of vehicular and pedestrian access.

3. The development, as proposed, will not adversely affect essential public facilities such as streets and alleys, utilities and drainage channels.

The streets in the area will be adequate to accommodate the development once the developer provides the necessary improvements for the project. The car wash site is currently accessible primarily from two (2) driveways on Chapman Avenue. In addition, the Water and Sewer Division reviewed a flow study, provided by the applicant because the sewer system in this area is deemed to be deficient. The study concludes that the proposed car wash's projected output is slightly less than the existing car wash. Thus, the proposed development will not increase the level of deficiency of the sewer in the area. In addition, the proposed development will provide landscaping and proper grading of the site, thereby, providing adequate on-site drainage. The development, as proposed, will not adversely affect essential public facilities such as streets and alleys, utilities and drainage channels.

4. That the proposed development will not adversely impact the City's ability to perform its required public works functions.

The proposed project will not adversely impact the Public Works Department's ability to perform its required function. The City's Public Works Department has reviewed the project, and has incorporated all of the appropriate conditions of approval to minimize any adverse impacts.

5. The development does have a reasonable degree of physical, functional, and visual compatibility with neighboring uses and desirable neighborhood characteristics.

The subject site is located in a mixed-use and tourist-centric neighborhood, with commercial developments to the north, south, and west; and multi-family residential buildings and single-family dwellings to the east. The subject site was improved with a full-service car wash building in 1994. Although the building is being reconstructed, the intended use of the building remains as a car wash facility, with the exception of change in type of service: from full-service to automatic service. The new building is designed with the modern architectural style typical of the Fast5Xpress Car Wash corporate image. The design incorporates the use of varied materials, colors, roof lines and massing to articulate the building. The new and improved car wash will continue to possess characteristics that are compatible with the neighboring uses and will continue to be consistent with the surrounding area.

6. Through the planning and design of buildings and building placement, the provision of open space landscaping and other site amenities will attain an attractive environment for the occupants of the property.

The proposed automatic car wash building will be constructed in the same location as the existing building, located at the northeast corner of the subject site. The new building will stay oriented toward Chapman Avenue, and will enhance the streetscape. Based on the proposed plan, the building size will be reduced from 6,300 square feet to 4,018 square feet. Fourteen (14) new open vacuum station parking spaces, located along Chapman Avenue, will be installed with shade canopies that match the architectural style of the proposed building. In addition, new landscaping will be installed, and the overall landscaped area will increase by 3,044 square feet. The applicant is required to provide a landscape and irrigation plan that comply with the requirements of Title 9 of the Municipal Code for the landscape improvements, and comply with the City's Water Efficiency Guidelines. All other structures and on-site amenities will remain unchanged.

#### **CONDITIONAL USE PERMIT:**

1. That the proposed use will be consistent with the City's adopted General Plan and redevelopment plan.

The shopping center has a General Plan Land Use designation of International West Mixed Use (IW), and is zoned HCSP-TCB (Harbor Corridor Specific Plan – Tourist Commercial "B"). The International West Mixed Use designation is intended to provide for a mix of uses, including resort, entertainment, retail, hotel, and some higher density residential that is appropriate for a major



entertainment and tourism destination. Development shall enliven the street and embody the entertainment/resort theme.

The proposed development will be consistent with the spirit and intent of the General Plan. Goal LU-4 encourages the City seeks to develop uses that are compatible with one another. Goal LU-5 encourages the City to work with property owners of vacant commercially zoned property to develop their sites into appropriate, economically viable projects. Goal LU-6 encourages the revitalization of aging, underused or deteriorated commercial corridors, centers, and properties in the City. Policy LU-6.2 encourages a mix of retail shops and services along the commercial corridors and in centers that better meet the needs of area's present and potential clientele. Policy LU-IMP-6C encourages façade renovation, enhanced parking area landscaping, improved lighting, development of pad buildings, and the use of pedestrian amenities, such as fountains, plazas, promenades, seating, and like features.

The site is located in the center of the Garden Grove Resort District area that includes hotels, restaurants and supportive commercial use and services that feed off Disneyland, Anaheim Convention Center, and the Great Wolf Resort. The area is expected to welcome a large number of visitors every day. The proposed automatic car wash will provide an additional essential amenity for travelers in vehicles when they visit the area. The project also benefits the residents in the nearby neighborhoods by providing a quick car wash service during their daily commute. The development will also bring the residents to the nearby resort area to shop and dine while using the car wash service at this location. Thus, the proposed project will further expand the City's tourism/entertainment destination, while providing easy access for residents of Garden Grove.

The Harbor Corridor Specific Plan is intended to gradually improve older buildings through redevelopment, rehabilitation, new landscaping, and design improvements or any combination thereof desired by the property owner(s) and supported by the City. With approval of the proposed improvements to construct a new automatic car wash facility, the subject area will be improved with a modern building that will complement the surrounding uses. In addition, the proposed project will increase the total parking count of the entire shopping center by 29 spaces. Based on the proposed design, the car wash building will be oriented toward Chapman Avenue. New landscaping will also be provided along the street, which will enhance the streetscape of this area. Furthermore, the project will provide additional 3,044 square feet of landscaping to the entire shopping site. The new landscaping area is located in various locations across the car wash site including the front setback area, along the north side of the building and along the south side of the queuing lanes. Therefore, the proposed improvements are consistent with the spirit and intent of the requirements of the Municipal Code.

2. That the requested use at the location proposed will not: adversely affect the health, peace, comfort, or welfare of the persons residing or working in the surrounding area, or unreasonably interfere with the use, enjoyment, or valuation of the property of other persons located in the vicinity of the site, or jeopardize, endanger, or otherwise constitute a menace to public health, safety, or general welfare.

Potential noise impacts are often a concern that neighbors have about an automatic car wash. A noise study, provided by the applicant, determined that the new facility will generate noise that is within the allowable noise level set forth by the City's Noise Ordinance. In addition, the car wash incorporates design features that will minimize noise, especially noise generated from the vacuums and dryers. The vacuum producers will be located inside the enclosed equipment room. The dryer machine will be located inside the washing tunnel. Furthermore, the tunnel is designed with the smallest opening possible eight feet (8'-0") height by twelve feet (12'-0") wide to further contain the noise generated by the vacuum and dryer within the building. The automatic car wash will continue to operate in compliance with the City's Noise Ordinance.

The Municipal Code restricts business hours for automatic car wash businesses to not operate before 7:00 a.m. and after 10:00 p.m. The subject car wash's operation hours will be from 7:00 a.m. to 8:00 p.m., seven (7) days a week. All standard conditions of approval for an automatic car wash use will apply. Provided the conditions of approval are adhered to for the life of the project, the automatic car wash use will be harmonious with the persons who work and live in the area.

3. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this title or as is otherwise required in order to integrate such use with the uses in the surrounding area.

The subject site is a 12.03-acre integrated shopping center, with multiple access points located along the Harbor Boulevard and Chapman Avenue. In 1994, the City of Garden Grove approved SP-138-94, and CUP-180-94 to allow the conversion of the existing service-station building into a full-service car wash facility. At the time, the site was already deemed to be sufficient to facilitate the car wash use. According to the proposal, the car wash use will continue to be maintained with the only change in type of service: from a full-service to an automatic service. The new building size will be reduced to 4,018 square feet. In addition, the proposed improvement will increase the parking count of the subject shopping center by 29 spaces, and the landscaping area of the entire shopping center by 3,044 square feet. Patrons can access the site directly from Chapman Avenue, or from within the Center. From the street, vehicles can access the site through the two (2) driveway approaches on Chapman Avenue. Each approach connects to a 32-foot wide

drive aisle, of which one drive aisle is located along the easterly property line, and the other is located on the westerly property line. Within the shopping center, vehicles can circulate from the Target building to the northeast corner. Since the entrance of the car wash and queuing lanes are located on the west side of the building, vehicles will circulate to the westerly drive aisle to access the car wash. The City's Traffic Engineering Division has reviewed the proposed vehicular circulation, including stacking capacity and turning radii, and is supportive of the proposal. Other site improvements to accommodate the proposed modifications will further revitalize and enhance the subject site.

4. That the proposed site is adequately served: by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such as to be generated, and by other public or private service facilities as required.

The site is adequately served by Chapman Avenue and has accessible driveways providing both ingress and egress. The site is also adequately served by the public service facilities required such as public utilities: gas, electric, water, and sewer facilities.

#### INCORPORATION OF FACTS AND FINDINGS SET FORTH IN THE STAFF REPORT

In addition to the foregoing, the Planning Commission incorporates herein by this reference, the facts and findings set forth in the staff report.

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021 do possess characteristics that would indicate justification of the request in accordance with Municipal Code Section 9.32.030.
2. In order to fulfill the purpose and intent of the Municipal Code, and thereby promote the health, safety, and general welfare, the following conditions of approval, attached as Exhibit "A", shall apply to Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021.

## **EXHIBIT "A"**

### **Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021**

12592 Chapman Avenue  
Assessor's Parcel No. 231-491-01

### **CONDITIONS OF APPROVAL**

#### **General Conditions**

1. Each owner of the property shall execute, and the applicant shall record, a "Notice of Discretionary Permit Approval and Agreement with Conditions of Approval," as prepared by the City Attorney's Office, on the property. Proof of recordation is required prior to the issuance of building permits.
2. All Conditions of Approval set forth herein shall be binding on and enforceable against each of the following, and whenever used herein, the term "applicant" shall mean and refer to the project applicant, the owner(s) and tenant(s) of the property, and each of their respective successors and assigns, including all subsequent purchasers and/or tenants. The applicant and subsequent owner/operators of such business shall adhere to the conditions of approval for the life of the project, regardless of property ownership. Any changes of the conditions of approval require approval by the Planning Commission, except as otherwise provided herein.
3. Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021 only authorizes approval to reconstruct an existing car wash building with a new approximately 4,018 square foot automatic car wash and to operate said car wash on a property located at 12592 Chapman Avenue, as depicted on the plans submitted by the applicant and made part of the record of the July 15, 2021 Planning Commission proceedings. Approval of this Site Plan and Conditional Use Permit shall not be construed to mean any waiver of applicable and appropriate zoning and other regulations; and wherein not otherwise specified, all requirements of the City of Garden Grove Municipal Code shall apply.
4. Minor modifications to the site plan, floor plan, and/or these Conditions of Approval may be approved by the Community and Economic Development Director, in his or her discretion. Proposed modifications to the approved use, floor plan, site plan and/or these Conditions of Approval determined by the Community and Economic Development Director, not to be minor in nature, shall be subject to approval of new and/or amended land use entitlements by the applicable City hearing body.

Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021  
Conditions of Approval

5. All conditions of approval shall be implemented at the applicant's expense, except where specified in the individual condition.

**Public Works Engineering Division**

6. The applicant shall be subject to Traffic Mitigation Fees, Drainage Facilities Fees, Water Assessment Fees, and other applicable mitigation fees identified in Chapter 9.44 of the Garden Grove Municipal Code, along with all other applicable fees duly adopted by the City. The amount of said fees shall be calculated based on the City's current fee schedule at the time of permit issuance.
7. Prior to issuance of a grading permit, the applicant shall design overhead street lighting within the development in a manner meeting the approval of the City Engineer. Location of lighting poles shall be shown on the precise grading and street improvement plans.
8. Prior to issuance of a grading permit, the applicant shall obtain a "letter of permission for encroachment and/or temporary work" from the adjacent property where project matchup will need to occur.
9. A geotechnical study prepared by a registered geotechnical engineer is required. The report shall analyze the liquefaction potential of the site and make recommendations. The report shall analyze sub-surface issues related to the past uses of the site, including sub-surface tanks, infiltration and storm water treatment structures, and basement and septic facilities. Any soil or groundwater contamination shall be remediated prior to the issuance of a building permit in a manner meeting the approval of the City Engineer in concert with the Orange County Health Department. The report shall make recommendations for pavement design of the interior streets and parking spaces. The report shall also test and analyze soil conditions for LID (Low Impact Development) principles and implementations, including potential infiltration alternatives, soil compaction, saturation, permeability and groundwater levels. Requirements for any "dewatering" will also need to be addressed in the report.
10. A separate street permit is required for work performed within the public right-of-way.
11. Grading and Street Improvement plans prepared by a registered Civil Engineer are required. The grading plan shall be based on a current survey of the site, including a boundary survey, topography on adjacent properties up to 30 feet outside the boundary, and designed to preclude cross lot drainage.

Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021  
Conditions of Approval

Minimum grades shall be 0.50% for concrete flow lines and 1.25% for asphalt. The grading plan shall also include water and sewer improvements. The grading plan shall include a coordinated utility plan. All improvements within public right of way shall conform to all format and design requirements of the City Standard Drawings & Specifications. Special features, such as decorative pavers or other improvements, may be required to have an agreement prepared between the owner and the city to cover any encroachment limitations, responsibilities and maintenance requirements.

12. Grading fees shall be calculated based on the current fee schedule at the time of permit issuance.
13. The grading and street improvement plan shall depict an accessibility route for the ADA pathway in conformance with the requirements of the Department of Justice standards, latest edition and section 1110A of the California Building Code.
14. All parking spaces that abut to sidewalks that are not elevated with a curb face to the stall, shall have wheel stops in order to prevent vehicle overhang into sidewalk. Minimum 6-foot width sidewalk is required for parking spaces that are utilizing elevated sidewalk curb face as a wheel stop and must maintain four feet minimum from the overhang of the vehicle bumper for ADA pathway.
15. In accordance with the Orange County Storm Water Program manual, the applicant and/or its contractors shall provide dumpsters onsite during construction unless an Encroachment Permit is obtained for placement in street.
16. Prior to the issuance of any grading or building permits or prior to recordation upon subdivision of land if determined applicable by the City Building Official, the applicant shall submit to the City for review and approval a Water Quality Management Plan that:
  - a. Addresses Site Design BMPs based upon the geotechnical report recommendations and findings such as infiltration minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas, and conserving natural areas.
  - b. Incorporates the applicable Routine Source Control BMPs as defined in the DAMP.

Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021  
Conditions of Approval

- c. Incorporates structural and Treatment Control BMPs as defined in the DAMP.
  - d. Generally describes the long-term operation and maintenance requirements for the Treatment Control BMPs.
  - e. Identifies the entity that will be responsible for long-term operation and maintenance of the Treatment Control BMPs.
  - f. Describes the mechanism for funding the long-term operation and maintenance of the Treatment Control BMPs.
17. Prior to grading or building permit closeout and/or the issuance of a certificate of use or a certificate of occupancy, the applicant shall:
- a. Demonstrate that all structural best management practices (BMPs) described in the Project WQMP have been constructed and installed in conformance with approved plans and specifications.
  - b. Demonstrate that applicant is prepared to implement all non-structural BMPs described in the Project WQMP.
  - c. Demonstrate that an adequate number of copies of the approved Project WQMP are available onsite.
  - d. Submit for review and approval by the City an Operations and Maintenance (O&M) Plan for all structural BMPs.
18. All trash container areas shall meet the following requirements per City of Garden Grove Standard B-502 and state mandated commercial organic recycling law – AB 1826:
- a. Paved with an impervious surface, designed not to allow run-on from adjoining areas, designed to divert drainage from adjoining roofs and pavements diverted around the area, screened or walled to prevent off-site transport of trash;
  - b. Provide solid roof or awning to prevent direct precipitation;
  - c. Connection of trash area drains to the municipal storm drain system is prohibited;

Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021  
Conditions of Approval

- d. Potential conflicts with fire code and garbage hauling activities should be considered in implementing this source control;
  - e. See CASQA Storm Water Handbook Section 3.2.9 and BMP Fact Sheet SD-32 for additional information.
  - f. The trash shall be located to allow pick-up and maneuvering, including turnarounds, in the area of enclosures.
  - g. Pursuant to state mandated commercial organic recycling law-AB 1826, the applicant is required to coordinate storage and removal of the organics waste with local recycling/trash company.
  - h. Pursuant to applicable state mandated laws, the applicant is required to contact and coordinate with the operations manager of the local recycling/trash company (Republic Services, 800-700-8610) to ensure the trash enclosure includes the appropriate size and number of containers for the disposal of items such as, but may not limited to, municipal solid waste (MSW), recyclables, and organic green waste.
  - i. Based on the amount of waste disposed, per week, the applicant shall coordinate with the local recycling/trash company to ensure the adequate frequency of trash pick-up is serviced to the site for municipal solid waste (MSW), recyclables, and organic green waste, including any other type of waste.
  - j. The applicant shall ensure large bulk items, intended for coordinated and scheduled pick-up by the local recycling/trash company, are not placed in areas that encroach into drive aisles, parking spaces, pedestrian pathways, or areas in the front of the property including areas public right-of-way (e.g., street, sidewalk), during and after construction. Any large bulk items shall be out of public vantage points.
19. The applicant and its contractor shall be responsible for protecting all existing horizontal and vertical survey controls, monuments, ties (centerline and corner) and benchmarks located within the limits of the project. If any of the above require removal; relocation or resetting, the Contractor shall, prior to any construction work, and under the supervision of a California licensed Land Surveyor, establish sufficient temporary ties and benchmarks to enable the points to be reset after completion of construction. Any ties, monuments and bench marks disturbed during construction shall be reset per Orange



Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021  
Conditions of Approval

County Surveyor Standards after construction. Applicant and his contractor shall also re-set the tie monuments where curb or curb ramps are removed and replaced or new ramps are installed. The Applicant and his contractor shall be liable for, at his expense, any resurvey required due to his negligence in protecting existing ties, monuments, benchmarks or any such horizontal and vertical controls. Temporary Benchmarks shall not be used for vertical control. Benchmarks shall be to the National Geodetic Vertical Datum (NGVD).

20. The applicant shall provide the City with documentation on existing reciprocal access agreement on the south and west side of the property. Should no agreement exist, the applicant shall enter into an agreement with the adjacent property owners and record said agreement in a manner meeting the approval of the City Engineer prior to the issuance of a grading permit.
21. Any new or required block walls and/or retaining walls shall be shown on the grading plans. Cross sections shall show vertical and horizontal relations of improvements and property line. Block walls shall be designed in accordance to City standards or designed by a professional registered engineer. In addition, the following shall apply:
  - a. The color and material of all proposed block walls, columns, and wrought iron fencing shall be approved by the Planning Services Division Prior to installation.
22. The applicant shall identify a temporary parking site(s) for construction crew prior to issuance of a grading permit. No construction parking is allowed on local streets.
23. Prior to issuance of a grading permit, the applicant shall submit and obtain approval of a worksite traffic control plan, satisfactory to the City Traffic Engineer.
24. Heavy construction truck traffic and hauling trips should occur outside peak travel periods. Peak travel periods are considered to be from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.
25. Any required lane closures should occur outside of peak travel periods.
26. Construction vehicles should be parked off traveled roadways in a designated parking.

27. Prior to issuance of a grading permit, the applicant shall provide a hydrological analysis with scaled map and calculations and hydraulic calculations to size storm drains per the Orange County RDMD standards. Parkway culverts shall be designed per City of Garden Grove Standard B-209. Storm drain lateral pipe connections within City right of way shall be RCP with a minimum diameter of 18-inches. BMP's shall be sized per the requirements of the latest Technical Guidance Documents.
28. Prior to issuance of a building permit, the applicant shall design street improvement plans and construct street frontage improvements as identified below:

Chapman Avenue

- a. Widen the existing tree well fronting the project on Chapman Avenue to 6 feet long x 3 feet wide, remove and replace the existing tree with a Columbia Sycamore tree (36-inch box). The applicant shall coordinate with City's public works division prior to order and placement of the tree on Chapman Avenue.
- b. Remove and replace all four existing wheelchair ramps and landing at the easterly and westerly driveway approach on Chapman Avenue per latest Caltrans Standard Plan A88A.
- c. Remove and replace easterly cross gutter on Chapman Avenue per City of Garden Grove standard B-119.
- d. The applicant shall cold mill (grind) existing asphalt pavement 3-inch uniform depth and replace with 3-inches of fiber reinforced asphalt surface course from the edge of the southerly gutter to the median and center line of Chapman along the property frontage per City specifications and the direction of the City Engineer.
- e. Applicant shall coordinate the location of all new water meters, backflow preventers and backflow devices to be placed in sidewalk/landscape area on Chapman Avenue with Planning Services Division and Water Division.
- f. Any proposed new landscaping in public right of way shall be approved by Planning Division and Public Works Streets Division.

29. Trash enclosure shall be sized to hold a municipal solid waste container and a recycling container per the Space Guidelines for Recycling, Organics and Refuse Services for Designers of Multifamily and Commercial Building guidelines.

### **Water and Sewer Services Division**

30. New water service installations two inches (2") and smaller, shall be installed by the City of Garden Grove at owner's/developer's expense. Installation shall be scheduled upon payment of applicable fees, unless otherwise noted. Fire services and larger water services three inches (3") and larger, shall be installed by developer/owner's contractor per City Standards.
31. Water meters shall be located within the City public right-of-way. Fire services and large water services three inches (3") and larger, shall be installed by contractor with class A or C-34 license, per City water standards and inspected by approved Public Works inspection.
32. A Reduced Pressure Principle Device (RPPD) backflow prevention device shall be installed for meter protection. The landscape system shall also have RPPD device. Any carbonation dispensing equipment shall have a RPPD device. Installation shall be per City Standards and shall be tested by a certified backflow device tester immediately after installation. Cross connection inspector shall be notified for inspection after the installation is completed. Owner shall have RPPD device tested once a year thereafter by a certified backflow device tester and the test results to be submitted to Public Works, Water Services Division. Property owner must open a water account upon installation of RPPD device.
33. It shall be the responsibility of owner/developer to abandon any existing private water well(s) per Orange County Health Department requirements. Abandonment(s) shall be inspected by Orange County Health Department inspector after permits have been obtained.
34. A composite utility site plan shall be part of the water plan approval.
35. Any new or existing water valve located within new concrete driveway or sidewalk construction shall be reconstructed per City Standard B-753.
36. City shall determine if existing water services(s) is/are usable and meets current City Standards. Any existing meter and service located within new driveway(s) shall be relocated at owner's expense.

Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021  
Conditions of Approval

37. If required, fire service shall have above ground backflow device with a double check valve assembly. Device shall be tested immediately after installation and once a year thereafter by a certified backflow device tester and the results to be submitted to Public Works, Water Services Division. Device shall be on private property and is the responsibility of the property owner. The above ground assembly shall be screened from public view as required by the Planning Services Division.
38. Water meters and boxes shall be installed by City forces upon payment of applicable fees and after new water system (including water services) pass all bacteriological and pressure tests.
39. Location and number of fire hydrants shall be as required by Water Services Division and the Orange County Fire Authority.
40. If needed, owner shall install new sewer lateral with clean out at right-of-way line. Lateral in public right-of-way shall be 6-inch diameter, extra strength VCP with wedgelock joints.
41. Contractor shall abandon any existing unused sewer lateral(s) at public right-of-way on the property owner's side. The sewer pipe shall be capped with an expansion sewer plug and encased in concrete. Only one sewer connection per lot is allowed.
42. All perpendicular crossings of the sewer, including laterals, shall maintain a vertical separation of minimum of 12 inches below the water main, outer diameter to outer diameter. All exceptions to the above require a variance from the State Water Resources Control Board.
43. If water main is exposed during installation of sewer lateral, a 20-foot section of the water main shall be replaced with 20-foot PVC C-900 DR-14 class 305 water pipe, size in kind and centered at the crossing.

**Orange County Fire Authority**

44. Prior to issuance of temporary or final certificate of occupancy, all OCFA inspections shall be completed to the satisfaction of the OCFA inspector and be in substantial compliance with codes and standards applicable to the project and commensurate with the type of occupancy (temporary or final) requested. Inspections shall be scheduled at least five days in advance by calling OCFA Inspections Scheduling at 714-573-6150.

45. The applicant shall comply with all applicable Orange County Fire Authority requirements, including, but not limited to, the Fire Master Plan.

**Building and Safety Division**

46. All plans submitted for building permit shall comply with the most current California Building Standards Code (CBC) and American Disability Act (ADA) requirements at the time of submittal.
47. Soil investigation report shall comply with the Chapter 18 of the CBC at the time of building permit application submittal.
48. Fifteen percent (15%) of the roof area shall be designated for solar ready zone.

**Community and Economic Development Department**

49. The applicant shall submit detailed plans, showing the proposed location of utilities and mechanical equipment, to the Community and Economic Development Department for review and approval prior to submitting plans into the Building and Safety Division Plan Check process. The project shall also be subject to the following:
  - a. All on-site and off-site utilities pertaining to the improvements proposed under this Site Plan shall be installed or relocated underground pursuant to Chapter 9.48 of the Garden Grove Municipal Code.
  - b. All above-ground utility equipment (e.g., electrical, gas, telephone, cable TV, water meters, electrical transformer) shall not be located in the street setback and shall be screened to the satisfaction of the Community and Economic Development Director.
  - c. No roof-mounted mechanical equipment shall be permitted unless a method of screening complementary to the architecture of the building is approved by the Community and Economic Development Department prior to the issuance of building permits. Said screening shall block visibility of any roof-mounted mechanical equipment from view of public streets and surrounding properties.
  - d. All ground or wall-mounted mechanical equipment shall be screened from view from any place on or off the site.

Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021  
Conditions of Approval

- e. No exterior piping, plumbing, or mechanical ductwork shall be permitted on any exterior façade and/or be visible from any public right-of-way or adjoining property. All roof access ladders shall be accessed from inside the building.
50. Hours and days of construction and grading shall be as follows as set forth in the City of Garden Grove's Municipal Code Title Sections 8.47.040 to 8.47.060 referred to as the Noise Control Ordinance as adopted, except that:
- a. Monday through Saturday - not before 7 a.m. and not after 8 p.m. (of the same day).
  - b. Sunday and Federal Holidays – may work the same hours, but be subject to the restrictions as stipulated in Sections 8.47.040 to 8.47.060 of the Municipal Code.
51. The property owner(s) and all tenants shall comply with the adopted City Noise Ordinance.
52. All landscaping shall be consistent with the landscape requirements of Title 9 of the Municipal Code. The developer shall submit a complete landscape plan governing the entire development. The landscape irrigation plans shall include type, size, location and quantity of all plant material. The landscape plan shall include irrigation plans and staking and planting specifications. All landscape irrigation shall comply with the City's Landscape Ordinance and associated Water Efficiency Guidelines. The landscape plan is also subject to the following:
- a. A complete, permanent, automatic remote control irrigation system shall be provided for all landscaping areas shown on the plan. The sprinklers shall be of drip or microspray system sprinkler heads for water conservation.
  - b. The plan shall provide a mixture of a minimum of ten percent (10%) of the trees at 48-inch box, ten percent (10%) of the trees at 36-inch box, fifteen percent (15%) of the trees at 24-inch box and sixty percent (60%) of the trees at 15-gallon, the remaining five percent (5%) may be of any size. These trees shall be incorporated into the landscaped frontages of all streets. Where clinging vines are considered for covering walls, drought tolerant vines shall be used.

Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021  
Conditions of Approval

- c. Clinging vines shall be installed within the landscape planters along the perimeter block walls and trash enclosure wall to deter graffiti.
  - d. Trees planted within ten feet (10') of any public right-of-way shall be consistent with existing on-site landscaping and shall be planted in a root barrier shield. All landscaping along street frontages adjacent to driveways shall be of the low-height variety to ensure safe sight clearance.
  - e. The landscaping treatment along the Chapman Avenue frontage shall incorporate a mixture of groundcover, flowerbeds, shrubs, and trees to enhance the appearance of the property. The Community and Economic Development Department shall review the type and location of all proposed trees and plant materials. Said landscape area shall be the responsibility of the applicant to maintain.
  - f. The landscape plan shall incorporate and maintain for the life of the project those means and methods to address water run-off also identified as Low Impact Development provisions, which address water run-off. This is to also be inclusive of any application of Water Quality Management Plans (WQMP), Drainage Area Management Plans (DAMP) and any other water conservation measures applicable to this type of development.
  - h. At the time of irrigation installation, the irrigation system shall comply with all applicable provisions of the City's Water Conservation Ordinance, the City's Municipal Code landscape provisions, and all applicable state regulations.
53. Litter shall be removed daily from the project site, including adjacent public sidewalks and all parking areas under the control of the applicant. These areas shall be swept or cleaned, either mechanically or manually, on a weekly basis, to control debris.
54. The applicant shall abate all graffiti vandalism within the premises. The applicant shall implement best management practices to prevent and abate graffiti vandalism within the premises throughout the life of the project, including, but not limited to, timely removal of all graffiti, the use of graffiti resistant coatings and surfaces, the installation of vegetation screening of frequent graffiti sites, and the installation of signage, lighting, and/or security cameras, as necessary. Graffiti shall be removed/eliminated by the applicant as soon as reasonably possible after it is discovered, but not later than 72 hours after discovery.

Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021  
Conditions of Approval

55. There shall be no deliveries from or to the premises before 7:00 a.m. and after 10:00 p.m., seven days a week.
56. All signs shall comply with the sign requirements of the Harbor Corridor Specific Plan and the Municipal Code including the overlay design standards for the International West Resort Area (Section 9.20.045). All signs shall require a separate permit and shall be installed in accordance with the provisions of the sign ordinance. Wall signage shall be limited to individual channel letters. No roof signs shall be permitted.
57. Permits from the City of Garden Grove shall be obtained prior to displaying any temporary advertising (i.e., banners).
58. Window signs shall comply with the City of Garden Grove sign requirements. No more than 15% of the total window area and clear doors shall bear advertising or signs of any sort.
59. All lighting structures shall be placed so as to confine direct rays to the subject property. All exterior lights shall be reviewed and approved by the City's Planning Services Division. Lighting adjacent to residential properties shall be restricted to low decorative type wall-mounted lights, or a ground lighting system. Any new lighting that is provided within the parking lot area shall maintain a minimum of two foot-candles of light on the parking areas during business hours. Lighting in the parking areas shall be directed, positioned, or shielded in such manner so as not to unreasonably illuminate the windows of adjacent properties.
60. The applicant shall submit a light plan (photometric plan) to Planning Services Division for review. All lighting shall be provided throughout the parking areas at a minimum of two-foot candle of light during the hours of darkness when the businesses are open, and a one-foot candle of light during all other hours of darkness.
61. New perimeter walls, if proposed, shall be developed to City Standards or designed by a Registered Engineer, and shall be measured from the on-site finished grade, and shall be shown on the grading plan.
62. Construction activities shall adhere to SCAQMD Rule 403 (Fugitive Dust), which includes dust minimization measures, the use of electricity from power poles rather than diesel or gasoline powered generators, the use of methanol, natural gas, propane or butane vehicles instead of gasoline or diesel powered equipment, where feasible, the use of solar or low-emission



Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021  
Conditions of Approval

water heaters, and the use of low-sodium parking lot lights, to ensure compliance with Title 24.

63. Any satellite dish antennas installed on the premises shall be screened, subject to approval by the Community and Economic Development Department, Planning Services Division. No advertising material shall be placed thereon.
64. During construction, if paleontological or archeological resources are found, all attempts will be made to preserve in place or leave in an undisturbed state in compliance with applicable law.
65. The applicant shall comply with the Migratory Bird Treaty Act (MBTA), and Sections 3503, 3502.5 and 3515 of the California Fish and Game regulations, which require the protection of active nests of all bird species, prior to the removal of any on-site landscaping, including the removal of existing trees.
66. The proposed trash enclosure shall be designed to comply with the City's B-502 trash enclosure standard, or with an alternative design approved by the Public Works Engineering Division.
67. The trash enclosure shall have unifying color and exterior finish that matches, and are integrated, with the existing main car wash building. The proposed roof design of the trash enclosure shall be architecturally compatible with the design of the development. The Planning Services Division shall review and approve the design of the proposed roof and the material(s). The proposed roof and materials shall also comply with the building code requirements.
68. The trash bins shall be kept inside the trash enclosure, and gates closed at all times, except during disposal and pick-up. The property owner shall provide sufficient trash bins and pick-up to accommodate the site.
69. As part of the finalized working drawings for Planning Services Division, Engineering Division, and Building Plan Check, the applicant shall submit a detailed and dimensioned plot plan, floor plans, exterior elevations and landscape plans that reflect the above conditions of approval. The plans shall indicate landscape materials, wall materials, and building materials proposed for the project, including the fabric aluminum shade structures at the self-serve vacuum stations.
70. Any and all corrections notice(s) generated through the plan check and/or inspection process is/are hereby incorporated by reference as conditions of

Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021  
Conditions of Approval

approval and shall be fully complied with by the owner, applicant and all agents thereof.

71. The applicant shall, as a condition of project approval, at its sole expense, defend, indemnify and hold harmless the City, its officers, employees, agents and consultants from any claim, action, or proceeding against the City, its officers, agents, employees and/or consultants, which action seeks to set aside, void, annul or otherwise challenge any approval by the City Council, Planning Commission, or other City decision-making body, or City staff action concerning Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021. The applicant shall pay the City's defense costs, including attorney fees and all other litigation related expenses, and shall reimburse the City for court costs, which the City may be required to pay as a result of such defense. The applicant shall further pay any adverse financial award, which may issue against the City, including, but not limited to, any award of attorney fees to a party challenging such project approval. The City shall retain the right to select its counsel of choice in any action referred to herein.
72. A copy of the decision approving Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021 shall be kept on the premises at all times.
73. The permittee shall submit a signed letter acknowledging receipt of the decision approving Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021, and his/her agreement with all conditions of the approval.
74. This Conditional Use Permit may be called for review by City Staff, the City Council, or the Planning Commission for any reason, including if noise or other complaints are filed and verified as valid by the Code Enforcement office or other city department concerning the violation of approved conditions, the Garden Grove Municipal Code, or any other applicable provisions of law.
75. Unless a time extension is granted pursuant to Section 9.32.030.D.9 of Title 9 of the Municipal Code, the use authorized by this approval of Site Plan No. SP-102-2021 and Conditional Use Permit No. CUP-205-2021 shall become null and void if the subject use or construction necessary and incidental thereto is not commenced within one (1) year of the expiration of the appeal period and thereafter diligently advanced until completion of the project.