

**CITY OF CALEXICO  
PLANNING COMMISSION  
REGULAR MEETING AGENDA**

July 25, 2022 at 6:30 P.M.  
Calexico City Hall  
Fernando "Nene" Torres Council Chambers  
608 Heber Avenue  
Calexico, CA 92231

Planning Commissioners

Bill Hodge, Chairperson  
Jose Alejos, Secretary  
Marcos Dylan Castillo, Commissioner  
Jose Hinojosa, Commissioner  
James Beaver, Commissioner

Development Services Director

Lisa Tylenda

City Manager

Esperanza Colio Warren

**AGENDA**

**CALL TO ORDER**

Due to the Declaration of Emergency, this meeting is being held pursuant to AB 361 Approved by Governor of California on September 16, 2021 and some or all of the Planning Commissioners may participate in this meeting by teleconference.

Pursuant to Imperial County Public Health Department guidelines, Planning Commission meetings are now open for public attendance at 100% of capacity of the council chambers.

**Join Zoom Meeting**

<https://us06web.zoom.us/j/89367839067?pwd=L24rVy9zME5mUURHYzUyYWlzVnRBQOT09>

Meeting ID: 893 6783 9067

Passcode: 539824

By Phone: (669) 900 6833

**Members of the public will be able to make public comments in the following ways:**

- 1) Submit public comments via email by 5:00 p.m. on Monday July 25, 2022 to [planning@calexico.ca.gov](mailto:planning@calexico.ca.gov). These comments will be read aloud during the meeting.
- 2) Live on Zoom by submitting the request via Zoom Chat. Persons should submit name and section of the agenda they wish to speak on such as "Public Comments" or state the "Agenda Item No."
- 3) In person comments.

**ROLL CALL**

**PLEDGE OF ALLEGIANCE**

**APPROVAL OF AGENDA**

**PUBLIC COMMENTS - NON AGENDIZED ITEMS**

**NOTE: (Not to Exceed 3 Minutes)** This is the time for the public to address the Planning Commission on any item not appearing on the agenda that is within the subject matter jurisdiction. The Chairperson will recognize you. When you come to the microphone, please state your name and place of residence for the record. It is unlawful to disturb or delay the Planning Commission meeting with personal or slanderous remarks. The Planning Commission is prohibited by State law from taking action or discussing items not included on the printed agenda. If the item you wish to comment on is on the Public Hearings portion of the agenda, we will take your comment once that item is reached.

**CONSENT AGENDA**

All matters listed under the Consent Agenda are to be considered routine by the Planning Commission and will be enacted by one motion in the form listed. Any item may be removed from the Consent Agenda and considered separately by the Commission.

1. Approval of Planning Commission Meeting Minutes for July 11, 2022.

**DISCUSSION ITEMS**

2. Updates requested by Planning Commission on Conditional Use Permit application by iClean Carwash, Inc. to allow for the use and operation of an approximately 5,507 square-foot carwash facility within the Commercial Highway (CH) Zone at 1101 Paulin Avenue; more specifically APNs: 058-155-007, 058-155-008, 058-155-003, 058-155-004, 058-155-005, & 058-155-006.

**DISCUSSION AND ACTION ITEMS**

3. Election of Planning Commission Vice Chairman.

**INFORMATIONAL ITEMS**

4. Planning Commission Attendance Record

**STAFF COMMENTS**

**PLANNING COMMISSIONER COMMENTS**

**ADJOURNMENT**

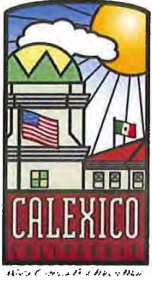
It is the intention of the City of Calexico to comply with the Americans with Disabilities Act in all respects. If you are a person with a disability who requires a disability-related modification or accommodation in order to participate in a meeting, including auxiliary aids or services please request such modification or accommodation from the City Clerk at (760)768-2102. Notification of at least 48 hours prior to the meeting will enable the City to make reasonable arrangements to assure accessibility to the meeting. Please advise us at the time whether you will require accommodations to participate in meetings on a regular basis. Any person affected by any application on this agenda may submit their concerns in writing prior to the meeting or appear in person and be heard in support or opposition to the proposal at which time the matter is considered on the agenda. The staff reports, applications and environmental documents may be viewed at the office of the City Clerk, 608 Heber Avenue from 8:00 a.m. until 5:00 p.m. Monday through Thursday, except legal holidays. Telephone inquiries may be made at (760) 768-2102. If you challenge any agenda issue in court, you may be limited to raising only those issues that you or someone else raised at the public meeting described in this notice, or in written correspondence delivered to the City of Calexico at, or prior to, the public meeting.

*This notice of the agenda is hereby certified to have been posted on or before 6:00 p.m. on July 22, 2022*



**AGENDA  
ITEM**

**1**



AGENDA  
ITEM  
**1**

# PLANNING COMMISSION STAFF REPORT

**DATE:** July 20, 2022  
**TO:** Planning Commissioners  
**APPROVED BY:** Lisa Tylenda, Planning & Building Services Director  
**PREPARED BY:** Karen Osuna, Administrative Assistant  
**SUBJECT:** Approval of Planning Commission Meeting Minutes for July 11, 2022  
=====

**Recommendation**

Approval of Planning Commission Meeting Minutes for July 11, 2022.

**Background**

In accordance with Municipal Code Section 2.04.070, the minutes shall be action minutes and include only motions made, votes on motions, and actions that need to be taken as a result of the vote. All city commissioners, boards and committees shall use action minutes. City commission, boards and committee action minutes may be presented to the City Council as an informational item on the agenda.

**Discussion & Analysis:**

Planning Commission Minutes for the regular meeting of July 11, 2022, have been prepared by Development Services Department staff for review and approval.

**Fiscal Impact:**

None

**Attachments:**

Minutes for Planning Commission Meeting of July 11, 2022.

**THE PLANNING COMMISSION OF THE CITY OF CALEXICO MET IN A REGULAR SESSION ON THE 11<sup>TH</sup> DAY OF JULY 2022 AT 6:30 P.M. AT THE FERNANDO “NENE” TORRES COUNCIL CHAMBERS, 608 HEBER AVENUE, CALEXICO, CALIFORNIA.**

**CALL TO ORDER**

Chairman Hodge called the meeting to order at 6:31 p.m.

**ATTENDANCE**

Chairman: Bill Hodge  
Secretary: Jose Alcjos  
Commissioner: Marcos D. Castillo  
Commissioner: Jose Hinojosa  
Commissioner: James Beaver (arrived at 6:40 p.m.)

**PLEDGE OF ALLEGIANCE**

Chairman Hodge led those present in the Pledge of Allegiance.

**APPROVAL OF AGENDA**

A motion was made by Commissioner Castillo to approve the agenda pulling Item #2 “Election of Planning Commission Vice Chairman” under Consent Agenda to Discussion and Potential Action Items; and table Items #3-8 under Public Hearings and Items#9-10 under Potential Action Items for a future special meeting. Motion was seconded by Secretary Alejos and passed by the following roll-call vote:

AYES: Hodge, Castillo, Alejos, Hinojosa, Beaver  
NOES: None  
ABSENT: None  
ABSTAIN: None

**PUBLIC COMMENTS** – No Public Comments.

**CONSENT AGENDA**

A motion was made by Commissioner Castillo to approve the Planning Commission Meeting Minutes for June 13, 2022. The motion was seconded by Commissioner Hinojosa and passed unanimously by the following roll-call vote:

AYES: Hodge, Castillo, Alejos, Hinojosa, Beaver  
NOES: None  
ABSENT: None  
ABSTAIN: None

**PUBLIC HEARINGS**

Chairman Hodge opened the Public Hearings at 6:46 p.m.

Member of the public, Alex Perrone spoke on behalf of Calexico Dynamic Ventures & Calexico

Group, LLC stating that the applicants have submitted for development to the planning department, invested, and purchased the land recently; therefore he would like clarification on the revocation of their Conditional Use Permits.

Development Services Director, Lisa Tylanda replied that she could not comment on the details of this item but would elaborate on it once it was brought back to the Planning Commission.

Member of the public, Belinda Alvarado stated that as a community member she had issues and concerns with the lack of back-up documentation for cannabis activities. She stated that the City of Imperial does monthly reports on these items. Mrs. Alvarado inquired whether cannabis businesses in Calexico are providing reports and revenue to the City. She stated that the community is not convinced that the cannabis activities are beneficial to Calexico and would like clarity. Belinda Alvarado commended Director Tylanda for attempting to regulate the cannabis Conditional Use Permits (CUP).

Director Tylanda commented that CUPs listed on Item #3 are non-operational and past the established period to begin operations as per City Ordinance and Conditional of Approval. She added that regulations state that only the City Manager can grant extensions, and that amendments can only be considered and approved by the Planning Commission. Director Tylanda stated that it is important to either revoke the non-active permits to open the spaces to other applicants or make amendments to the performance requirements set forth in the conditions of approval.

City Manager, Esperanza Colio Warren recommended that the public hearings were continued on an adjourned meeting and no further comments were received. She stated that public comments could not be provided, nor could Commissioners discuss and take action on items for which staff reports were not available.

Member of the public and applicant for Keystone Industries, LLC Robert Prada demanded clarification. He pointed out that he had been waiting and working with the City through different city managers, councilmembers, and staff members. He alleged that he has spent thousands of dollars and kept employees on payroll without being able to open and operate. Mr. Prada stated he has become collateral damage to management issues within the City. He expressed that previous administration had made exemptions for his project, and he cannot wait any longer to begin operations, urging Planning Commission to discuss Item #8.

City Manager Colio Warren stated that she could not ask the Planning Commission to take action on an item for which a staff report was not provided. She empathized and apologized to Mr. Prada for the circumstances. She added that the only way to discuss the item was taking Development Services Director's word to make a decision; but believed it would be a violation of the Brown Act.

Mr. Prada responded that he had monetary concerns which had been a great burden. He added his item was only an amendment to the existing CUP for a project that is already developed.

City Manager Colio Warren confirmed her recommendation that the Planning Commission did not discuss or vote on an item for which they did not have sufficient information. However, she expressed that it was the Planning Commission's decision.

Director Tylanda supported City Manager Colio Warren's recommendation to table the public hearings and schedule a special meeting as soon as possible.

Applicant Robert Prada indicated that he considered this was an act of negligence on the City's part, and the City was liable. He added that he could have provided the pending staff report which was allegedly costing him tens of thousands of dollars. He requested to receive a Temporary Certificate of Occupancy (TCO) as soon as possible.

City Manager Colio Warren stated that she would meet with Mr. Prada as soon as possible to review the possibility of issuing the TCO.

Commissioner Hinojosa asked if the ordinance allowed the City Manager to take action on the Conditional Use Permits.

Director Tylenda confirmed there is language in the ordinance that allows applicants to request extensions to the City Manager. However, it does not allow for deviation from municipal development standards, building codes, or approved plans tied to the CUP. She added that many of the projects have lapsed the established time periods. She asserted that any changes to the approved plans or layout shall be taken to the Planning Commission for the purpose of transparency, not be resolved administratively.

City Manager Colio Warren stated she needed to check the ordinance to see if Mr. Prada's case can be resolved "in-house" and inform the Planning Commission. She added that otherwise, a Planning Commission meeting should be scheduled as soon as possible. City Manager stated the meeting would have to adjourn to Thursday July 14, 2022.

Commissioner Hinojosa asked if staff would have enough time to prepare for all items by Thursday.

Chairman Hodge affirmed that it was important to try to accommodate the applicants as soon as possible.

Director Tylenda agreed that given the City Manager's direction, the meeting could be scheduled for Thursday July 14, 2022. She added that the agenda and staff reports would have to be published twenty-four hours in advance. However, items did not to be re-advertised.

Commissioner Beaver asked for clarification on Mr. Prada's meeting with staff and the re-scheduled Planning Commission.

Director Tylenda clarified that the meeting between staff and Mr. Prada would take place on Tuesday July 12, 2022, to review Mr. Prada's project with the City Manager specifically. She explained the adjourned Planning Commission meeting would take place on Thursday at 3:00 p.m.

A motion was made by Commissioner Castillo to continue the Public Hearing to Thursday July 14, 2022, at 3:00 p.m. The motion was seconded by Commissioner Alejos and passed unanimously by the following vote:

AYES:	Hodge, Castillo, Alejos, Hinojosa, Beaver
NOES:	None
ABSENT:	None
ABSTAIN:	None

A motion was made by Secretary Alejos to adjourn the meeting to Thursday July 14, 2022, at 3:00 p.m. The motion was seconded by Commissioner Castillo and passed unanimously by the following vote:

AYES: Hodge, Castillo, Alejos, Hinojosa, Beaver  
NOES: None  
ABSENT: None  
ABSTAIN: None

**ADJOURNMENT:**

There being no further business, the meeting was adjourned at 7:21 p.m.

---

Bill Hodge, Chairperson

**ATEST:**

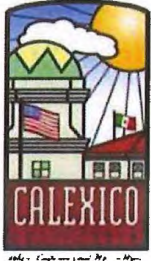
---

Lisa Tylenda, Development Services Director



AGENDA  
ITEM

**2**



# PLANNING COMMISSION STAFF REPORT

**DATE:** June 22, 2022

**TO:** Planning Commissioners

**APPROVED BY:** Lisa Tylanda, Development Services Director

**PREPARED BY:** Karen Osuna, Administrative Assistant

**SUBJECT:** Conditional Use Permit Request #UA2022-02 to allow the use and operation of a proposed Drive-thru Carwash Operation to be located at 1101 Pauline Avenue; Calexico, CA 92231

---

- (A.) **Location:** 1101 Paulin Avenue; Calexico, CA 92231  
Assessor Parcel Numbers: 058-155-006,  
058-155-005,058-155-004,058-155-003,  
058-155-008, & 058-155-007
- (B.) **Zoning:** Commercial Highway (CH) Zone
- (C.) **General Plan Designation:** The Land Use Element of the Calexico General Plan designates the subject property as Commercial Highway.

### Zoning Considerations:

The Municipal Code of the City of Calexico requires that the Planning Commission make the following findings for the granting of a Conditional Use Permit:

#### **Section 17.01.540 – Findings:**



The planning commission shall make the following findings before granting a conditional use permit:

- A. That the proposed location size, design, and operating characteristics of the proposed use is in accord with the title and purpose of this zoning title, the purpose of the zone in which the site is located, the Calexico general plan, and the development policies and standards of the city;
- B. That the location, size, design, and operating characteristics of the proposed use will be compatible with and will not adversely affect or be materially detrimental to adjacent uses, residents, buildings, structures, or natural resources, with consideration given to:
  1. The availability of public facilities, services and utilities; and

2. Harmony in scale, bulk, coverage, and density; and
  3. The harmful effect, if any, upon desirable neighborhood character; and
  4. The generation of traffic and the capacity and physical character of surrounding streets; and
  5. The suitability of the site for the type and intensity of use or development which is proposed; and
  6. The harmful effect, if any, upon environmental quality and natural resources, and
  7. Any other relevant impact of the proposed use; and
- C. That the proposed location size, design, and operating characteristics of the proposed use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity; and
- D. That the proposed conditional use will comply with each of the applicable provisions of this title, except for an approved variance. (1992 zoning ord. (part))

**CUP 2022-02- PROPOSED ICLEAN CARWASH TO BE LOCATED @ 1101 PAULIN AVENUE**



1" = 94 ft	City of Calexico	03/11/2022		
<small>This map may represent a visual display of related geographic information. Data provided here on is not guarantee of actual field conditions. To be sure of complete accuracy, please contact the responsible staff for most up to date information.</small>				

### **Environmental Assessment:**

Pursuant to the California Environmental Quality Act ("CEQA") and the local CEQA Guidelines of the City of Calexico, this project will not have a significant effect on the environment and is listed as a Class 32 Categorical Exemption. Class 32 consists of in-fill development projects on sites no more than 5-acres substantially surrounded by urban areas. A Notice of Categorical Exemption (Class 32 Section 15301 and 15303) has been prepared for this project.

### **Discussion & Analysis:**

During January 2022, an application for a Conditional Use Permit was submitted by iClean Carwash for consideration to allow for the construction, use, and operation of an automated drive-thru carwash facility and a self-clean building with two (2) stalls for customer cleaning and a series of vacuum stalls. The project being proposed is the construction of a new automatic tunnel car wash that will be a free-standing building with an adjoining equipment room, maintenance room, electrical room, and restroom. The car wash will be a state-of-the-art express tunnel where the vehicles enter and are pushed through on a conveyor belt. There will also be a free-standing vacuums built where patrons will be able to vacuum and dry their vehicles after the wash and two (2) onsite self-cleaning stalls where customers may wash their vehicles by hand if needed.

The item went before the Planning Commission on March 14, 2022 as a Public Hearing. The item was tabled dependent upon the applicant providing the Planning Commission with a Traffic Analysis and Acoustic Analysis for the proposed use. The applicant submitted the requested studies, which went before the Planning Commission for review and consideration on June 13, 2022, as a Public Hearing. The Planning Commission tabled the item for a second time requesting the applicant and staff provide Police Incident Reports for the adjacent intersections and acknowledgement from Cal Trans.

### **Recommendation:**

Upon reviewing and discussing the reports and materials requested, Staff recommends that the Planning Commission provide direction on a future date to re-schedule the Public Hearing.

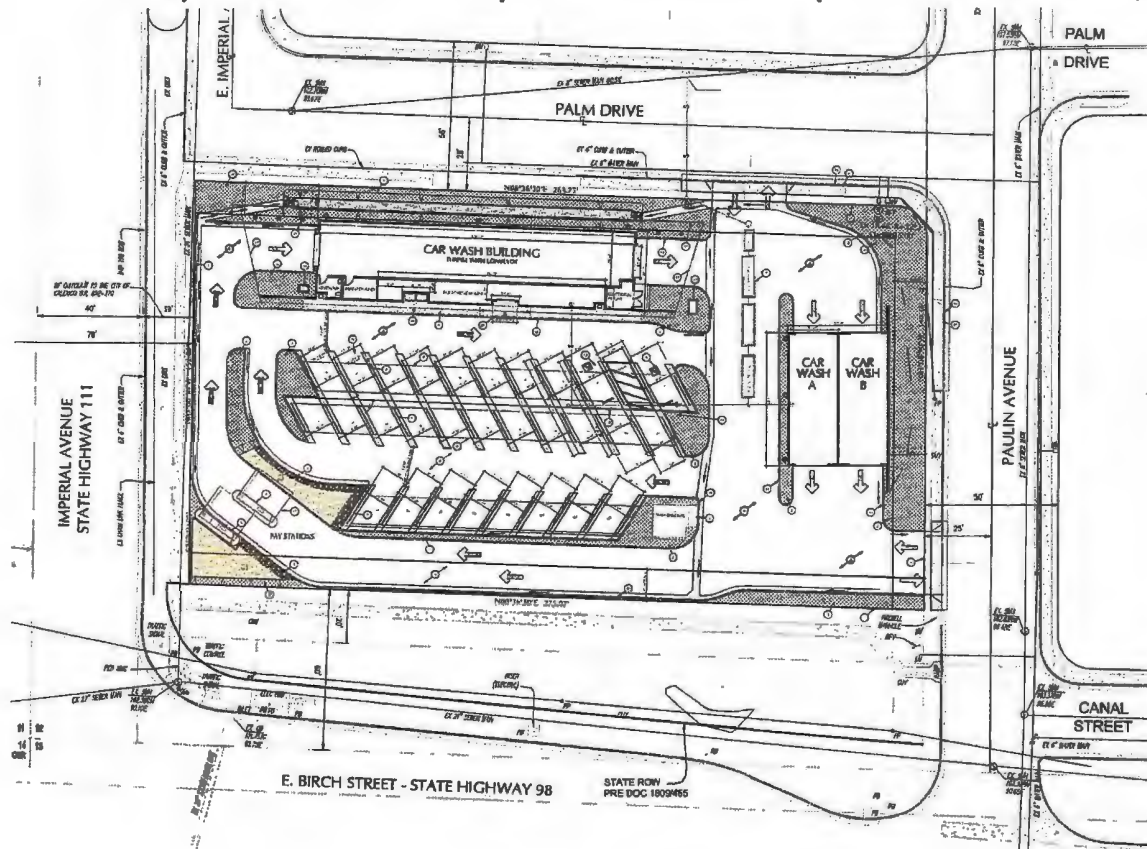
### **Fiscal Impact:**

Potential to increase revenue through sales tax from this facility.

### **Exhibits:**

- A. Project Site Plans
- B. Traffic Study as requested per Planning Commission
- C. Noise Study as requested per Planning Commission
- D. Police Incident Report as requested per Planning Commission

# EXHIBIT A



**SITE PLAN**  
SCALE: 1" = 20'-0"

PROJECT INFORMATION			
<b>Scope of Work:</b> Demolition of existing structures and construction of new automated car wash facility; a self-clean building with two (2) stalls for customer cleaning and a series of cloth covered vacuum stalls.	<b>Owner:</b> Anasura B. DeGalindo 666 Lipas Street #1402 San Diego, CA 92103 (619) 794-5655	<b>Occupancy Classification:</b> B <b>Building Code:</b> 2019 CBC <b>Construction Type:</b> Type V-B(20)19 CBC Non-sprinklered <b>Number of Stories:</b> 1 Story <b>Height of Structure:</b> 24'-0" Tunnel Facility 20'-0" Dual Bay Facility	<b>Project Size Data:</b> <b>Lot Area:</b> 41,085 (0.96 ACRES) <b>Lot Coverage:</b> 3,307 SF Building Footprints 13.1%
<b>Assessor Parcel No.:</b> 059-155-003 Through 007 <b>Zone or Overlay Zone:</b> CH (Commercial Highway) <b>Land Use of Surrounding Properties:</b> Residential/Commercial across the Highways	<b>License/Applicant:</b> iClean 305 Car Wash Facility 2962 Laney Court El Centro, CA 92543 Mr. Roby Parrrway (760) 437-5451 <b>Utility Company:</b> SD 333 East Bercel Blvd Imperial, CA 92251 (760) 339-9379	<b>Permitted Coverage:</b> 41,885 of Site 5,507 of Building 8,705 of Landscaping 27,483 of (63%)	<b>Landscaping:</b> Requirement: 10% of Property = 4,190 of Provided: 8,705 sf = 20% of Property <b>Paving Requirements:</b> Business/Res: 1,200 sf; 5,807 sf/300 of = 18 spaces Parking Provided: 26 spaces

**RECEIVED**  
BY: *[Signature]*  
JAN 1 2022  
TIME: 8:00  
CITY OF CALEXICO  
DEVELOPMENT SERVICES DEPARTMENT  
VICINITY MAP  
Palm Drive  
Paulin Ave  
Canal St  
Imperial Ave (HWY 411)  
East Birch Street (HWY 98)

**SITE KEY SYMBOLS**

- ① PROPERTY LINE
- ② LANDSCAPED AREAS
- ③ BIRD-SWALE - LANDSCAPE AREA
- ④ CONCRETE PAVING/COURTS
- ⑤ CONCRETE SIDEWALK
- ⑥ BARBED CONCRETE ISLAND/PAY STATION
- ⑦ VACUUM STATION/STALLS - SUPPORT MEMBER
- ⑧ LINE OF CLOTH CANOPY ABOVE
- ⑨ UNDERGROUND CONCRETE CLAMP BOX BODIES
- ⑩ PAINTED H.C. SIGNAGE
- ⑪ H.C. PARKING SIGN
- ⑫ VAN ACCESSIBLE PARKING SPACE
- ⑬ TRANSFORMER LOCATION (OVERSTREET)
- ⑭ EXISTING CURB/GUTTER ON STREET
- ⑮ EXISTING CONCRETE SIDEWALK ON STREET
- ⑯ CLEAN AIR/VAN POOL PARKING
- ⑰ LINE OF CANOPY ABOVE
- ⑱ NEW ON-SITE CONCRETE CURBS
- ⑲ HVAC CONDENSER ON CONCRETE PAD
- ⑳ CONCRETE PAD W/ FOR TRASH ENCLOSURE ACCESS
- ㉑ ZERO EDGE CURB/ACCESS
- ㉒ CANOPY SUPPORTS

iCLEAN 305  
CALEXICO  
1101  
PAULIN AVE  
CALEXICO, CA 92231

**CIPPARONE**  
GENE CIPPARONE - ARCHITECT, INC.  
ARCHITECTURE • PLANNING • INTERIOR DESIGN  
P.O. BOX 602 POWAY, CA 92074  
VOICE: 858.351.0071 EMAIL: GEN@CIPPARONE.COM

**Issue and Revision**

No.	Date	Issue and Revision
01	01/27/22	SUBMITTAL TO CITY - CLIP

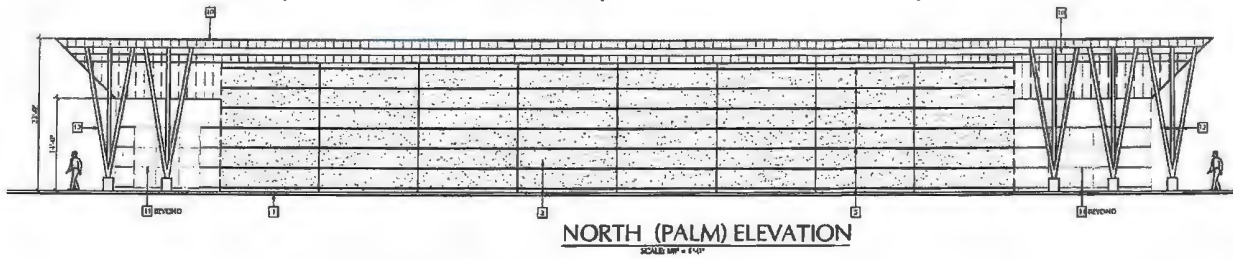
**SITE PEDESTRIAN ACCESS**  
IT IS THE CONVEYANCE OF THE ARCHITECT OF RECORD THAT THIS FACILITY DOES NOT NEED TO PROVIDE AND ACCESSIBLE ROUTE FOR PEDESTRIANS SINCE THE ONLY AS THIS FACILITY IS AN AUTOMATED CAR WASH. UNLESS A PERSON ON SITE TO THE PAY STATIONS AT THE REAR AND THROUGH THE CAR WASH TUNNEL. WE ARE NOT PROVIDING PEDESTRIAN ACCESSIBILITY TO THIS FACILITY. WE DO NOT HAVE THE MEANS TO PROVIDE HANDICAPPED ACCESSIBILITY FROM THE STREET FOR THESE SPECIAL PEDESTRIANS WHO HAVE NO USE TO BE ON SITE IF NOT IN A VEHICLE. BEC: 2016 - SECTION 11-2004  
HOWEVER, WE DO PROVIDE THE REQUIRED ONE HANDICAPPED STALL ON THE PER CODE.  
WE PROVIDE A SIGNAGE RESEARCH PER CODE THAT MEETS THE REQUIREMENTS FOR ACCESSIBILITY TO EACH FACILITY. THIS FACILITY IS FOR EMPLOYEES ONLY. ALL AREAS REQUIRED BY CODE TO PROVIDE ANY ACCESSIBILITY FACILITIES TO EMPLOYEES.



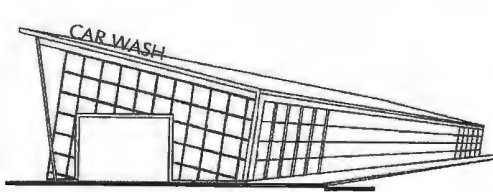
Project Name: CALEXICO iCLEAN 305  
Project Number:  
Date: 01/27/22  
CAD File: LICENSED/GEN@CIPPARONE.COM  
Description: SITE PLAN

All drawings shall be prepared according to the standards set forth in the California Building Code and the International Building Code. The architect shall be responsible for the accuracy of the information provided on these drawings. No liability shall be assumed for errors or omissions on these drawings.

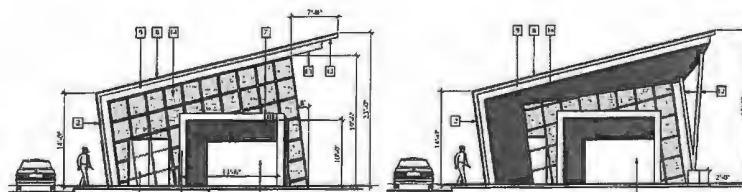
A1.0



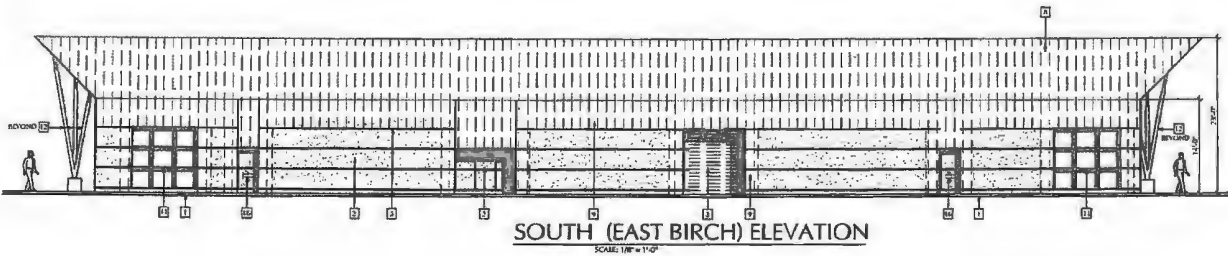
NORTH (PALM) ELEVATION  
SCALE: 1/8" = 1'-0"



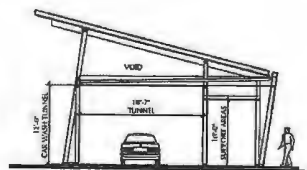
ISOMETRIC LOOKING EAST  
SCALE: 1/8" = 1'-0"



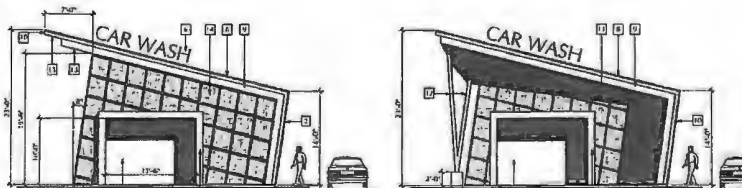
EAST (PAULIN) ELEVATION  
SCALE: 1/8" = 1'-0"



SOUTH (EAST BIRCH) ELEVATION  
SCALE: 1/8" = 1'-0"



SECTION NORTH/SOUTH  
SCALE: 1/8" = 1'-0"



WEST (IMPERIAL AVENUE) ELEVATION  
SCALE: 1/8" = 1'-0"

ELEVATION LEGEND - TUNNEL FACILITY

- 1 FINISHED GRADE
- 2 FIELD STUCCO WITH STEEL TRIMMED FINISH
- 3 ROLL UP DOOR, PAINT TO MATCH ADJACENT COLOR
- 4 SWING DOOR, PAINT TO MATCH ADJACENT COLOR
- 5 2" HORIZONTAL FIBERGLASS RECLIT CLEAR ALUMINUM FINISH
- 6 POSSIBLE SIGNAGE LOCATION
- 7 12" TALL METAL NUMBERS SET ON PILES TO BE OFFSET FROM METAL PANELS, COLOR TO BE CLEAR ALUMINUM
- 8 STANDING BEAM METAL ROOF SYSTEM OVER FLYWOOD SHEATHING, REDDIBRANCE FINISH/ROOF
- 9 STANDING BEAM METAL ROOF SYSTEM OVER FLYWOOD SHEATHING, REDDIBRANCE FINISH/ROOF
- 10 SHEET METAL FACIA AT METAL ROOF COLOR TO MATCH METAL ROOF
- 11 OPEN ALUMINUM STOREFRONT LATTICE WORK CLEAR ALUMINUM FINISH
- 12 BUILTUP CONCRETE BASE FOR 3 INCHES STEEL PIPE SUPPORT COLUMNS, PAINT
- 13 SHEET METAL SOFFIT COVER TO MATCH ROOFING MATERIAL, BUTT JOINTS, COLOR TO MATCH ROOF
- 14 ALUMINUM STOREFRONT SYSTEM WITH BLACK PAINTED GLAZING (KOPACQUAD)
- 15 METAL FRAME AROUND EXTERIOR DOOR OPENING
- 16 NICHE WITH SINK FOR CUSTOMER USE  
NOTE: ROLL DOWN SECURITY DOORS WILL CLOSE OFF ACCESS UPON CLOSING OF FACILITY.

TUNNEL FACILITY:  
MATERIAL SPECIFICATION (OR EQUAL)

- DOORS:**
- SWING DOOR: HOLLOW METAL WITH WELDED FRAME CLAD WITH ALUMINUM STUCCO TO MATCH STOREFRONT TO CONTRIBUTE PATTERN
- ROLL UP DOOR: HYBRID DOOR - MODEL 211 ELECTRIC OPERATOR CONCRETE MATCH STOREFRONT FINISH
- WALLS:**
- EXTERIOR CEMENTS: SANDWICH INSUL BRICK FINISH - NO STIP MARKS OR "OUTCROP". PROVIDE FIBER GLASS INSULATION BETWEEN FIBERGLASS RECLIT AND CEMENT PLASTER/STUCCO MATERIAL. BRUSH BRUSH ON AERIAL CEMENTS STANDING INSULATION FOR INSTALLATION. COLOR MATCH BRUSH BRUSH TART CHANCE HODMID-37 (COLOR MATCH METAL ROOF)
- FIBER RECLIT: PCS-100-300 (1" x 2") NATURAL ALUMINUM FINISH BY DEC COMINGS
- FLASHINGS: SHEET METAL, ALL FINISHED FLASHINGS TO BE FINISHED/PAINTED TO MATCH ADJACENT COLOR, TYPICAL
- METAL FINISHES:**
- ROOF & WALLS: STANDING BEAM: PAC-CLAD SNAP-CLAD STEEL PANELS  
ROOF: COLOR: TRINIA-GOTTA  
WALL PANELS: COLOR: TRINIA-GOTTA  
BRUSH BRUSH TYPICAL  
FACIA (PIVA) TO BE FINISH SAME MATERIAL WITH SAME COLOR/BRUSH
- METAL SOFFITS:**
- FLAT SHEET PANELS: PAC-CLAD COLOR: MATCH ROOFING ABOVE (MATCH FINISH TYPICAL)
- MISCELLANEOUS:**
- BRICK BACK: BRUSH EXTERIORS, MODEL NO. CMB-100-100, COLOR: TRINIA-GOTTA  
INSTALL 12" HIGH ADDRESS ALUMINUM OPTIMA FONT, SET ON PILES WITH PLUMBING SET OFF WALL BY 12" FROM INVERTERS TO MEET CITY REGULATIONS

ICLEAN 305  
CALEXICO  
1101  
PAULIN AVE  
CALEXICO, CA 92231

**CIPPARONE**  
GENE CIPPARONE - ARCHITECT, INC.  
ARCHITECTURE • PLANNING • INTERIOR DESIGN  
P.O. BOX 602 FOWAY, CA 92074  
VOICE: 858.354.0001 EMAIL: GENE@CIPPARONE.COM

Revisions	
No.	Date
01	07.22

01.07.22 SUBMITTAL TO CITY - CLIP



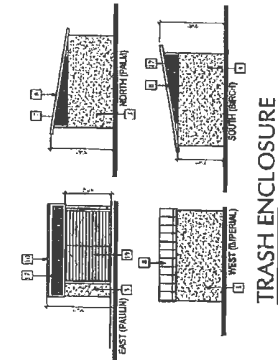
Project Name: CALEXICO I CLEAN 305  
Project Number: 01.07.22  
Date: 01.07.22  
CAD File: LG/GENE/DWG/0305/CALEXICO  
Description: EXTERIOR ELEVATIONS

All drawings and specifications are the property of Gene Cipparone, Architect, Inc. and shall remain the property of Gene Cipparone, Architect, Inc. No part of this drawing shall be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Gene Cipparone, Architect, Inc.

A3.0

**iCLEAN 305  
CALEXICO  
1101  
PAULIN AVE.  
CALEXICO, CA 92231**

**GENE CIPPARONE**  
ARCHITECTURE • PLANNING • INTERIOR DESIGN  
ARCHITECT, INC.  
P.O. BOX 602 POWAY, CA 92074  
VOICE: 958.54.0071 EMAIL: GENE@CIPPARONE.COM

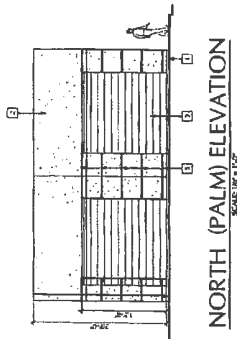


**TRASH ENCLOSURE**  
SCALE: 1/8" = 1'-0"

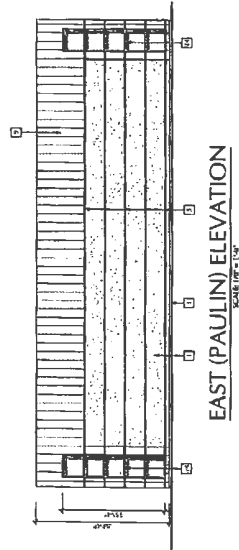
**ELEVATION LEGEND - TUNNEL FACILITY**  
**ELEVATION LEGEND - TRASH ENCLOSURE**

**ELEVATION LEGEND**

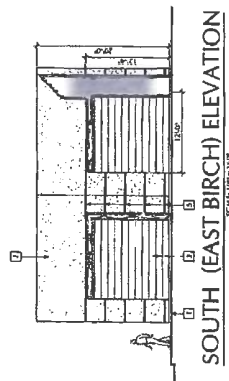
- 1 FINISHED GRADE
- 2 1/2" x 3/4" METAL FRAMES SET ON PINE L2 JOIST
- 3 STANDING SEAM METAL ROOF SYSTEM OVER 1/2" HORIZONTAL FIBERGLASS INSULATION
- 4 1" x 1/2" ALUMINUM STUD/FINISH LATTICE WORK
- 5 CLEAR ALUMINUM FINISH
- 6 PAINTED CONCRETE BASE (3" HORIZONAL STEEL PIPE SUPPORT COLUMN) PAINT TO MATCH ADJACENT COLOR
- 7 METAL FRAME INCLUDING ENTIRE DOOR OPENING
- 8 1/2" x 1/2" METAL FRAMES FOR BRACE (FOR RESISTANCE TO WIND)
- 9 1/2" x 1/2" METAL FRAMES FOR BRACE (FOR RESISTANCE TO WIND)
- 10 METAL FRAME INCLUDING ENTIRE DOOR OPENING
- 11 1/2" x 1/2" METAL FRAMES FOR BRACE (FOR RESISTANCE TO WIND)
- 12 1/2" x 1/2" METAL FRAMES FOR BRACE (FOR RESISTANCE TO WIND)



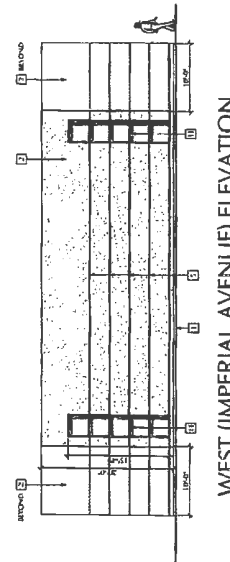
**NORTH (PALM) ELEVATION**  
SCALE: 1/8" = 1'-0"



**EAST (PAULIN) ELEVATION**  
SCALE: 1/8" = 1'-0"



**SOUTH (EAST BIRCH) ELEVATION**  
SCALE: 1/8" = 1'-0"



**WEST (IMPERIAL AVENUE) ELEVATION**  
SCALE: 1/8" = 1'-0"

**DUAL BAY FACILITY**  
**ELEVATION LEGEND**

- 1 FINISHED GRADE
- 2 1/2" x 3/4" METAL FRAMES SET ON PINE L2 JOIST
- 3 STANDING SEAM METAL ROOF SYSTEM OVER 1/2" HORIZONTAL FIBERGLASS INSULATION
- 4 1" x 1/2" ALUMINUM STUD/FINISH LATTICE WORK
- 5 CLEAR ALUMINUM FINISH
- 6 PAINTED CONCRETE BASE (3" HORIZONAL STEEL PIPE SUPPORT COLUMN) PAINT TO MATCH ADJACENT COLOR
- 7 METAL FRAME INCLUDING ENTIRE DOOR OPENING
- 8 1/2" x 1/2" METAL FRAMES FOR BRACE (FOR RESISTANCE TO WIND)
- 9 1/2" x 1/2" METAL FRAMES FOR BRACE (FOR RESISTANCE TO WIND)
- 10 METAL FRAME INCLUDING ENTIRE DOOR OPENING
- 11 1/2" x 1/2" METAL FRAMES FOR BRACE (FOR RESISTANCE TO WIND)
- 12 1/2" x 1/2" METAL FRAMES FOR BRACE (FOR RESISTANCE TO WIND)

**DUAL BAY FACILITY**  
**MATERIAL SPECIFICATION (OR EQUAL)**

**BASE:**  
MATERIAL: PAINTED CONCRETE

**ROOFING:**  
MATERIAL: STANDING SEAM METAL ROOF SYSTEM OVER 1/2" HORIZONTAL FIBERGLASS INSULATION

**WALLS:**  
MATERIAL: 1" x 1/2" ALUMINUM STUD/FINISH LATTICE WORK OVER 1/2" HORIZONTAL STEEL PIPE SUPPORT COLUMN

**FRAMES:**  
MATERIAL: 1/2" x 3/4" METAL FRAMES SET ON PINE L2 JOIST

**DOORS:**  
MATERIAL: 1/2" x 1/2" METAL FRAMES FOR BRACE (FOR RESISTANCE TO WIND)

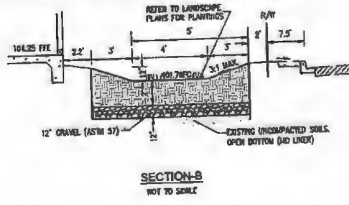
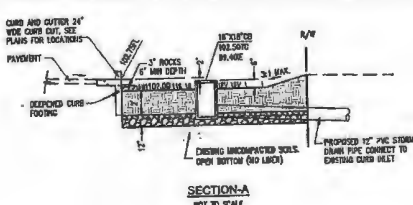
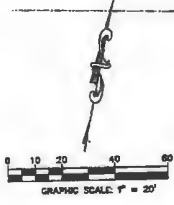
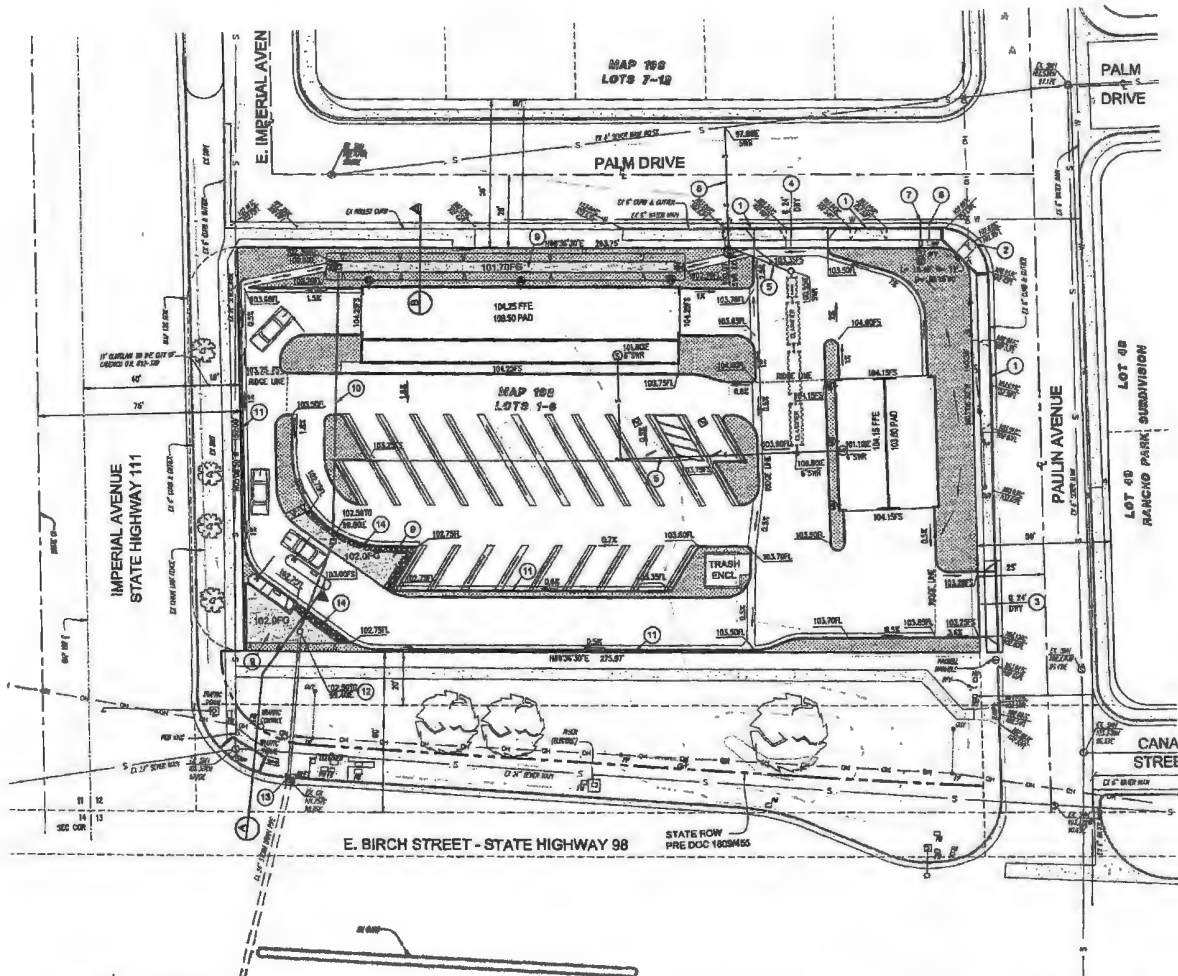


Project Name: CALEXICO ISLAND JIS  
Date: 01/27/23  
Scale: 1/8" = 1'-0"  
Location: CALIFORNIA  
Description: EXTERIOR ELEVATIONS  
Scale: 1/8" = 1'-0"  
Sheet: A3.1

NO.	REVISION	DATE
01	01/27/23	SUBMITTAL TO CITY - CLIP







**LEGEND**  
**EXISTING**

- LABORATED PROPERTY BOUNDARY
- SHAKE RIGHT OF WAY
- CONCRETE
- CONTOUR
- WATER MARK
- SEWER MANHOLE
- CHASE DRAIN POLE
- INSURETY WALL
- OVERHEAD ELECTRIC
- SEWER MANHOLE
- POWER POLE
- PARKING LIGHT
- UTILITY WIRE
- WATER VALVE
- GAS VALVE
- TREE
- SPOT ELEVATION

**SYMBOL**



**PROPOSED**

- CURB
- CURB AND GUTTER
- CONCRETE SIDEWALK
- CONCRETE 1/2" FLARES
- CURB RAMP
- 12" PVC STORM DRAIN BY WROODS
- 12" PVC STORM DRAIN PIPE
- VEGETATED SWALE
- LANDSCAPE
- SEWER
- SEWERAGE DUCTWORK
- PROPOSED 4" SEWER LATION
- AS PAVEMENT BASE & TRODDERS TO MATCH EXISTING
- 1" WATER SERVICE 1/2" METER
- USE WHITE SERIES 600 BACKFLOW
- ROOF DRAIN/PUMP

**ABBREVIATIONS**

AC	ACRES	FL	FLOW LINE
BY	BROADWAY VALVE	FS	FURROW SERVICE
CB	CATCH BASIN	FB	FULL BOX
CL	CENTER LINE	PAV	PAVEMENT
EM	ELECTRIC METER	SEW	SEWER
ENCL	ENCLOSURE	SF	SQUARE FEET
EX	EXISTING	TC	TOP OF CURB
FVC	FURNISH FLOOR ELEVATION	WM	WATER METER

**CONSTRUCTION NOTES**

1. CLONE EXISTING DRAINAGE REPLACE WITH PAUL HEIGHT CURB & GUTTER
2. REPLACE EXISTING SIDEWALK PAVEMENT WITH NEW
3. CONSTRUCT 24" WIDE PCC SIDEWALK
4. CONSTRUCT 24" WIDE PCC SIDEWALK
5. CONSTRUCT 6" PVC SEWER @ 1% SLOPE (PVT)
6. CONSTRUCT 6" PVC SEWER @ 2% SLOPE
7. INSTALL 1" WATER SERVICE WITH 1.5" METER
8. EXISTING WATER SERVICES WITH THROUGH HOLE
9. CONSTRUCT VEGETATED SWALE PER G-3
10. CONSTRUCT PAVEMENT DRAIN
11. CONSTRUCT 4" CURB & GUTTER
12. INSTALL STORM DRAIN CHASE DRAIN BY WROODS AS APPROVED EA
13. CONSTRUCT 12" PVC STORM DRAIN PIPE TO BACK OF EXISTING CURB INLET
14. CONSTRUCT 6" CURB WITH 24" CURB OFFSET @ 10' O.C.

**CALEXICO**  
**iCLEAN 305**  
**1101**  
PAULIN AVE  
CALEXICO, CA 92321

**K&S ENGINEERING, INC.**  
Professional Engineer - Surveying  
1000 N. Main St., Suite 200  
CALEXICO, CA 92321  
Tel: (951) 248-5555  
Fax: (951) 248-5554

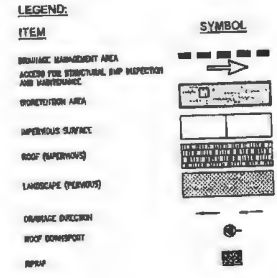
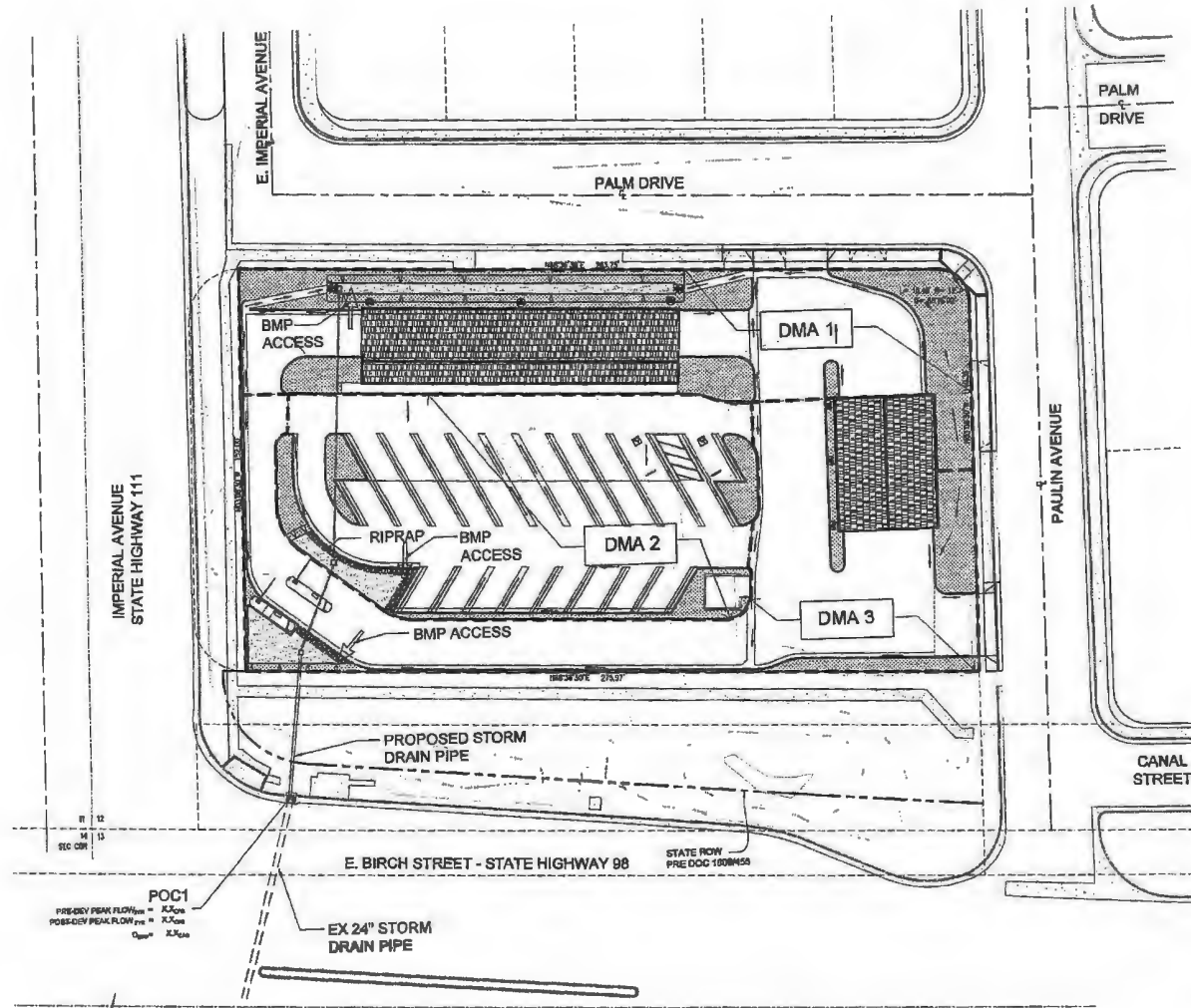
PROFESSIONAL STAMP



DATE	
REVISION	
DATE	
REVISION	
DATE	
REVISION	
DATE	
REVISION	
DATE	
REVISION	

PROJECT NO.	21-077
DATE	08/20/2021
DESIGNED BY	KZ
SCALE	As Shown

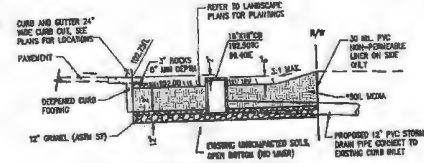
**GRADING PLAN**



**SETBACKS FROM CREEK, WETLANDS & RIPARIAN HABITATS**  
NOT APPLICABLE, THERE IS NO CREEK, WETLANDS & RIPARIAN HABITATS.

**HYDROLOGIC SOIL GROUP & TYPE:**  
SOIL TYPE C, IMPROV.-SLOTT (DAY LOAM, VCL)

**TREES VEGETATION & SENSITIVE ENVIRONMENTAL AREAS**  
NOT APPLICABLE, THERE IS NO TREES, VEGETATION AND NO SENSITIVE ENVIRONMENTAL AREAS EXIST.



YOU SHALL MEET OR EXCEED THE SPECIFICATIONS:  
(1) CITY OF SAN DIEGO LAND SERVICE DEVELOPMENT MANUAL, JULY 2011 (PAGE 8-10)  
(2) CITY OF SAN DIEGO LAND SERVICE DEVELOPMENT HANDBOOK, MAY 2014  
APPENDIX B - BIOMATC BMP SPECIFICATIONS  
**VEGETATED SWALE**  
NOT TO SCALE

**CALEXICO ICLEAN 305**  
**1101**  
PAULIN AVE  
CALEXICO, CA 92231



PROFESSIONAL STAMP



DATE:	
PROJECT:	
SCALE:	
DESIGNED BY:	
CHECKED BY:	
DATE:	
PROJECT:	
SCALE:	
DESIGNED BY:	
CHECKED BY:	
DATE:	
PROJECT:	
SCALE:	
DESIGNED BY:	
CHECKED BY:	

**POST BMP PLAN**

**SURFACE DATA TABLE**

PRE-DEVELOPMENT	POST DEVELOPMENT
IMPERVIOUS AREA	IMPERVIOUS AREA
12,490 SF (75%)	33,300 SF (75%)
PERVIOUS AREA	PERVIOUS AREA
29,890 SF (75%)	8,890 SF (25%)

**DRAINAGE MANAGEMENT AREAS**

DMA	SURFACE SQ. FT.	TOTAL (SQ. FT.)	DESIGN REQUIRE
DMA 1	4,833	13,813	75-90 VEGETATED SWALE
DMA 2	1,499	14,390	75-90 VEGETATED SWALE
DMA 3	2,086	11,967	75-90 VEGETATED SWALE
TOTAL	8,418 (75%)	41,970 (100%)	



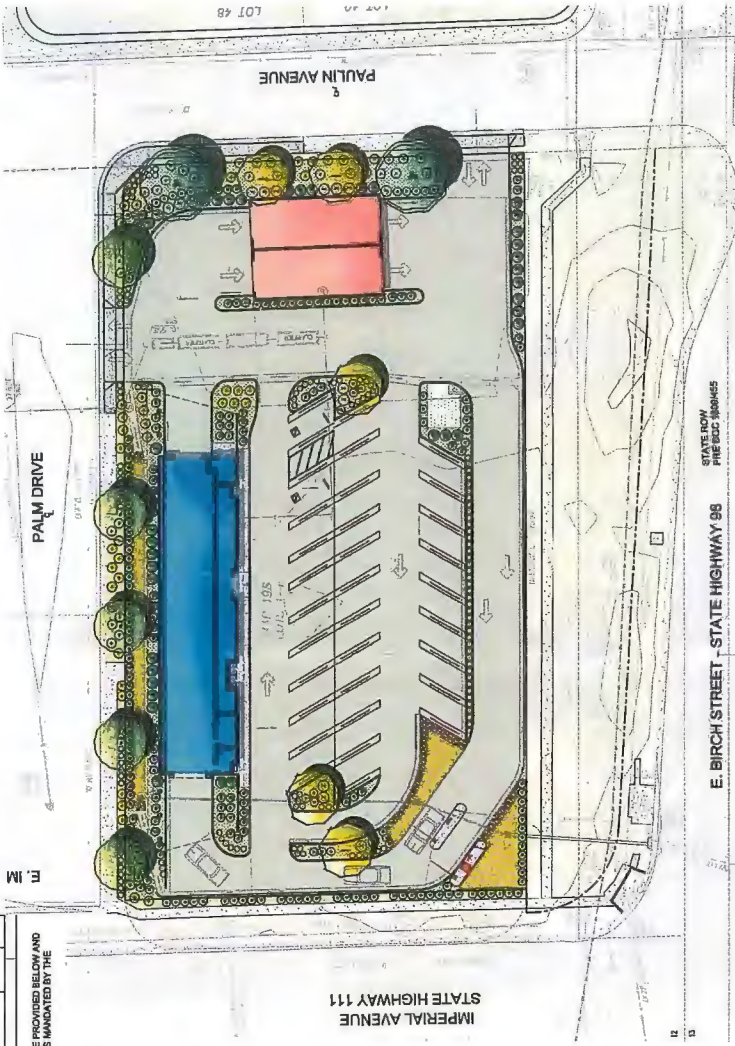
REVISIONS

NO.	DATE	DESCRIPTION



DATE: 1/27/21  
 SCALE: SEE SHEET  
 JOB #: 21-0046  
 DRAWING: PL  
 SHEET: LC-01  
 1 OF 3

LANDSCAPE CALCULATION NOTES:  
 1. REQUIREMENT: 50% OF PROPERTY = 4,190 SF  
 2. PROPERTY: 7,760 SF = 28.3% OF PROPERTY



I AM FAMILIAR WITH AND AGREE TO COMPLY WITH THE REQUIREMENTS OF THE LANDSCAPE IMPROVEMENT PLANS AS PREPARED BY THE ARCHITECT AND LANDSCAPE ARCHITECT AND MAINTAINED UNDER THE MUNICIPAL CODE. I HAVE PREPARED THESE PLANS IN COMPLIANCE WITH THOSE REGULATIONS. I CERTIFY THAT THE PLANS I HAVE PREPARED AND THE REGULATIONS TO PROVIDE EFFICIENT WATER USE.



TREES		SHRUBS	
SYL.	QTY.	SYL.	QTY.
1	15	1	5
2	15	2	5
3	15	3	2

SYL.	BOTANICAL NAME / COMMON NAME	SIZE	QTY.
1	OSTREA VILLOSA / CALIFORNIA SHELL	15 GAL	5
2	PRUNUS CALIFORNICA / CALIFORNIA CHERRY	15 GAL	5
3	QUERCUS VAGRIFORMIS / SOUTHERN LIVE OAK	15 GAL	2

SYL.	BOTANICAL NAME / COMMON NAME	QTY.
1	ACERELLA SHRUB (LUS GAL)	148
2	ALICE STRAITS / CORAL ALICE	61
3	ANGELICA / ANGELICA	1,394 SF

SYL.	BOTANICAL NAME / COMMON NAME	QTY.
1	CAULIS MACROCARPA / WEEBEE	61
2	ROSEMARY	61
3	ROSEMARY	61

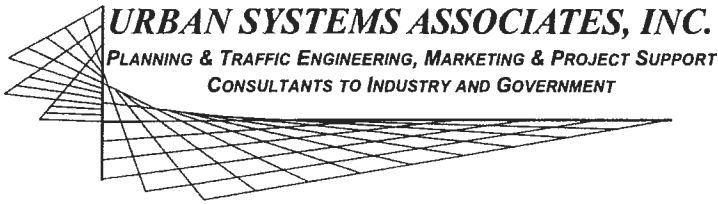
SYL.	BOTANICAL NAME / COMMON NAME	QTY.
1	CAULIS MACROCARPA / WEEBEE	61
2	ROSEMARY	61
3	ROSEMARY	61

WATER EFFICIENT LANDSCAPE WATERBUDGET  
 Project Reference: EmpireCityWater (P) 8.52  
 Plant Species: 15  
 Plant Species: 15  
 Plant Species: 15

Notes:  
 1. Irrigation Efficiency - 0.70 (Empire City Water)  
 2. 100% of water for residential areas, and 0.60 of water for commercial areas.  
 3. 100% of water for residential areas, and 0.60 of water for commercial areas.

LANDSCAPE DESIGN NOTES:  
 1. ALL PROPOSED LANDSCAPING SHALL CONSIST OF PERENNIALS, BIENNIALS, ANNUALS, AND LOW MAINTENANCE PLANTS.  
 2. ALL REQUIRED LANDSCAPING SHALL BE PERMANENTLY MAINTAINED IN A HEALTHY, THRIVING CONDITION, FREE FROM DISEASE AND PESTS.  
 3. ALL LANDSCAPE AREAS SHALL BE BRIGATED WITH A WATER EFFICIENT, AUTOMATIC IRRIGATION SYSTEM WITH AUTOMATIC RAIN SHUT-OFF AND WEATHER SOLAR SENSOR.

# EXHIBIT B



# MEMO

**ATTN:** Koby Pummay

**E-Mail:**  
▼ [pummay1@sbcglobal.net](mailto:pummay1@sbcglobal.net)

**FROM:** Justin P Schlaeflie PE TE PTOE

**TOTAL PAGES (Including Cover):** 18 + attachments

**DATE:** June 6, 2022

**TIME:** 4:20:33 PM

**JOB NUMBER:** 000722

**SUBJECT:** 1101 Paulin Avenue Car Wash – Traffic Analysis Memo

Confidential Communications

This transmittal is intended for the recipient named above. Unless otherwise expressly indicated, this entire communication is confidential and privileged information. If you are not the intended recipient, do not disclose, copy, distribute or use this information. If you received this transmission in error, please notify us immediately by telephone, at our expense and destroy the information.

Urban Systems Associates Inc. (USAI) has prepared this Traffic Analysis memo to address potential transportation related issues for the proposed Car Wash project.

### Project Description

The project is located at the address of 1101 Paulin Avenue in Calexico, California. The project site is bounded by Palm Drive to the north, Imperial Avenue to the west, East Birch Street to the south, and Paulin Avenue to the east. Access to the project will be through proposed driveways located along Paulin Avenue and Palm Drive. The project includes the construction of a hands free automated car wash facility with a separate customer wash building, stalls with vacuums will also be provided at the project site. A project site plan is provided in **Attachment 1** of this memo.

### Trip Generation

The *ITE Trip Generation Manual* (10<sup>th</sup> edition) was referenced in determining the project trip generation. However due to limited data provided for an automated car wash, the *SANDAG (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (April 2002) was referenced instead. The proposed project will generate **900** Average Daily Trips (ADT) with **36** AM (18 in / 18 out) and **81** PM (41 in / 41 out) peak hour trips. **Table 1** shows the project trip generation calculations.

**Table 1: Trip Generation**

Land Use	Intensity	Rate*	ADT	AM						PM					
				Peak%*	Vol.	In %	Out%	In	Out	Peak%*	Vol.	In %	Out%	In	Out
Car Wash Automatic	1 /site	900 /site	900	4%	36	50%	50%	18	18	9%	81	50%	50%	41	41
<b>Total</b>			<b>900</b>		<b>36</b>			<b>18</b>	<b>18</b>		<b>81</b>			<b>41</b>	<b>41</b>

**Source:**

\*Rates are used taken from SANDAG "(Not so) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region", April 2002.

**Note:**

ADT= Average Daily Trips

**Project Trip Distribution**

A project distribution was determined based on existing traffic patterns, knowledge of the area, and engineering judgement. The project distribution and assignment (ADT and peak hour volumes) is shown on **Figure 1**. As shown on Figure 1, project traffic will use the driveway along Paulin Avenue and Palm Drive, 5% will head north along Palm Drive while 95% will head south along Paulin Avenue. 15% is expected to travel north and 10% south along Imperial Avenue. 50% will head west and 20% east along East Birch Street.

**Figure 1: Project Distribution and Assignment**



**Legend**



= Project Location

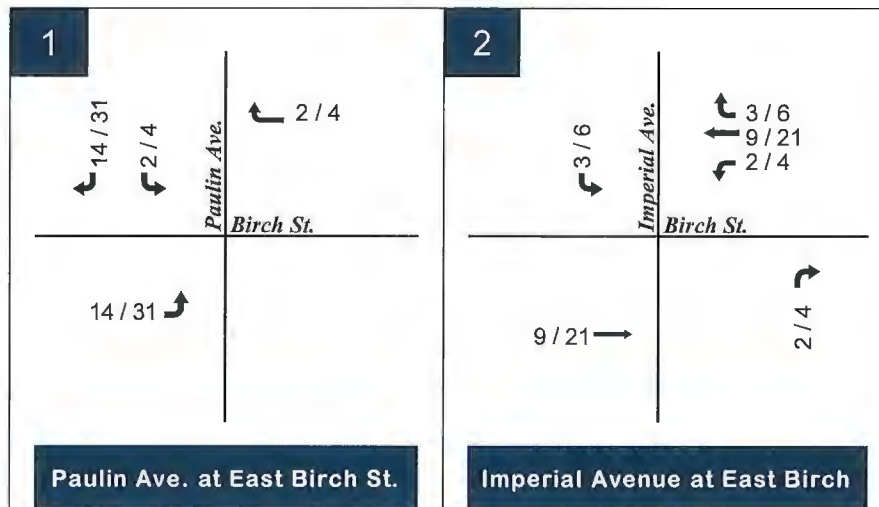


= Studied Intersection



= Studied Street Segment

$\frac{XX\%}{XX}$  = Distribution Percentage and Project ADT



XX / XX = AM / PM Peak hour volumes



**Traffic Analysis Methodology**

The study area for the proposed project was determined and include the following facilities:

**Intersections**

- Paulin Avenue at East Birch Street
- Imperial Avenue at East Birch Street

**Street Segments**

- Paulin Avenue – North of East Birch Street
- East Birch Street – Imperial Avenue to Paulin Avenue

**Intersections**

The City of Calexico follows the Highway Capacity Manual (HCM) to analyze signalized and unsignalized intersections for a performance level of service (LOS). The procedure in Chapter 19, which is used to analyze signalized intersections, is the “operational method.” This method determines LOS based on average control delay expressed in seconds. **Table 2** shows the LOS based upon delay. The software program Synchro 10 supports this methodology and is used to complete the analysis for signalized and unsignalized intersections. The intersection analysis includes pedestrian and bike volumes based on actual count data obtained in the field on Wednesday April 20, 2022. The traffic counts are provided in **Attachment 2** of this memo.

**Table 2**  
**Signalized Intersections**

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	≤ 1.0	> 1.0
≤ 10	A	F
> 10-20	B	F
> 20-35	C	F
> 35-55	D	F
> 55-80	E	F
≥ 80.1	F	F

Source: HCM 6th Edition, Transportation Research Board 2016, Exhibit 19-8

**Two-Way Stop-Controlled Intersections<sup>(1)(2)</sup>**

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤ 1.0	v/c > 1.0
0-10	A	F
> 10-15	B	F
> 15-25	C	F
> 25-35	D	F
> 35-50	E	F
≥ 50.1	F	F

Source: HCM 6th Edition, Transportation Research Board 2016, Exhibit 20-2

**Note:**

- 1) The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.
- 2) The intersection worst approach delay is the reported delay for TWSIC intersections. Note that it is important to consider measures of effectiveness such as V/C ratios, average queue lengths, and 95th percentile queue lengths in addition to considering delay.

Additionally, signalized intersections that fall under Caltrans jurisdiction are required to be analyzed using Intersecting Lane Vehicles (ILV) methodology which is discussed in the Caltrans Highway Design Manual. ILV methodology is based on the capacity of intersecting lanes of traffic is 1,500 vehicles per hour. An impact occurs if the project traffic causes the capacity to exceed 1,500 vehicles. The table below shows the thresholds for ILV capacity.

<b>ILV/hr</b>	<b>Description</b>
< 1,200	Stable flow with slight, but acceptable delay. Occasional signal loading may develop. Free midblock operations.
1,200- 1,500	Unstable flow with considerable delays possible. Some vehicles occasionally wait two or more cycles to pass through the intersection. Continuous backup occurs on some approaches.
1,500 (Capacity)	Stop-and-go operation with severe delay and heavy congestion. Traffic volume is limited by maximum discharge rates of each phase. Continuous backup in varying degrees occurs on all approaches. Where downstream capacity is restrictive, mainline congestion can impede orderly discharge through the intersection.

**Street Segments**

Maximum capacities are provided from the City of Calexico 2015 General Plan Update on Table C-5. The roadway classification capacities are provided below:

**Table C-5  
Maximum Capacity of Roadway Classifications**

<b>Roadway Classification</b>	<b>Roadway Width (Feet)</b>	<b>Section</b>	<b>Right-of-Way (Feet)</b>	<b>LOS E Maximum Capacity*</b>
8-Lane Freeway		SF	-	140,000
6-Lane Freeway		6F	-	105,000
6-Lane Expressway		6E	210	90,000
Highway		4D	80-148	56,300
Highway 111	160	6D	200	60,000
Primary	80	4D	100-126	37,500
Major	60	4U	80-126	25,000
Secondary	50	2U	70-75	17,500
2-Lane Divided	50	2D	70-75	17,500
Collector	40	2U	60	16,200
Local	40	2U	60	12,500

### **Significance Criteria**

The Calexico Power Center Traffic Impact Analysis prepared by Infrastructure Engineers (March 18, 2014) was referenced for the City of Calexico’s significance criteria. The report states the following:

#### Direct Impacts

“The City of Calexico’s goal is that intersections and roadway segments operate at LOS C or better. In general, a location operating at LOS C or better under existing conditions that degrades to a LOS D or worse due to project traffic is considered a significant direct impact. The only exception is that an LOS D operating segment is not considered significant if the intersections along the segment operate at LOS D or better during peak periods.”

#### Cumulative Impacts

“A cumulative impact is calculated when an intersection or segment level of service is already operating below City standards and the project increases the delay by more than 2 seconds or the v/c ratio by more than 0.02. Also, if project and cumulative project traffic together cause an intersection or segment to operate below City standards and project traffic only increases the intersection delay by more than 2 seconds or the roadway segment v/c ratio by more than 0.02, a cumulative impact would be calculated. Under the long-term scenarios, significant impacts are considered cumulative and LOS D is considered acceptable.”

**Existing Conditions**

Existing Roadway Facilities

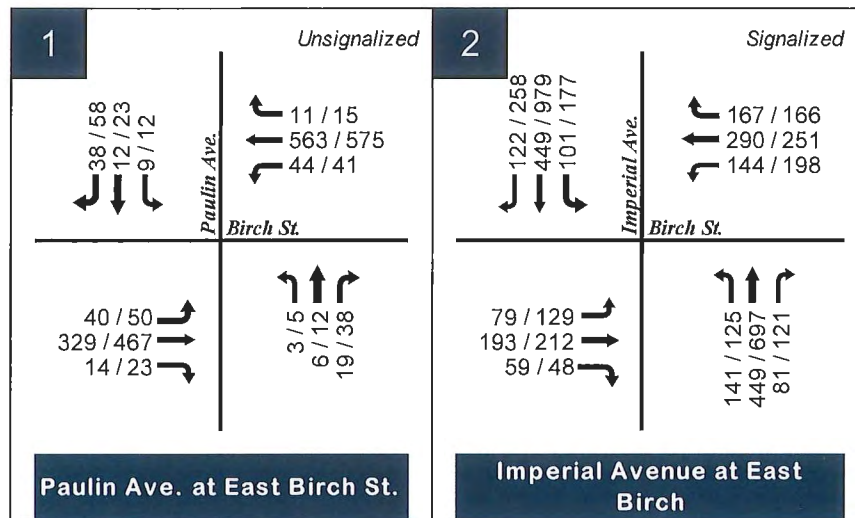
Paulin Avenue – is a 2 lane road with a prima facie speed limit of 25 mph. The road segment is classified as a “Local” roadway with a LOS E maximum capacity of 12,500 ADT. Sidewalks currently exists on both the east and west sides of the segment with on-street parking allowed.

East Birch Street - is a 4 lane road with a posted speed limit of 45 mph. The road segment is classified as a “Primary” roadway with a LOS E maximum capacity of 37,500 ADT. Sidewalks currently exists on the south side of the segment.

**Existing Intersection Analysis**

The Existing AM and PM peak hour volumes are shown in **Figure 2**.

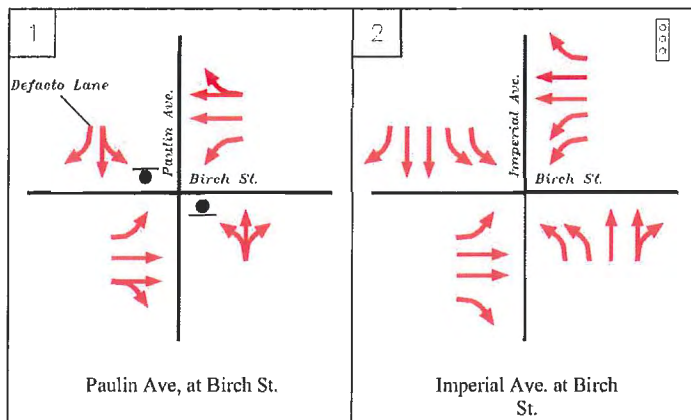
**Figure 2: Existing Intersection Volumes**





XX / XX = AM / PM Peak hour volumes

The Existing Lane Configurations are shown on **Figure 3**. For the intersection of Paulin Avenue at Birch Street, a defacto turn lane was assumed for the south bound approach, enough space is present to allow a right turn movement and a through or left movement simultaneously.

**Figure 3: Existing Lane Configurations**



-  = Signalized Intersection
-  = Unsignalized Intersection

The existing intersection analysis is shown on **Table 3**.

**Table 3: Existing Intersection Analysis**

#	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Paulin Ave. at East Birch St.	Unsignalized	16.9	C	22.8	C
2	Imperial Avenue at East Birch	Signalized	24.5	C	29.8	C

Notes:

LOS = Level of Service

D = Delay (in sec.)

As shown on Table 3, the studied intersections are operating at LOS C or better during the AM and PM peak hours. The Synchro reports for the Existing conditions are provided in **Attachment 3** of this memo.

The existing intersection ILV analysis is shown on **Table 4**.

**Table 4: Existing Intersection ILV Analysis**

#	Intersection	Control	AM Peak Hour		PM Peak Hour	
			ILV	Status	ILV	Status
2	Imperial Avenue at East Birch	Signalized	542	Under	873	Under

**Notes:**

ILV = Intersecting Lane Vehicles per hour

As shown on Table 4, the studied intersections are below the max capacity 1,500 ILV/hour. The ILV worksheets are provided in **Attachment 5** of this memo.



### Existing Street Segment Analysis

The Existing Street Segment volumes are shown on **Figure 4**.

**Figure 4: Existing Street Segment Volumes**



**Legend**

-  = Project Location
-  = Studied Intersection
- X = Studied Street Segment
- XX,XXX = ADT Number





The Existing Street Segment analysis is shown on **Table 5**.

**Table 5: Existing Street Segment Analysis**

Road	Segment	# of Ln.	Roadway Classification	Capacity	Volume	V/C	LOS
Paulin Ave.	N/O Birch St.	2	Local	12,500	2,155	0.172	A
East Birch St.	Imperial Ave. to Paulin Ave.	4	Primary	37,500	18,298	0.488	A

**Legend:**

LOS = Level of Service

V/C = Volume to Capacity Ratio

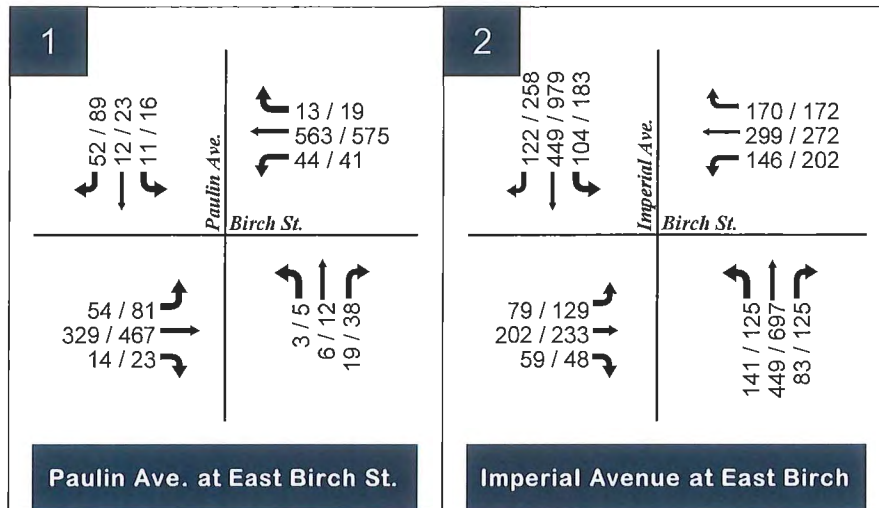
As shown on Table 5, the studied street segments are operating at LOS A in the Existing conditions.

**Existing Plus Project Conditions**

**Existing Plus Project Intersection Analysis**

The Existing Plus Project AM and PM peak hour volumes are shown in **Figure 5**.

**Figure 5: Existing Plus Project Intersection Volumes**



XX / XX = AM / PM Peak hour volumes

The existing plus project intersection analysis is shown on **Table 6**.

**Table 6: Existing Plus Project Intersection Analysis**

#	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Paulin Ave. at East Birch St.	Unsignalized	16.8	C	24.1	C
2	Imperial Avenue at East Birch	Signalized	24.7	C	30.6	C

**Notes:**

LOS = Level of Service

D = Delay (in sec.)

As shown on Table 6, the studied intersections are operating at LOS C or better during the AM and PM peak hours.

The Synchro report for the Existing Plus Project conditions is provided in **Attachment 4**.

The existing plus project intersection ILV analysis is shown on **Table 7**.

**Table 7: Existing Plus Project Intersection ILV Analysis**

#	Intersection	Control	AM Peak Hour		PM Peak Hour	
			ILV	Status	ILV	Status
2	Imperial Avenue at East Birch	Signalized	545	Under	882	Under

**Notes:**

ILV = Intersecting Lane Vehicles per hour

As shown on Table 7, the studied intersections are below the max capacity 1,500 ILV/hour. The ILV worksheets are provided in **Attachment 5** of this memo.

**Table 8** shows the Existing (without Project) and Existing Plus Project intersection analysis comparisons to determine if an impact would occur due to the addition of project traffic.

**Table 8: Existing (without Project) and Existing Plus Project Intersection Analysis Comparisons**

#	Intersection	Existing				Existing + Project							
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	S ?	PM Peak Hour		Δ	S ?
		D	LOS	D	LOS	D	LOS			D	LOS		
1	Paulin Ave. at East Birch St.	16.9	C	22.8	C	16.8	C	-0.1	No	24.1	C	1.3	No
2	Imperial Avenue at East Birch	24.5	C	29.8	C	24.7	C	0.2	No	30.6	C	0.8	No

**Notes:**

LOS = Level of Service

D = Delay (in sec.)

Δ = Change in Delay (in sec.)

S = Significant Impact

As shown on Table 8, no impact will occur to the studied intersections due to the operating LOS being acceptable in both the Existing and Existing Plus Project conditions. Therefore, no improvement will be required.



### Existing Plus Project Street Segment Analysis

The Existing Plus Project Street Segment volumes are shown on **Figure 6**.

**Figure 6: Existing Plus Project Street Segment Volumes**



**Legend**

-  = Project Location
-  = Studied Intersection
- X = Studied Street Segment
- XX,XXX = ADT Number



The Existing Plus Project Street Segment analysis is shown on **Table 9**.

**Table 9: Existing Plus Project Street Segment Analysis**

Road	Segment	# of Ln.	Roadway Classification	Capacity	Volume	V/C	LOS
Paulin Ave.	N/O Birch St.	2	Local	12,500	3,010	0.241	A
East Birch St.	Imperial Ave. to Paulin Ave.	4	Primary	37,500	18,973	0.506	A

**Legend:**

- Cap. = Capacity
- LOS = Level of Service
- V/C = Volume to Capacity Ratio

As shown on Table 9, the studied street segments are operating at LOS A in the Existing Plus Project conditions.

**Table 10** shows the Existing (without Project) and Existing Plus Project street segment analysis comparisons to determine if an impact would occur due to the addition of project traffic.

**Table 10: Existing (without Project) and Existing Plus Project Street Segment Analysis Comparisons**

Road	Segment	# of Ln.	Capacity	Roadway Classification	Existing			Existing + Project			ΔV/C	S ?
					LOS	Volume	V/C	LOS	Volume	V/C		
Paulin Ave.	N/O Birch St.	2	12,500	Local	A	2,155	0.17	A	3,010	0.24	0.068	NO
East Birch St.	Imperial Ave. to Paulin Ave.	4	37,500	Primary	A	18,298	0.49	A	18,973	0.51	0.018	NO

**Legend:**

- LOS= Level of Service
- V/C= Volume to Capacity Ratio
- ΔV/C= Change in V/C ratio
- S = Significant Impact

As shown on Table 10, no impact will occur to the studied street segments due to the operating LOS being acceptable in both the Existing and Existing Plus Project conditions. Therefore, no improvement will be required.

**Access Point Analysis and Safety**

The project will provide access onsite through two proposed driveways, one is located along Paulin Avenue and the other is located along Palm Avenue.

The project driveways were analyzed for an operational level of service in the Existing Plus Project conditions, **Table 11** shows the project driveway analysis.

**Table 11: Project Driveway Analysis**

#	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Paulin Avenue at Project Drwy.	Unsignalized	8.8	A	9.3	A
2	Palm Drive at Project Drivwy.	Unsignalized	9.4	A	10.0	B

**Notes:**

LOS = Level of Service  
D = Delay (in sec.)

As shown on Table 11, both driveways will operate at an acceptable LOS B or better in the AM and PM peak hours. The Synchro reports are provided in **Attachment 4** of this memo.

Additionally based on the project site plan and existing road configurations at the proposed project driveways, no sight distance issues are anticipated. The roads of Palm Drive and Paulin Avenue are residential roads with a prima facia speed limit of 25 mph, the slower speeds should also increase safety for vehicles exiting the project site.

**Onsite Queuing and Parking**

The latest ITE Parking Generation Manual (5<sup>th</sup> edition) was referenced to determine the required amount of parking stalls based on the proposed land use, however the manual currently has insufficient data for the particular land use of a car wash. Therefore the parking generation assumes a “business/retail” land use and a rate of 1 stall per 300 square feet (SF). Based on this rate and the project’s SF of 5,507 SF, 18 spaces would be required. The project is proposing to provide 26 parking stalls and 2 spaces designated for charging electric vehicles which would be sufficient for the proposed land use.

As shown on the site plan in Attachment 1, vehicles can enter/exit through the proposed driveways along Paulin Avenue or Palm Avenue. Vehicles that wish to enter the car was building to the north would need to travel to the southern section of the lot which directs vehicles one way into the pay stations to the southwest of the site. Two lanes direct into the pay stations which would handle the queuing vehicles. The two lanes would then merge back into one lane as the vehicles approach the car wash building to the north. By circulating the vehicles around the perimeter of the site, the handling of the queues should be sufficient. Vehicles may also use the cleaning stalls that are provided, the stalls can be accessed via a one-way 15-foot travel lane. Additional car wash buildings (labeled “A” and “B” in the site plan) can also be accessed on the eastern portion of the site, the

entrance to these buildings is on the northeast side of the site. This configuration of the circulation of the vehicles should result in relatively little conflicting movements onsite.

### **Vehicle Miles Traveled (VMT)**

Senate Bill 743 was signed into law on September 27, 2013 and changed the way transportation impacts were evaluated under CEQA. The use of auto delay level of service was eliminated to measure significant impacts under CEQA. The Governor's Office of Planning and Research (OPR) updated the CEQA guidelines to establish Vehicle Miles Traveled (VMT) as the primary metric for evaluating transportation impacts under CEQA. However, the traditional assessment of level of service can still be used for local jurisdictions due to the General Plan requirements. As of July 1, 2020, all projects are required to conduct a VMT analysis or document the reasoning why a project is exempt and screened out from performing a VMT analysis.

The proposed project is classified as "locally serving retail" and would be screened out of further VMT analysis. This is consistent with the Office of Planning and Research (OPR) Technical Advisory which states "increase access to common goods and services" can be considered VMT reducing and used as a mitigation measure. The project would not need further CEQA VMT analysis and will be screened out.

### **Conclusions**

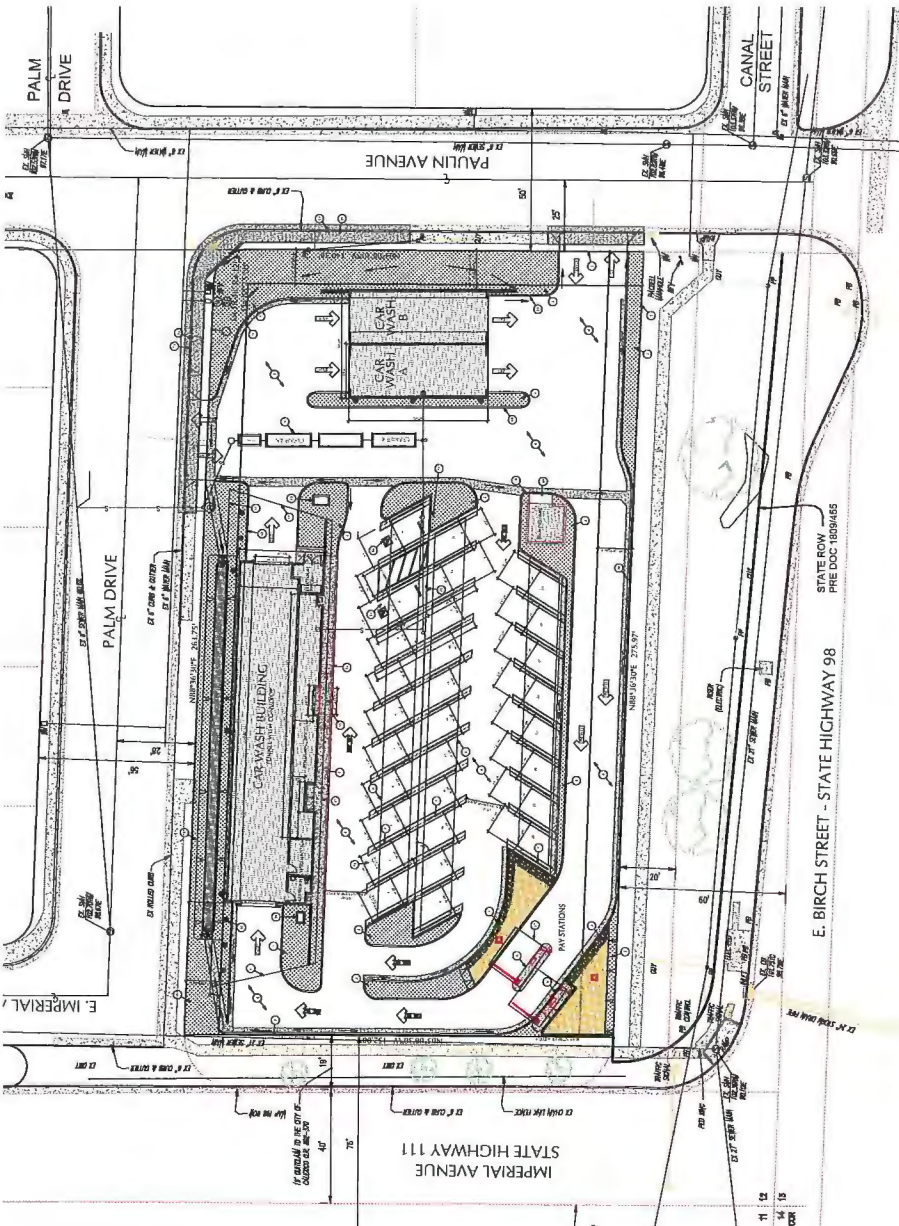
The proposed project will generate **900** Average Daily Trips (ADT) with **36** AM (18 in / 18 out) and **81** PM (41 in / 41 out) peak hour trips.

The addition of project traffic will not cause an impact at the studied intersections, therefore no improvements will be required.

Additionally, the project driveways are expected to operate safely and adequately in the AM and PM peak hours. The project's onsite parking and circulation is also expected to be sufficient in dealing with vehicle queues and onsite movement.

**Attachment 1**  
**Project Site Plan**





**SITE PLAN**  
SCALE: 1" = 20'-0"

**PROJECT INFORMATION**

<b>Scope of Work:</b> Demolition of existing structures and construction of new automated car wash facility; a self-clean building with two (2) bays for customer cleaning and a series of cloth covered vacuum stalls.	<b>Owner:</b> Avalara B. DeCalisto 665 Upas Street #1 402 San Diego, CA 92103 (619) 794-6655	<b>Project Size Data:</b> Lot Area: 41,883 (0.96 ACRES) Lot Coverage: 5,507 SF Building Footprints 13.1% Landscaping: 1.0% of the property = 4,190 sq ft Provided: 8,705 sq ft = 20% of Property	<b>Permitted Coverage:</b> 41,883 sq ft Site 5,507 sq ft Building 27,483 sq ft Landscaping
<b>Assessor Parcel No.:</b> 058-155-003 Through 007 Zoning: CH (Commercial Highway) Land Use of Surrounding Properties: Residential Commercial across the Highways	<b>Lease/Applicant:</b> iClean 305 Car Wash Facility 62 Lemay Street El Cerrito, CA 92243 Mr. Kabir Punnsay (760) 427-5451 LULU Company: 10 333 East Bayton Blvd (760) 335-9379	<b>Occupancy Classification:</b> B Building Code: 2019 CBC Construction Type: Type V-B2019 GIC Non-sprinklered Number of Stories: 1 Story Height of Structure: 20'-0" Dual Bay Facility	<b>Parking Requirements:</b> Business/Resort: 1,000 sq ft = 5,507 sq ft = 18 spaces Parking Provided: 26 spaces



- SITE KEY SYMBOLS**
- 1 PROPERTY LINE
  - 2 LANDSCAPED AREAS
  - 3 BIC/SWALE - LANDSCAPE AREA
  - 4 CONCRETE PAVING/CURBS
  - 5 CONCRETE SIDEWALK
  - 6 PAVED CONCRETE ISLAND PAY STATION
  - 7 VACUUM STATION METALS - SUPPORT NUMBER
  - 8 LINE OF CLOTH CANOPY ABOVE
  - 9 UNDERGROUND CONCRETE CLAMBER BOXES
  - 10 PAINTED H.C. INSIGNIA
  - 11 H.C. PARKING SIGN
  - 12 VAN ACCESSIBLE PARKING SPACE
  - 13 TRANSFORMER LOCATION (DEBTF)
  - 14 EXISTING CURB/LITER ON STREET
  - 15 EXISTING CONCRETE SIDEWALK ON STREET
  - 16 CLEAN ARK/VAN POOL PARKING
  - 17 LINE OF CANOPY ABOVE
  - 18 NEW ON-SITE CONCRETE CURBS
  - 19 HVAC CONDENSER ON CONCRETE PAD ACCESS
  - 20 CONCRETE PAD (6") FOR TRASH ENCLOSURE ACCESS
  - 21 ZERO EDGE CURB/WALKWAYS
  - 22 CANOPY SUPPORTS

**SITE PEDESTRIAN ACCESS**  
IT IS THE INTENTION OF THE ARCHITECT FOR THE SITE TO BE ACCESSIBLE TO ALL PEDESTRIANS TO PROVIDE AND ACCESSIBLE ROUTE TO THE PROPERTY. THE ARCHITECT HAS PROVIDED AN AUTOMATED CAR WASH, CLEAN ARK/VAN POOL PARKING, AND A TRASH ENCLOSURE THROUGHOUT THE CAR WASH FACILITY. THE ARCHITECT HAS PROVIDED HANDICAPPED ACCESSIBILITY FROM THE STREET TO THE CAR WASH FACILITY. THE ARCHITECT HAS PROVIDED A SINGLE RESTROOM FACILITY THAT MEETS THE REQUIREMENTS OF THE ADA. THE ARCHITECT HAS PROVIDED A SINGLE RESTROOM FACILITY THAT MEETS THE REQUIREMENTS OF THE ADA. THE ARCHITECT HAS PROVIDED A SINGLE RESTROOM FACILITY THAT MEETS THE REQUIREMENTS OF THE ADA.

**iCLEAN 305  
CALEXICO  
1101  
PAULIN AVE  
CALEXICO, CA 92231**

**GENE CIPPARONE - ARCHITECT, INC.**  
ARCHITECTURE • PLANNING • INTERIOR DESIGN  
P.O. BOX 602 POWAY, CA 92074  
VOICE: 858.354.0071 EMAIL: GENE@CIPPARONE.COM

No.	Date	Revised and Reissued
01.07.22	01.07.22	SUBMITTAL TO CITY - CUP



Project Name	CALEXICO CLEAN 305
Site Number	01.07.22
City/County	LENEXIA/CITY OF CALEXICO
Client	GENE CIPPARONE ARCHITECT, INC.
Description	SITE PLAN

A1.0

**Attachment 2**

**Traffic Counts**

### VOLUME

Paulin Ave N/O E Birch St

Day: Wednesday  
Date: 4/20/2022

City: Calexico  
Project #: CA22\_030018\_001

DAILY TOTALS						NB	SB	EB	WB	Total	
						938	1,217	0	0	2,155	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	2	3			5	12:00	19	30			49
0:15	7	4			11	12:15	11	29			40
0:30	5	2			7	12:30	16	15			31
0:45	3	17	2	11	5	12:45	16	62	19	93	35
1:00	1	3			4	13:00	17	24			41
1:15	0	2			2	13:15	17	24			41
1:30	2	4			6	13:30	13	23			36
1:45	0	3	0	9	0	13:45	21	68	23	94	44
2:00	1	3			4	14:00	18	21			39
2:15	3	0			3	14:15	15	30			45
2:30	0	1			1	14:30	17	26			43
2:45	1	5	2	6	3	14:45	17	67	22	99	39
3:00	1	1			2	15:00	16	28			44
3:15	3	0			3	15:15	11	15			26
3:30	1	2			3	15:30	17	25			42
3:45	4	9	2	5	6	15:45	18	62	31	99	49
4:00	2	1			3	16:00	16	22			38
4:15	4	3			7	16:15	27	25			52
4:30	2	4			6	16:30	17	23			40
4:45	3	11	2	10	5	16:45	21	81	30	100	51
5:00	3	2			5	17:00	14	19			33
5:15	7	5			12	17:15	12	22			34
5:30	6	6			12	17:30	12	19			31
5:45	8	24	5	18	13	17:45	16	54	22	82	38
6:00	2	5			7	18:00	12	23			35
6:15	1	4			5	18:15	15	22			37
6:30	7	9			16	18:30	4	16			20
6:45	5	15	8	26	13	18:45	11	42	21	82	32
7:00	6	3			9	19:00	11	13			24
7:15	7	9			16	19:15	14	16			30
7:30	13	13			26	19:30	9	16			25
7:45	7	33	14	39	21	19:45	21	55	8	53	29
8:00	12	10			22	20:00	15	16			31
8:15	12	12			24	20:15	12	17			29
8:30	10	17			27	20:30	14	12			26
8:45	17	51	13	52	30	20:45	7	48	14	59	21
9:00	13	13			26	21:00	9	6			15
9:15	9	19			28	21:15	13	11			24
9:30	11	16			27	21:30	10	14			24
9:45	12	45	22	70	34	21:45	10	42	8	39	18
10:00	17	23			40	22:00	8	9			17
10:15	11	18			29	22:15	4	8			12
10:30	11	12			23	22:30	5	5			10
10:45	7	46	12	65	19	22:45	6	23	4	26	10
11:00	7	17			24	23:00	6	5			11
11:15	16	15			31	23:15	2	0			2
11:30	13	16			29	23:30	7	3			10
11:45	23	59	22	70	45	23:45	1	16	2	10	3
<b>TOTALS</b>	<b>318</b>	<b>381</b>			<b>699</b>	<b>TOTALS</b>	<b>620</b>	<b>836</b>			<b>1456</b>
<b>SPLIT %</b>	<b>45.5%</b>	<b>54.5%</b>			<b>32.4%</b>	<b>SPLIT %</b>	<b>42.6%</b>	<b>57.4%</b>			<b>67.6%</b>

DAILY TOTALS						NB	SB	EB	WB	Total
						938	1,217	0	0	2,155

AM Peak Hour	11:15	11:30			11:45	PM Peak Hour	16:00	14:15		15:30
AM Pk Volume	71	97			165	PM Pk Volume	81	106		181
Pk Hr Factor	0.772	0.808			0.842	Pk Hr Factor	0.750	0.883		0.870
7 - 9 Volume	84	91			175	4 - 6 Volume	135	182	0	317
7 - 9 Peak Hour	8:00	7:45			8:00	4 - 6 Peak Hour	16:00	16:00	0	16:00
7 - 9 Pk Volume	51	53	0	0	103	4 - 6 Pk Volume	81	100	0	181
Pk Hr Factor	0.750	0.779			0.858	Pk Hr Factor	0.750	0.833		0.870

### VOLUME

E Birch St Bet. Imperial Ave & Paulin Ave

Day: Wednesday  
Date: 4/20/2022

City: Calexico  
Project #: CA22\_030018\_002

DAILY TOTALS						NB	SB	EB	WB	Total		
						0	0	8,077	10,221	18,298		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
0:00			33	13	46	12:00			135	179	314	
0:15			33	14	47	12:15			111	186	297	
0:30			28	22	50	12:30			117	138	255	
0:45			20	114	15	64	12:45		137	500	185	688
1:00			20		21	41	13:00		141		159	300
1:15			24		8	32	13:15		131		168	299
1:30			18		9	27	13:30		118		160	278
1:45			15	77	8	46	13:45		128	518	169	656
2:00			21		15	36	14:00		144		181	325
2:15			19		10	29	14:15		108		147	255
2:30			11		10	21	14:30		114		175	289
2:45			19	70	16	51	14:45		132	498	185	688
3:00			15		21	36	15:00		106		157	263
3:15			21		22	43	15:15		128		182	310
3:30			28		20	48	15:30		151		183	334
3:45			23	87	21	84	15:45		113	498	156	678
4:00			32		21	53	16:00		134		191	325
4:15			24		42	66	16:15		129		120	249
4:30			27		47	74	16:30		131		167	298
4:45			33	116	54	164	16:45		129	523	178	656
5:00			40		57	97	17:00		149		151	300
5:15			46		62	108	17:15		129		159	288
5:30			30		92	122	17:30		148		135	283
5:45			47	163	82	293	17:45		129	555	137	582
6:00			40		66	106	18:00		130		140	270
6:15			43		104	147	18:15		126		136	262
6:30			47		142	189	18:30		114		136	250
6:45			61	191	111	423	18:45		102	472	129	541
7:00			58		144	202	19:00		128		119	247
7:15			67		136	203	19:15		111		148	259
7:30			66		161	227	19:30		105		121	226
7:45			73	264	162	603	19:45		111	455	115	503
8:00			95		146	241	20:00		120		108	228
8:15			99		150	249	20:15		128		118	246
8:30			84		131	215	20:30		123		82	205
8:45			103	381	162	589	20:45		114	485	106	414
9:00			86		130	216	21:00		89		93	182
9:15			102		151	253	21:15		113		78	191
9:30			106		176	282	21:30		101		94	195
9:45			99	393	141	598	21:45		77	380	62	327
10:00			114		194	308	22:00		76		45	121
10:15			120		145	265	22:15		71		54	125
10:30			120		182	302	22:30		59		43	102
10:45			115	469	156	677	22:45		51	257	31	173
11:00			112		166	278	23:00		63		35	98
11:15			79		130	209	23:15		44		23	67
11:30			109		140	249	23:30		39		29	68
11:45			129	429	175	611	23:45		36	182	25	112
<b>TOTALS</b>			2754		4203	6957	<b>TOTALS</b>		5323		6018	11341
<b>SPLIT %</b>			39.6%		60.4%	38.0%	<b>SPLIT %</b>		46.9%		53.1%	62.0%

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	8,077	10,221	18,298

AM Peak Hour			11:45		11:30	11:45	PM Peak Hour			16:45	15:15	15:15
AM Pk Volume			492		680	1170	PM Pk Volume			555	712	1238
Pk Hr Factor			0.911		0.914	0.932	Pk Hr Factor			0.931	0.932	0.927
7 - 9 Volume			645		1192	1837	4 - 6 Volume			1078	1238	2316
7 - 9 Peak Hour			8:00		7:30	8:00	4 - 6 Peak Hour			16:45	16:00	16:30
7 - 9 Pk Volume			381		619	970	4 - 6 Pk Volume			555	656	1193
Pk Hr Factor			0.925		0.955	0.915	Pk Hr Factor			0.931	0.859	0.971

# National Data & Surveying Services Intersection Turning Movement Count

Location: Paulin Ave & E Birch St  
 City: Calexico  
 Control: 2-Way (NB/SB)

Project ID: 22-030017-001  
 Date: 4/20/2022

## Data - Totals

NS/EW Streets:	Paulin Ave				Paulin Ave				E Birch St				E Birch St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	3	1	0	0	1	1	4	0	8	52	0	1	9	130	0	0	210
7:15 AM	0	2	3	0	2	2	7	0	8	58	4	0	8	120	2	0	216
7:30 AM	1	3	2	0	3	2	7	0	7	58	2	0	8	143	2	0	238
7:45 AM	2	2	5	0	2	2	9	0	5	62	2	0	13	128	4	0	236
8:00 AM	0	0	6	0	1	1	9	0	9	85	2	0	8	137	5	0	263
8:15 AM	2	1	2	0	3	2	11	0	14	81	5	0	9	146	2	0	278
8:30 AM	0	1	5	0	1	5	11	0	9	75	3	0	12	137	1	0	260
8:45 AM	1	4	6	0	4	4	7	0	8	88	4	0	15	143	3	0	287
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	9	14	29	0	17	19	65	0	68	559	22	1	82	1084	19	0	1988
	17.31%	26.92%	55.77%	0.00%	16.83%	18.81%	64.36%	0.00%	10.46%	86.00%	3.38%	0.15%	6.92%	91.48%	1.60%	0.00%	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	3	6	19	0	9	12	38	0	40	329	14	0	44	563	11	0	1088
<b>PEAK HR FACTOR :</b>	0.375	0.375	0.792	0.000	0.563	0.600	0.864	0.000	0.714	0.935	0.700	0.000	0.733	0.964	0.550	0.000	0.948
	0.636				0.868				0.958				0.960				
PM	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	3	11	0	2	4	21	0	7	105	11	0	6	163	5	0	338
4:15 PM	0	4	16	0	4	6	11	0	19	97	10	0	6	128	5	0	306
4:30 PM	0	2	11	0	4	8	13	0	14	115	6	0	14	139	5	0	331
4:45 PM	1	2	7	0	3	5	15	0	19	115	3	0	8	155	4	0	337
5:00 PM	1	4	9	0	3	5	16	0	9	120	10	0	12	125	4	0	318
5:15 PM	3	4	11	0	2	5	14	0	8	117	4	0	7	156	2	0	333
5:30 PM	0	3	8	1	3	2	15	0	12	123	12	0	6	127	1	0	313
5:45 PM	1	1	4	0	0	4	17	0	10	109	5	0	14	126	3	0	294
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	6	23	77	1	21	39	122	0	98	901	61	0	73	1119	29	0	2570
	5.61%	21.50%	71.96%	0.93%	11.54%	21.43%	67.03%	0.00%	9.25%	85.00%	5.75%	0.00%	5.98%	91.65%	2.38%	0.00%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	5	12	38	0	12	23	58	0	50	467	23	0	41	575	15	0	1319
<b>PEAK HR FACTOR :</b>	0.417	0.750	0.864	0.000	0.750	0.719	0.906	0.000	0.658	0.973	0.575	0.000	0.732	0.921	0.750	0.000	0.978
	0.764				0.930				0.971				0.945				

# National Data & Surveying Services Intersection Turning Movement Count

Location: Imperial Ave & E Birch St  
 City: Calexico  
 Control: Signalized

Project ID: 22-030017-002  
 Date: 4/20/2022

## Data - Totals

NS/EW Streets:	Imperial Ave				Imperial Ave				E Birch St				E Birch St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	2	1.5	0.5	0	2	2	1	0	1	2	1	0	2	2	1	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	28	96	17	0	18	53	22	0	17	22	7	0	21	77	47	0	425
7:15 AM	40	146	17	0	13	75	23	0	25	41	6	0	19	54	46	0	505
7:30 AM	55	125	15	0	15	90	28	0	12	33	7	0	19	60	57	0	516
7:45 AM	35	101	14	0	5	112	22	0	13	35	9	0	30	62	43	0	481
8:00 AM	35	91	23	0	28	102	34	0	19	46	8	0	36	64	43	0	529
8:15 AM	28	115	26	0	25	124	25	0	13	47	20	0	34	79	42	0	578
8:30 AM	36	110	17	0	22	103	20	0	19	44	14	0	42	73	37	0	537
8:45 AM	42	133	15	0	26	120	43	0	28	56	17	0	32	74	45	0	631
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	299	917	144	0	152	779	217	0	146	324	88	0	233	543	360	0	4202
<b>APPROACH %'s :</b>	21.99%	67.43%	10.59%	0.00%	13.24%	67.86%	18.90%	0.00%	26.16%	58.06%	15.77%	0.00%	20.51%	47.80%	31.69%	0.00%	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM																TOTAL
<b>PEAK HR VOL :</b>	141	449	81	0	101	449	122	0	79	193	59	0	144	290	167	0	2275
<b>PEAK HR FACTOR :</b>	0.839	0.844	0.779	0.000	0.902	0.905	0.709	0.000	0.705	0.862	0.738	0.000	0.857	0.918	0.928	0.000	0.901
	0.883				0.889				0.819				0.969				
PM	2	1.5	0.5	0	2	2	1	0	1	2	1	0	2	2	1	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	28	189	21	0	43	211	61	0	33	54	15	0	56	76	49	0	836
4:15 PM	38	182	28	0	39	250	70	0	41	54	13	0	50	54	32	0	851
4:30 PM	28	184	29	0	46	278	64	0	26	55	12	0	38	63	39	0	862
4:45 PM	31	142	43	0	49	240	63	0	29	49	8	0	54	58	46	0	812
5:00 PM	40	162	46	0	31	204	43	0	35	58	9	0	42	67	38	0	775
5:15 PM	29	147	31	0	42	212	58	0	23	56	3	0	58	83	44	0	786
5:30 PM	24	145	32	0	43	226	52	0	32	65	4	0	47	56	41	0	767
5:45 PM	27	131	32	0	32	239	50	0	19	54	7	0	56	62	35	0	744
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	245	1282	262	0	325	1860	461	0	238	445	71	0	401	519	324	0	6433
<b>APPROACH %'s :</b>	13.69%	71.66%	14.65%	0.00%	12.28%	70.29%	17.42%	0.00%	31.56%	59.02%	9.42%	0.00%	32.23%	41.72%	26.05%	0.00%	
<b>PEAK HR :</b>	04:00 PM - 05:00 PM																TOTAL
<b>PEAK HR VOL :</b>	125	697	121	0	177	979	258	0	129	212	48	0	198	251	166	0	3361
<b>PEAK HR FACTOR :</b>	0.822	0.922	0.703	0.000	0.903	0.880	0.921	0.000	0.787	0.964	0.800	0.000	0.884	0.826	0.847	0.000	0.975
	0.951				0.911				0.900				0.849				

**Attachment 3**

**Existing Synchro Reports**

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	↗
Traffic Vol, veh/h	40	329	14	44	563	11	3	6	19	9	12	38
Future Vol, veh/h	40	329	14	44	563	11	3	6	19	9	12	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	115	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	358	15	48	612	12	3	7	21	10	13	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	624	0	0	373	0	0	861	1172	187	983	1173	312
Stage 1	-	-	-	-	-	-	452	452	-	714	714	-
Stage 2	-	-	-	-	-	-	409	720	-	269	459	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	953	-	-	1182	-	-	249	191	823	203	191	684
Stage 1	-	-	-	-	-	-	557	569	-	388	433	-
Stage 2	-	-	-	-	-	-	590	430	-	713	565	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	953	-	-	1182	-	-	207	175	823	180	175	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	207	175	-	180	175	-
Stage 1	-	-	-	-	-	-	532	543	-	371	415	-
Stage 2	-	-	-	-	-	-	515	412	-	656	540	-

























Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.6			15			16.9		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	390	953	-	-	1182	-	-	177	684
HCM Lane V/C Ratio	0.078	0.046	-	-	0.04	-	-	0.129	0.06
HCM Control Delay (s)	15	9	-	-	8.2	-	-	28.3	10.6
HCM Lane LOS	C	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-	-	0.4	0.2



HCM 6th Signalized Intersection Summary  
 2: Birch St. & Imperial Ave.

existing am  
 06/06/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	193	59	144	290	167	141	449	81	101	449	122
Future Volume (veh/h)	79	193	59	144	290	167	141	449	81	101	449	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	210	64	157	315	182	153	488	88	110	488	133
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	548	349	239	574	346	229	1490	267	197	1727	770
Arrive On Green	0.06	0.15	0.15	0.07	0.16	0.16	0.07	0.50	0.50	0.06	0.49	0.49
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	3456	3010	540	3456	3554	1585
Grp Volume(v), veh/h	86	210	64	157	315	182	153	287	289	110	488	133
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1728	1777	1585	1728	1777	1773	1728	1777	1585
Q Serve(g_s), s	3.8	4.3	2.6	3.6	6.5	8.1	3.5	7.8	7.9	2.5	6.6	3.8
Cycle Q Clear(g_c), s	3.8	4.3	2.6	3.6	6.5	8.1	3.5	7.8	7.9	2.5	6.6	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	110	548	349	239	574	346	229	880	878	197	1727	770
V/C Ratio(X)	0.78	0.38	0.18	0.66	0.55	0.53	0.67	0.33	0.33	0.56	0.28	0.17
Avail Cap(c_a), veh/h	144	1662	846	418	1804	895	254	880	878	220	1727	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	30.5	25.4	36.4	30.9	27.7	36.6	12.2	12.2	36.8	12.3	11.6
Incr Delay (d2), s/veh	17.8	0.4	0.2	3.1	0.8	1.2	5.8	1.0	1.0	2.5	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	1.8	1.0	1.6	2.8	3.1	1.6	3.1	3.1	1.1	2.5	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.9	30.9	25.6	39.4	31.8	28.9	42.3	13.2	13.2	39.3	12.7	12.0
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h	360			654			729			731		
Approach Delay, s/veh	35.7			32.8			19.3			16.6		
Approach LOS	D			C			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	44.2	10.0	16.9	9.8	43.5	9.5	17.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	39.7	9.7	37.5	5.9	38.9	8.5	40.7				
Max Q Clear Time (g_c+1), s	4.5	9.9	5.6	6.3	5.5	8.6	5.8	10.1				
Green Ext Time (p_c), s	0.0	3.8	0.2	1.6	0.0	4.0	0.0	2.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay	24.5											
HCM 6th LOS	C											

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	↖
Traffic Vol, veh/h	50	467	23	41	575	15	5	12	38	12	23	58
Future Vol, veh/h	50	467	23	41	575	15	5	12	38	12	23	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	115	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	508	25	45	625	16	5	13	41	13	25	63

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	641	0	0	533	0	0	1044	1360	267	1092	1364	321
Stage 1	-	-	-	-	-	-	629	629	-	723	723	-
Stage 2	-	-	-	-	-	-	415	731	-	369	641	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	939	-	-	1031	-	-	183	147	731	169	146	675
Stage 1	-	-	-	-	-	-	437	474	-	384	429	-
Stage 2	-	-	-	-	-	-	585	425	-	623	468	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	939	-	-	1031	-	-	131	132	731	136	132	675
Mov Cap-2 Maneuver	-	-	-	-	-	-	131	132	-	136	132	-
Stage 1	-	-	-	-	-	-	412	447	-	362	410	-
Stage 2	-	-	-	-	-	-	476	406	-	538	441	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.6	19.7	22.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	304	939	-	-	1031	-	-	133	675
HCM Lane V/C Ratio	0.197	0.058	-	-	0.043	-	-	0.286	0.093
HCM Control Delay (s)	19.7	9.1	-	-	8.6	-	-	42.6	10.9
HCM Lane LOS	C	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	0.7	0.2	-	-	0.1	-	-	1.1	0.3

HCM 6th Signalized Intersection Summary  
2: Birch St. & Imperial Ave.

existing pm  
06/06/2022

Movement	EBL	EBT	EBR	WEL	WBT	WBR	NEL	NEP	NEB	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	212	48	198	251	166	125	697	121	177	979	258
Future Volume (veh/h)	129	212	48	198	251	166	125	697	121	177	979	258
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	230	52	215	273	180	136	758	132	192	1064	280
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	474	307	304	549	351	208	1488	259	232	1772	790
Arrive On Green	0.07	0.13	0.13	0.09	0.15	0.15	0.06	0.49	0.49	0.07	0.50	0.50
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	3456	3026	527	3456	3554	1585
Grp Volume(v), veh/h	140	230	52	215	273	180	136	445	445	192	1064	280
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1728	1777	1776	1728	1777	1585
Q Serve(g_s), s	5.5	4.9	2.2	5.0	5.8	8.2	3.2	13.9	13.9	4.5	17.6	8.8
Cycle Q Clear(g_c), s	5.5	4.9	2.2	5.0	5.8	8.2	3.2	13.9	13.9	4.5	17.6	8.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	120	474	307	304	549	351	208	874	873	232	1772	790
V/C Ratio(X)	1.17	0.48	0.17	0.71	0.50	0.51	0.65	0.51	0.51	0.83	0.60	0.35
Avail Cap(c_a), veh/h	120	1474	753	514	1785	894	232	874	873	232	1772	790
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	32.9	27.5	36.3	31.7	28.0	37.7	14.1	14.1	37.8	14.7	12.5
Incr Delay (d2), s/veh	135.5	0.8	0.3	3.0	0.7	1.2	5.5	2.1	2.1	21.4	1.5	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	2.1	0.9	2.2	2.5	3.1	1.5	5.7	5.7	2.6	6.8	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	173.8	33.7	27.8	39.3	32.4	29.2	43.2	16.2	16.2	59.1	16.2	13.8
LnGrp LOS	F	C	C	D	C	C	D	B	B	E	B	B
Approach Vol, veh/h		422			668			1026			1536	
Approach Delay, s/veh		79.4			33.8			19.8			21.1	
Approach LOS		E			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	44.8	11.7	15.4	9.4	45.4	10.0	17.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	40.3	12.2	34.0	5.5	40.3	5.5	40.7				
Max Q Clear Time (g_c+1), s	6.5	15.9	7.0	6.9	5.2	19.6	7.5	10.2				
Green Ext Time (p_c), s	0.0	6.3	0.3	1.7	0.0	9.1	0.0	2.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			29.8									
HCM 6th LOS			C									

**Attachment 4**

**Existing Plus Project Synchro Reports**

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	↗
Traffic Vol, veh/h	54	329	14	44	563	13	3	6	19	11	12	52
Future Vol, veh/h	54	329	14	44	563	13	3	6	19	11	12	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	115	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	02	02	02	02	02	02	02	02	02	02	02	02
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	358	15	48	612	14	3	7	21	12	13	57

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	626	0	0	373	0	0	893	1206	187	1016	1206	313
Stage 1	-	-	-	-	-	-	484	484	-	715	715	-
Stage 2	-	-	-	-	-	-	409	722	-	301	491	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	952	-	-	1182	-	-	236	162	823	192	182	683
Stage 1	-	-	-	-	-	-	533	550	-	388	433	-
Stage 2	-	-	-	-	-	-	500	429	-	683	546	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	952	-	-	1182	-	-	188	164	823	168	164	683
Mov Cap-2 Maneuver	-	-	-	-	-	-	188	164	-	168	164	-
Stage 1	-	-	-	-	-	-	500	516	-	364	415	-
Stage 2	-	-	-	-	-	-	503	411	-	617	512	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.6	15.6	16.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	370	952	-	-	1182	-	-	166	683
HCM Lane V/C Ratio	0.082	0.062	-	-	0.04	-	-	0.151	0.083
HCM Control Delay (s)	15.6	9	-	-	8.2	-	-	30.5	10.7
HCM Lane LOS	C	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.1	-	-	0.5	0.3

HCM 6th Signalized Intersection Summary  
 2: Birch St. & Imperial Ave.

e+p am  
 06/06/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SEB
Lane Configurations												
Traffic Volume (veh/h)	79	202	59	146	299	170	141	449	83	104	449	122
Future Volume (veh/h)	79	202	59	146	299	170	141	449	83	104	449	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj. Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	220	64	159	325	185	153	488	90	113	488	133
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap. veh/h	110	554	352	241	582	350	228	1479	271	198	1722	768
Arrive On Green	0.06	0.16	0.16	0.07	0.16	0.16	0.07	0.49	0.49	0.06	0.48	0.48
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	3456	2998	550	3456	3554	1585
Grp Volume(v), veh/h	86	220	64	159	325	185	153	288	290	113	488	133
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1728	1777	1585	1728	1777	1771	1728	1777	1585
Q Serve(g_s), s	3.8	4.5	2.6	3.6	6.8	8.3	3.5	7.9	8.0	2.6	6.6	3.8
Cycle Q Clear(g_c), s	3.8	4.5	2.6	3.6	6.8	8.3	3.5	7.9	8.0	2.6	6.6	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	110	554	352	241	582	350	228	877	874	198	1722	768
V/C Ratio(X)	0.78	0.40	0.18	0.66	0.56	0.53	0.67	0.33	0.33	0.57	0.28	0.17
Avail Cap(c_a), veh/h	144	1856	843	417	1797	892	253	877	874	219	1722	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	30.6	25.4	36.5	31.0	27.6	36.7	12.3	12.3	37.0	12.4	11.7
Incr Delay (d2), s/veh	18.0	0.5	0.2	3.1	0.8	1.2	5.8	1.0	1.0	2.9	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	1.9	1.0	1.6	2.9	3.2	1.6	3.1	3.2	1.1	2.5	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.2	31.0	25.6	39.6	31.8	28.9	42.5	13.3	13.4	39.9	12.8	12.2
LnGrp LOS	E	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		370			669			731			734	
Approach Delay, s/veh		35.7			32.8			19.5			16.9	
Approach LOS		D			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	44.2	10.1	17.1	9.8	43.5	9.5	17.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	39.7	9.7	37.5	5.9	38.9	6.5	40.7				
Max Q Clear Time (g_c+I1), s	4.6	10.0	5.6	6.5	5.5	8.6	5.8	10.3				
Green Ext Time (p_c), s	0.0	3.9	0.2	1.7	0.0	4.0	0.0	2.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			24.7									
HCM 6th LOS			C									

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	↖
Traffic Vol, veh/h	81	467	23	41	575	19	5	12	38	16	23	89
Future Vol, veh/h	81	467	23	41	575	19	5	12	38	16	23	89
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	115	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	508	25	45	625	21	5	13	41	17	25	97

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	646	0	0	533	0	0	1112	1433	267	1163	1435	323
Stage 1	-	-	-	-	-	-	897	897	-	726	726	-
Stage 2	-	-	-	-	-	-	415	736	-	437	709	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	935	-	-	1031	-	-	163	133	731	150	133	673
Stage 1	-	-	-	-	-	-	398	441	-	382	428	-
Stage 2	-	-	-	-	-	-	585	423	-	588	435	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	935	-	-	1031	-	-	105	115	731	116	115	673
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	115	-	116	115	-
Stage 1	-	-	-	-	-	-	361	400	-	346	409	-
Stage 2	-	-	-	-	-	-	450	404	-	470	394	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.6	22.1	24.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	270	935	-	-	1031	-	-	115	673
HCM Lane V/C Ratio	0.221	0.094	-	-	0.043	-	-	0.369	0.144
HCM Control Delay (s)	22.1	9.2	-	-	8.6	-	-	53.5	11.2
HCM Lane LOS		C	A	-	-	A	-	F	B
HCM 95th %tile Q(veh)	0.8	0.3	-	-	0.1	-	-	1.5	0.5

HCM 6th Signalized Intersection Summary  
 2: Birch St. & Imperial Ave.

e+p pm  
 06/06/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	MEL	MBT	MBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	233	48	202	272	172	125	697	125	183	979	258
Future Volume (veh/h)	129	233	48	202	272	172	125	697	125	183	979	258
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	253	52	220	296	187	136	758	136	199	1064	280
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	119	488	313	309	569	359	208	1470	264	230	1759	785
Arrive On Green	0.07	0.14	0.14	0.09	0.16	0.16	0.06	0.49	0.49	0.07	0.49	0.49
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	3456	3010	540	3456	3554	1585
Grp Volume(v), veh/h	140	253	52	220	296	187	136	447	447	199	1064	280
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1728	1777	1585	1728	1777	1773	1728	1777	1585
Q Serve(g_s), s	5.5	5.5	2.2	5.1	6.3	8.5	3.2	14.2	14.2	4.7	17.8	8.9
Cycle Q Clear(g_c), s	5.5	5.5	2.2	5.1	6.3	8.5	3.2	14.2	14.2	4.7	17.8	8.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	119	488	313	309	569	359	208	868	866	230	1759	785
V/C Ratio(X)	1.18	0.52	0.17	0.71	0.52	0.52	0.65	0.52	0.52	0.86	0.60	0.36
Avail Cap(c_a), veh/h	119	1464	748	511	1753	887	230	868	866	230	1759	785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	33.1	27.5	36.5	31.7	28.0	37.9	14.4	14.4	38.1	15.0	12.8
Incr Delay (d2), s/veh	138.6	0.9	0.2	3.0	0.7	1.2	5.7	2.2	2.2	27.1	1.6	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	2.4	0.9	2.2	2.7	3.3	1.5	5.8	5.8	2.8	7.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	177.1	33.9	27.7	39.6	32.5	29.1	43.6	16.6	16.6	65.2	16.6	14.0
LnGrp LOS	F	C	C	D	C	C	D	B	B	E	B	B
Approach Vol, veh/h		445			703			1030			1543	
Approach Delay, s/veh		78.2			33.8			20.2			22.4	
Approach LOS		E			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	44.8	11.9	15.8	9.5	45.3	10.0	17.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	40.3	12.2	34.0	5.5	40.3	5.5	40.7				
Max Q Clear Time (g_c+I1), s	6.7	16.2	7.1	7.5	5.2	19.8	7.5	10.5				
Green Ext Time (p_c), s	0.0	0.3	0.3	1.8	0.0	0.1	0.0	2.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			30.6									
HCM 6th LOS			C									



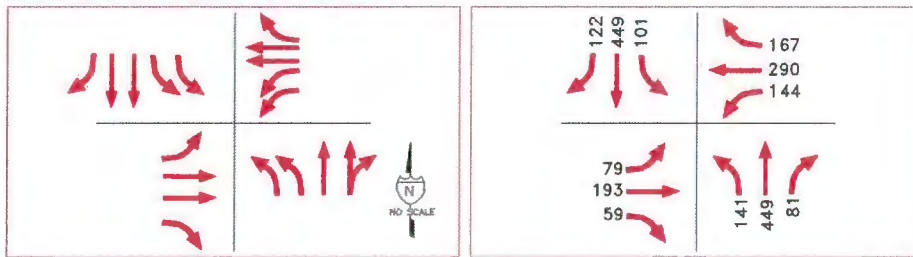
### Attachment 5

### ILV Worksheets

#### Signalized Intersection CAPACITY ANALYSIS

INTERSECTION E. Birch St. at Imperial Ave. DIST. CO. RTE. P.M. \_\_\_\_\_  
 BY USA1 DATE 4/20/2022  
 TIME \_\_\_\_\_ (AM) PM

**DIAGRAM AND TRAFFIC FLOWS:**



**LANE VOLUMES (ILV/hr):**

Phase 1	Phase 2	Phase 3	Phase 4
72	167 145	51	122 225
79	97 59	71	225 81

**CRITICAL LANE VOLUMES (ILV/hr):**

Phase 1	Phase 2	Phase 3	Phase 4
72	167	51	122 225
79	97 59	71	225 81

**TOTAL OPERATING LEVEL (ILV/hr):**

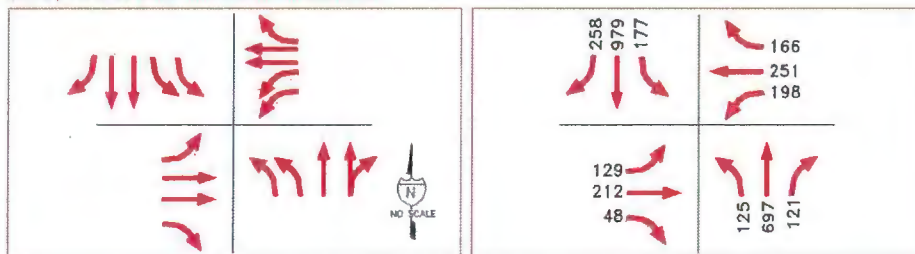
n
542

- < 1200 ILV/hr.
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

### Signalized Intersection CAPACITY ANALYSIS

INTERSECTION E. Birch St. at Imperial Ave. DIST. CO. RTE. P.M.  
 BY USAI DATE 4/20/2022  
 TIME AM **PM**

**DIAGRAM AND TRAFFIC FLOWS:**



**LANE VOLUMES (ILV/hr):**

Phase 1	Phase 2	Phase 3	Phase 4

**CRITICAL LANE VOLUMES (ILV/hr):**

Phase 1	Phase 2	Phase 3	Phase 4

**TOTAL OPERATING LEVEL (ILV/hr):**

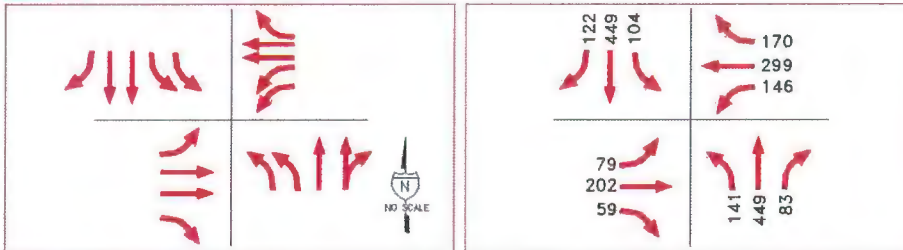
n
873

- < 1200 ILV/hr.
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

### Signalized Intersection CAPACITY ANALYSIS

INTERSECTION E. Birch St. at Imperial Ave. DIST. CO. RTE. P.M.  
 BY USA1 DATE E+P  
 TIME AM PM

**DIAGRAM AND TRAFFIC FLOWS:**



**LANE VOLUMES (ILV/hr):**

Phase 1		Phase 2		Phase 3		Phase 4	
	73	170	150	52		122	225
79		101	59		71		
						225	83

**CRITICAL LANE VOLUMES (ILV/hr):**

Phase 1		Phase 2		Phase 3		Phase 4	
		170					
79					71		
						225	

**TOTAL OPERATING LEVEL (ILV/hr):**

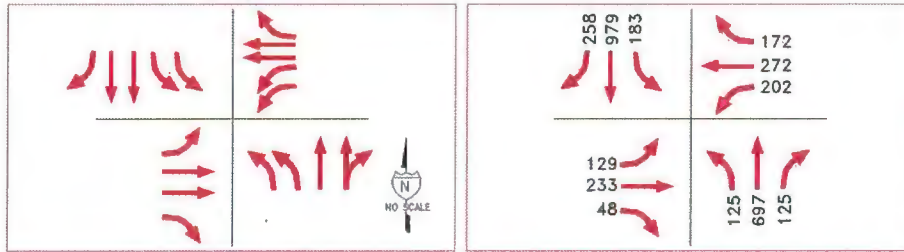
n
545

- < 1200 ILV/hr.
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

Signalized Intersection  
CAPACITY ANALYSIS

INTERSECTION E. Birch St. at Imperial Ave. DIST. CO. RTE. P.M. \_\_\_\_\_  
 BY USAI DATE E+P \_\_\_\_\_  
 TIME \_\_\_\_\_ AM  PM

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/hr):

Phase 1	Phase 2	Phase 3	Phase 4
101	172 136	92	258 489
129	117 48	63	349 125

CRITICAL LANE VOLUMES (ILV/hr):

Phase 1	Phase 2	Phase 3	Phase 4
129	172	92	489

TOTAL OPERATING LEVEL (ILV/hr):

n
882

- < 1200 ILV/hr.
- > 1200 but < 1500 ILV/hr.
- > 1500 ILV/hr. (CAPACITY)

# EXHIBIT C



**Eilar Associates, Inc.**  
*Acoustical and Environmental Consulting Services*

## Acoustical Analysis Report for iClean 305 Calexico

**Prepared for:**

iClean Car Wash 305  
Attention: Koby Pummay  
2962 Lenrey Court  
El Centro, California 92293  
Phone: 760-427-5451

**Prepared by:**

Eilar Associates, Inc.  
210 South Juniper Street, Suite 100  
Escondido, California 92025  
Phone: 760-738-5570  
[info@eilarassociates.com](mailto:info@eilarassociates.com)

**Job # S220413**

**May 24, 2022**

## Table of Contents

	<u>Page</u>
<b>1.0 Executive Summary</b>	1
<b>2.0 Introduction</b>	1
2.1 Project Description	
2.2 Project Location	
2.3 Applicable Noise Regulations	
<b>3.0 Environmental Setting</b>	4
3.1 Existing Noise Environment	
3.2 Future Noise Environment	
<b>4.0 Methodology and Equipment</b>	7
4.1 Methodology	
4.2 Measurement Equipment	
<b>5.0 Noise Impacts</b>	9
5.1 Project Design Features	
5.2 Operational Noise Impacts	
<b>6.0 Conclusion</b>	11
<b>7.0 Certification</b>	11
<b>8.0 References</b>	12

### Figures

1. Vicinity Map
2. Assessor's Parcel Map
3. Satellite Aerial Photograph Showing Noise Measurement Location
4. Topographic Map
5. Satellite Aerial Photograph Showing Site Plan, Equipment Noise Contours, and Source and Receiver Locations

### Appendices

- A. Project Plans
- B. Applicable Noise Regulations
- C. CadnaA Analysis Data and Results
- D. Manufacturer Data Sheets

## 1.0 Executive Summary

The proposed project, iClean 305 Calexico, consists of the construction of a new automated car wash facility (express tunnel), a self-clean building with two stalls (dual bay tunnel), and a series of vacuum stalls. The project site is located at 1101 Paulin Avenue in the City of Calexico, California.

The purpose of this report is to assess noise impacts from the proposed equipment at the facility, and to determine if project design features are necessary and feasible to reduce project-related noise impacts to comply with applicable noise limits of the City of Calexico.

Calculations show that the following project design features must be implemented at the project site:

1. Both the entrance and the exit of the dual bay facility car wash tunnels should include roll-up metal doors with integrated controls, such that both the entrance and exit doors will be completely closed during the operation of the car wash dryer equipment.
2. The entrance and exit openings of the dual bay facility car wash tunnels should have a maximum height of ten feet and a maximum width of ten feet.
3. The proposed barriers connecting to the dual bay facility tunnels, shown in project plans as having a height of 20 feet, should be constructed to the minimum barrier standards listed below:

*A sound wall should be solid and constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials, with no cracks or gaps through or below the wall. Any seams or cracks must be filled or caulked. If wood is used, it can be tongue and groove and must be at least 7/8-inch thick or have a surface density of at least 3 1/2 pounds per square foot. Where architectural, aesthetic, or visibility factors must be considered, glass or clear plastic may be used on the upper portion.*

4. Operation of the express tunnel should be limited to the daytime hours of 7 a.m. to 10 p.m.

With these project design features implemented, equipment noise levels are expected to meet applicable daytime and nighttime noise limits of the City of Calexico at all surrounding property lines.

## 2.0 Introduction

This acoustical analysis report is submitted to satisfy the noise requirements of the City of Calexico. Its purpose is to assess noise impacts from on-site project-related mechanical noise sources, and to determine if project design features are necessary to reduce the noise impacts to be compliant with applicable noise limits.

All noise level or sound level values presented herein are expressed in terms of decibels (dB), with A-weighting, abbreviated "dBA," to approximate the hearing sensitivity of humans. Time-averaged noise levels are expressed by the symbol "L<sub>EQ</sub>." Unless a different time period is specified, "L<sub>EQ</sub>" is implied to mean a period of one hour. Some of the data may also be presented as octave-band-filtered and/or A-octave-band-filtered data, which are a series of sound spectra centered about each stated frequency, with half of the bandwidth above and half of the bandwidth below each stated frequency. This data is typically used for machinery noise analysis and barrier calculations.



Sound pressure is the actual noise experienced by a human or registered by a sound level instrument. When sound pressure is used to describe a noise source, the distance from the noise source must be specified in order to provide complete information. Sound power, on the other hand, is a specialized analytical metric used to provide information without the distance requirement and may be used to calculate the sound pressure at any desired distance.

## 2.1 Project Description

The proposed project, iClean 305 Calexico, consists of the construction of a new automated car wash facility (express tunnel), a self-clean building with two stalls (dual bay tunnel), and a series of vacuum stalls. The purpose of this report is to document existing noise levels and determine noise levels expected to be created by the proposed car wash equipment.

The proposed car wash equipment is the primary focus of this analysis, as it is expected to generate the most noise on site; however, vacuum equipment noise impacts were also evaluated in this analysis. For additional project details, please refer to the project plans, provided in Appendix A.

## 2.2 Project Location

The project site is located at 1101 Paulin Avenue in the City of Calexico, California. The Assessor's Parcel Numbers (APNs) for the site is 058-155-003 through -007. The project site currently contains an unoccupied commercial structure, to be demolished. For a graphical representation of the site, please refer to the Vicinity Map, Assessor's Parcel Map, Satellite Aerial Photograph, and Topographic Map provided as Figures 1 through 4, respectively.

## 2.3 Applicable Noise Regulations

The noise regulations applicable to this project are contained within the City of Calexico Municipal Code.

The City of Calexico Municipal Code specifies noise limits based on the zoning of the properties in question. Section 8.46.031 of the Municipal Code states that noise impacts to off-site receivers should not exceed 60 dBA during the daytime hours of 7 a.m. to 10 p.m. and 50 dBA during the nighttime hours of 10 p.m. to 7 a.m. at commercial properties. Noise impacts at properties zoned residential shall not exceed 50 dBA for daytime hours and 40 dBA for nighttime hours for low density residential and 60 dBA during daytime hours and 50 dBA for nighttime hours for high density residential. According to the Municipal Code, if the ambient noise levels on site exceed those specified in the code, the noise limit shall be the ambient noise level. Average daytime and nighttime ambient traffic noise levels were calculated at surrounding receivers using the traffic volumes detailed in Section 3.1.1 and the methodology in Section 4.1.2 to determine daytime and nighttime noise limits. Calculation results are shown in Tables 1 and 2, and receiver locations are shown in Figure 5.

<b>Table 1. Calculated Daytime Ambient Traffic Noise Levels and Applicable Noise Limits</b>			
<b>Receiver</b>	<b>Location</b>	<b>Daytime Ambient Noise Level (dBA)</b>	<b>Daytime Applicable Noise Limit (dBA)</b>
R1	North (West) – Ground Level	62.1	62.1
	North (West) – Second Story	62.4	62.4
R2	North (Central)	60.5	60.5
R3	North (East)	59.8	59.8
R4	East (North)	59.0	59.0
R5	East (South)	60.6	60.6
R6	South (East)	68.9	68.9
R7	South (West)	69.0	69.0
R8	West	70.7	70.7

<b>Table 2. Calculated Nighttime Ambient Traffic Noise Levels and Applicable Noise Limits</b>			
<b>Receiver</b>	<b>Location</b>	<b>Nighttime Ambient Noise Level (dBA)</b>	<b>Nighttime Applicable Noise Limit (dBA)</b>
R1	North (West) – Ground Level	53.4	53.4
	North (West) – Second Story	53.7	53.7
R2	North (Central)	51.8	51.8
R3	North (East)	51.1	51.1
R4	East (North)	50.4	50.4
R5	East (South)	51.9	51.9
R6	South (East)	60.3	60.3
R7	South (West)	60.3	60.3
R8	West	62.0	62.0

For pertinent sections of the City of Calexico Municipal Code, please refer to Appendix B.

## 3.0 Environmental Setting

### 3.1 Existing Noise Environment

Current exterior noise at the site consists primarily of roadway traffic on Imperial Avenue (SR-111), East Birch Street (SR-98), Palm Drive, and Paulin Avenue. The project site currently contains an unoccupied commercial building, which will be replaced by the proposed car wash. No other noise source is considered significant.

#### 3.1.1 Roadway Noise Sources

Traffic volumes for Imperial Avenue (SR-111) and East Birch Street (SR-98) were provided by Caltrans (see references).

Palm Drive is a two-lane, two-way local roadway running east-west along the north boundary of the project site. No speed limit was posted along Palm Drive in the vicinity of the project site; however, traffic was observed to be traveling at approximately 25 mph. Traffic volumes along Palm Drive were not available and were therefore calculated based on the one-hour traffic count performed while on-site, using the methodology detailed in Section 4.1.2. Palm Drive is estimated to carry a traffic volume of approximately 1,710 Average Daily Trips (ADT) in the vicinity of the project site.

Paulin Avenue is a two-lane, two-way local roadway running generally north-south along the east boundary of the project site. No speed limit was posted along Paulin Avenue in the vicinity of the project site; however, traffic was observed to be traveling at approximately 25 mph. Traffic volumes along Paulin Avenue were not available and were therefore calculated based on the one-hour traffic count performed while on-site, using the methodology detailed in Section 4.1.2. Paulin Avenue is estimated to carry a traffic volume of approximately 2,101 ADT in the vicinity of the project site.

Imperial Avenue (SR-111) is a four-lane, two-way, divided Highway running north-south to along the west boundary the project site. The posted speed limit is 35 mph. According to Caltrans, as of the year 2020, SR-111 carries a traffic volume of approximately 26,000 ADT in the vicinity of the project site.

East Birch Street (SR-98) is a four-lane, two-way, divided Highway running east-west along the south boundary of the project site. The posted speed limit is 30 mph. According to Caltrans, as of the year 2020, SR-98 carries a traffic volume of approximately 18,900 ADT in the vicinity of the project site.

No current or future truck percentages were available for Palm Drive and Paulin Avenue; however, based on neighboring and surrounding land use, roadway classification, professional experience, and on-site observations, no truck traffic was assumed on Palm Drive and Paulin Avenue. According to Caltrans, SR-111 currently carries a truck percentage mix of 4.42% medium and 3.58% heavy trucks and SR-98 currently carries a truck percentage mix of 2.32% medium and 1.48% heavy trucks.

Current traffic volumes for the roadway sections near the project site are shown in Table 3. For further roadway details, please refer to Appendix C.

Table 3. Overall Roadway Traffic Information				
Roadway Name	Speed Limit (mph)	Vehicle Mix (%)		Current ADT (Year)
		Medium Trucks	Heavy Trucks	
Palm Drive	25	0.0	0.0	1,710 (2022)
Paulin Avenue	25	0.0	0.0	2,101 (2022)
Imperial Avenue (SR-111)	35	4.42	3.58	26,000 (2020)
East Birch Street (SR-98)	30	2.32	1.48	18,900 (2020)

<sup>1</sup> Traffic volumes along Palm Drive and Paulin Avenue were not available and were therefore calculated based on the one-hour traffic count performed while on-site, using the methodology detailed in Section 4.1.2

### 3.1.2 Measured Noise Level

An on-site inspection and a traffic noise measurement were made on the afternoon of Thursday, May 12, 2022. The weather conditions were as follows: sunny skies, low humidity, and temperature in the low 80s with winds at 8 mph. A noise measurement was made to the northeast of the project site, approximately 35 feet south of the Palm Drive centerline and approximately 19 feet west of the Paulin Avenue centerline. The primary source of noise during the measurement was traffic noise. The microphone was placed at approximately five feet above the existing grade. Traffic volumes for Palm Drive and Paulin Avenue were recorded for automobiles, medium-size trucks, and large trucks during the measurement period. After a one-hour sound level measurement, no changes in the  $L_{EQ}$  were observable and results were recorded. The measured noise level and related weather conditions are shown in Table 4, and the noise measurement location is shown on Figure 3.

Table 4. On-Site Noise Measurement Conditions and Results	
Date	Thursday, May 12, 2022
Time	12:00 p.m. – 1:00 p.m.
Conditions	Sunny skies, wind at 8 mph, temperature in the low 80s with low humidity
Measured Noise Level	60.1 dBA $L_{EQ}$

### 3.1.3 Calculated Traffic Noise Level

Noise levels were calculated for the site using the methodology described in Section 4.1.2. The calculated noise levels ( $L_{EQ}$ ) were compared with the measured traffic noise level to determine if adjustments or corrections (calibration) should be applied to the traffic noise prediction model. Adjustments are intended to account for site-specific differences, such as reflection and absorption, which may be greater or lesser than accounted for in the model.

The measured noise level of 60.1 dBA  $L_{EQ}$  at approximately 35 feet south of the Palm Drive centerline and approximately 19 feet west of the Paulin Avenue centerline was compared to the calculated (modeled) noise level of 59.9 dBA  $L_{EQ}$  for the same anticipated traffic flow. According to the Federal Highway Administration's Highway Traffic Noise: Analysis and Abatement Guide (see reference), a traffic noise model is considered validated if the measured and calculated noise impacts differ by three decibels or less. No adjustment was

deemed necessary to model future noise levels for this location as the difference between the measured and calculated levels was found to be less than three decibels. The traffic noise model is assumed to be representative of actual traffic noise that is experienced on site. This information is shown in Table 5. Please refer to Appendix C for additional information.

Table 5. Calculated versus Measured Traffic Noise Data				
Location	Calculated	Measured	Difference	Correction
35' south of Palm Drive C.L. and 19' west of Paulin Avenue C.L.	60.1 dBA L <sub>EQ</sub>	59.9 dBA L <sub>EQ</sub>	0.2 dB	None Applied

### 3.2 Future Noise Environment

The future noise environment in the vicinity of the project site will be primarily a result of the same ambient noise sources, as well as the noise generated by the proposed mechanical equipment on site, which includes car wash tunnel equipment and a central vacuum unit. The car wash dryers are expected to be the primary project-related noise sources on site; however, individual vacuum hoses and the outdoor condenser unit were included for a worst-case analysis.

The primary source of noise in the car wash tunnel is the dryers. The dryer units proposed to be installed in the express tunnel will be 15HP BL1-15HP-1 dryers, manufactured by Sonny's Enterprises. Manufacturer noise data shows that a set of three dryers produces a noise level of 90 dBA at a distance of 10 feet from the source. Using decibel addition (see Section 4.1.2), each single dryer was deemed to emit 85.3 dBA at a distance of 10 feet from the source.

Dryers are also proposed to be installed at the dual bay tunnels. A total of eight dryers (four per tunnel) are proposed at the dual bay facility. The dryers located at the dual bay facility are proposed to be 15HP dryers, manufactured by Istobal. Manufacturer noise data shows that a set of four dryers produces a noise level of 95 dBA at a distance of 10 feet from the source. Noise levels of an existing car wash with the proposed dryer system were also measured by Eilar Associates and have been incorporated into calculations.

Vacuum motors will be installed on site in the proposed equipment room. As the units will be fully enclosed, motor noise has not been included in calculations of exterior noise levels. The exact model of vacuum hose units is not known, however noise impacts from each individual vacuum station hose were analyzed based on typical noise levels for this type of project. An existing car wash from a previous study conducted by Eilar Associates utilizes a similar vacuum system as the proposed project. The previous study had vacuum stations where the end stations include one vacuum hose each and the stations in-between include two vacuum hoses each. Eilar Associates conducted measurements of those existing vacuum hose units and has incorporated this information into calculations.

Noise levels of all proposed equipment are shown in Table 6. In cases where the manufacturer has provided broadband sound pressure levels at a specified distance or noise measurements have been performed, sound pressure levels have been converted to sound power levels using the reference distance given, and a standard frequency spectrum typical of the noise source in question has been applied. Please refer to Appendix D for more details.

**Table 6. Sound Power Level of Proposed Equipment**

Equipment	Sound Power Level at Octave Band Frequency (dB)								Sound Power Total (dBA)
	63	125	250	500	1K	2K	4K	8K	
Sonny's BL1-15HP-1 Dryer	98.2	102.2	99.1	99.6	100.7	98.8	96.3	93.1	105.4
Istobal 15 HP Dryer <sup>1</sup>	67.7	80.5	90.3	99.6	97.2	95.8	92.7	87.6	103.4
Individual Vacuum Station – Double Hose <sup>2</sup>	72.4	68.1	66.3	68.1	73.2	77.0	79.3	82.4	85.3
Individual Vacuum Station – Single Hose <sup>3</sup>	69.4	65.1	63.3	65.1	70.2	74.0	76.3	79.4	82.3

<sup>1</sup>Measured noise level of Istobal dryer system in place at the Pearl Car Wash facility, located at 2189 East Valley Parkway in Escondido, California.

<sup>2</sup>Measured noise level of double hose vacuum station in place at the Xtreme Car Wash facility, located at 710 Sycamore Avenue in Vista, California.

<sup>3</sup>Estimated noise level of single hose vacuum station, based on measurement of double hose vacuum station in place at the Xtreme Car Wash facility, located at 710 Sycamore Avenue in Vista, California.

## 4.0 Methodology and Equipment

### 4.1 Methodology

#### 4.1.1 Field Measurement

Typically, a “one-hour” equivalent sound level measurement ( $L_{EQ}$ , A-Weighted) is recorded for at least one noise-sensitive location on the site. During the on-site noise measurement, start and end times are recorded and vehicle counts are made for cars, medium trucks (double-tires/two axles), and heavy trucks (three or more axles) for the corresponding road segment(s). Supplemental sound measurements of one hour or less in duration are often made to further describe the noise environment of the site.

For measurements of less than one hour in duration, the measurement time is long enough for a representative traffic volume to occur and the noise level ( $L_{EQ}$ ) to stabilize. The vehicle counts are then converted to one-hour equivalent volumes by applying an appropriate factor. Other field data gathered include measuring or estimating distances, angles-of-view, slopes, elevations, roadway grades, and vehicle speeds. This information is subsequently verified using available maps and records.

#### 4.1.2 Roadway Noise Calculation

The Traffic Noise Model (TNM) calculation protocol in CadnaA Version 2022 (based on the methodology used in TNM Version 2.5, released in February 2004 by the U.S. Department of Transportation) was used for all traffic modeling in the preparation of this report. Noise attenuation methods may be analyzed, tested, and planned with TNM, as required.

In order to determine the estimated traffic volumes of roadways during the traffic noise measurement made on site for model calibration, the approximate percentage of the Average Daily Trips (ADT) value for the time period in which the measurement is made is incorporated into the traffic model. These percentages were established in a study performed by Katz-Okitsu and Associates, Traffic Engineers (see reference). For purposes of calibrating the Cadna TNM, 6.9% of the ADT values for the current environment were used in

calculations (for roadways that were not manually counted) to account for traffic between the hours of 12 p.m. and 1 p.m. in the vicinity of the project site.

In order to determine the average daytime (7 a.m. to 10 p.m.) and nighttime (10 p.m. to 7 a.m.) volumes of roadways to calculate existing ambient noise levels, the approximate percentages of the ADT value for these time periods are incorporated into the traffic model. These percentages were averaged based on values given in the Katz-Okitsu and Associates study (see reference). For purposes of calculating existing traffic noise, 6.6% of the ADT values was used for daytime (7 a.m. to 10 p.m.) and 0.9% of the ADT values was used for nighttime (10 p.m. and 7 a.m.) for the current environment in calculations.

#### 4.1.3 CadnaA Noise Modeling Software

Modeling of the outdoor noise environment is accomplished using CadnaA Version 2022, which is a model-based computer program developed by DataKustik for predicting noise impacts in a wide variety of conditions. CadnaA (Computer Aided Noise Abatement) assists in the calculation, presentation, assessment, and alleviation of noise exposure. It allows for the input of project information such as noise source data, barriers, structures, and topography to create a detailed model and uses the most up-to-date calculation standards to predict outdoor noise impacts. Noise standards used by CadnaA that are particularly relevant to this analysis include ISO 9613 (Attenuation of sound during propagation outdoors). CadnaA provides results that are in line with basic acoustical calculations for distance attenuation and barrier insertion loss.

#### 4.1.4 Mechanical Noise Modeling

Calculations of mechanical noise levels in project spaces were calculated using The Acoustic Information Model (AIM) program. AIM is a computer program provided by Pottorff that uses ASHRAE methodologies to calculate mechanical equipment noise in rooms. With user input such as manufacturer noise levels, duct layout, receiver room size and absorption, and other factors, AIM is able to estimate background noise levels and evaluate system alternatives.

### 4.2 Measurement Equipment

Some or all of the following equipment was used at the site to measure existing noise levels:

- Larson Davis Model LxT Type 1 Sound Level Meter, Serial # 4084
- Larson Davis Model CAL200 Type 1 Calibrator, Serial # 16454
- Digital camera, tripod, microphone with windscreen

The sound level meter was field-calibrated immediately prior to the noise measurement and checked afterward to ensure accuracy. All sound level measurements presented in this report, in accordance with the regulations, were conducted using a sound level meter that conforms to the American National Standards Institute specifications for sound level meters (ANSI S1.4). All instruments are maintained with National Institute of Standards and Technology (NIST) traceable calibration, per the manufacturers' standards.

## 5.0 Noise Impacts

### 5.1 Project Design Features

The following project design features and assumptions were considered in the analysis of noise impacts on surrounding properties. These features must be incorporated into the project:

1. Both the entrance and the exit of the dual bay facility car wash tunnels should include roll-up metal doors with integrated controls, such that both the entrance and exit doors will be completely closed during the operation of the car wash dryer equipment.
2. The entrance and exit openings of the dual bay facility car wash tunnels should have a maximum height of ten feet and a maximum width of ten feet.
3. The proposed barriers connecting to the dual bay facility tunnels, shown in project plans as having a height of 20 feet, should be constructed to the minimum barrier standards listed below:

*A sound wall should be solid and constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials, with no cracks or gaps through or below the wall. Any seams or cracks must be filled or caulked. If wood is used, it can be tongue and groove and must be at least 7/8-inch thick or have a surface density of at least 3½ pounds per square foot. Where architectural, aesthetic, or visibility factors must be considered, glass or clear plastic may be used on the upper portion.*

4. Operation of the express tunnel should be limited to the daytime hours of 7 a.m. to 10 p.m.

Calculated noise levels with the aforementioned project design features in place are shown in Tables 7 and 8, and receiver, equipment, and barrier locations are shown in Figure 5. Please refer to Appendix C for additional details.

### 5.2 Operational Noise Impacts

Noise levels of the proposed on-site mechanical equipment were calculated using CadnaA at surrounding properties. AIM was used to determine the noise transmission from car wash tunnel equipment through standard metal roll-up doors; those values were then input into CadnaA using a vertical area source with the same dimensions as the roll-up doors.

Receivers were placed at surrounding property lines to the north, east, south, and west. These receivers represent the nearest affected noise-sensitive locations, and therefore, any other potential receivers would be exposed to lower noise levels as they will receive additional attenuation due to distance and shielding from intervening structures. Equipment noise levels were calculated considering shielding provided by the proposed buildings on site. Additionally, calculations consider the proposed stucco wing walls to the north and south of the dual bay facility. Receivers were calculated at a height of five feet above grade for ground level receivers and 15 feet for second story receivers. For a worst-case analysis, all on-site equipment was evaluated as being in constant operation during daytime hours. During nighttime hours, it was assumed that vacuums would be in use for 50 percent of the time and the dual bay car wash tunnels would be in use constantly. These assumptions are considered to provide a conservative analysis of potential noise impacts at off-site receivers.

Results of the analysis are shown in Tables 7 and 8 below and consider the required project design features, as detailed in Section 5.1, and the ambient noise limit adjustment, as detailed in Section 2.3. Equipment noise contours and receiver locations are shown in Figure 5. Additional information is shown in Appendix C.



Table 7. Calculated Daytime Noise Levels for Proposed Equipment			
Receiver	Location	Daytime Noise Limit (dBA L <sub>EQ</sub> )	Daytime Equipment Noise Level (dBA L <sub>EQ</sub> )
R1	North (West) – Ground Level	62.1	56.2
	North (West) – Second Story	62.4	56.3
R2	North (Central)	60.5	56.6
R3	North (East)	59.8	55.5
R4	East (North)	59.0	52.5
R5	East (South)	60.6	51.8
R6	South (East)	68.9	50.9
R7	South (West)	69.0	50.6
R8	West	70.7	54.2

Table 8. Calculated Nighttime Noise Levels for Proposed Equipment			
Receiver	Location	Nighttime Noise Limit (dBA L <sub>EQ</sub> )	Nighttime Equipment Noise Level (dBA L <sub>EQ</sub> )
R1	North (West) – Ground Level	53.4	38.1
	North (West) – Second Story	53.7	40.5
R2	North (Central)	51.8	41.6
R3	North (East)	51.1	49.0
R4	East (North)	50.4	46.0
R5	East (South)	51.9	46.0
R6	South (East)	60.3	50.0
R7	South (West)	60.3	49.4
R8	West	62.0	48.2

As shown above, with the project design features detailed in Section 5.1 in place, the noise levels at all noise-sensitive receivers are expected to meet noise limits of the City of Calexico during all hours of operation. Any other noise-sensitive receivers are located at a greater distance from proposed equipment and will be exposed to lesser noise levels due to distance attenuation and shielding provided by intervening structures.

It should be noted that, without the project design features detailed herein implemented at the site, the results of this analysis would be invalidated.

## 6.0 Conclusion


Calculations show that, with the project design features and considerations detailed in Section 5.1 implemented into the project, noise levels from the proposed car wash equipment are expected to meet the applicable daytime and nighttime noise limits defined by the City of Calexico at all noise-sensitive property lines.

This analysis is based upon a current worst-case scenario of anticipated equipment noise levels. Substitution of equipment with higher noise emission levels or changes to the proposed design, including the removal or failure to use roll-up doors on site or failure to adhere to the project design features detailed in this study, may invalidate the recommendations of this study. These conclusions and recommendations are based on the best and most current project-related information available at the time this study was prepared.

## 7.0 Certification

All recommendations for noise control are based on the best information available at the time our consulting services are provided. However, as there are many factors involved in sound and impact transmission, and Eilar Associates has no control over the construction, workmanship, or materials, Eilar Associates is specifically not liable for final results of any recommendations or implementation of the recommendations.

The findings and recommendations of this acoustical analysis report are based on the information available and are a true and factual analysis of the potential acoustical issues associated with the iClean 305 Calexico project, to be located 1101 Paulin Avenue in the City of Calexico, California. This report was prepared by Rachael Cowell and Amy Hool.



Rachael S. Cowell, INCE  
Acoustical Consultant



Amy Hool, INCE  
President/CEO

## 8.0 References

City of Calexico Municipal Code, Chapter 8.46, 1998.

California Department of Transportation, Technical Supplement to the Traffic Noise Analysis Protocol, September 2013.

Caltrans Traffic Census, 2020 Annual Average Daily Truck traffic on the California State Highway System, <http://www.dot.ca.gov/trafficops/census/>.

Federal Highway Administration, Highway Traffic Noise: Analysis and Abatement Guide, December 2011.

DataKustik, CadnaA (Computer Aided Noise Abatement), Version 2022.

Federal Highway Administration, Traffic Noise Model Version 2.5.

Wyle Laboratories, Development of Ground Transportation Systems Noise Contours for the San Diego Region, December 1973.

Traffic Distribution Study, by Katz-Okitsu and Associates Traffic Engineers, 1986.



**Eilar Associates, Inc.**  
*Acoustical and Environmental Consulting Services*

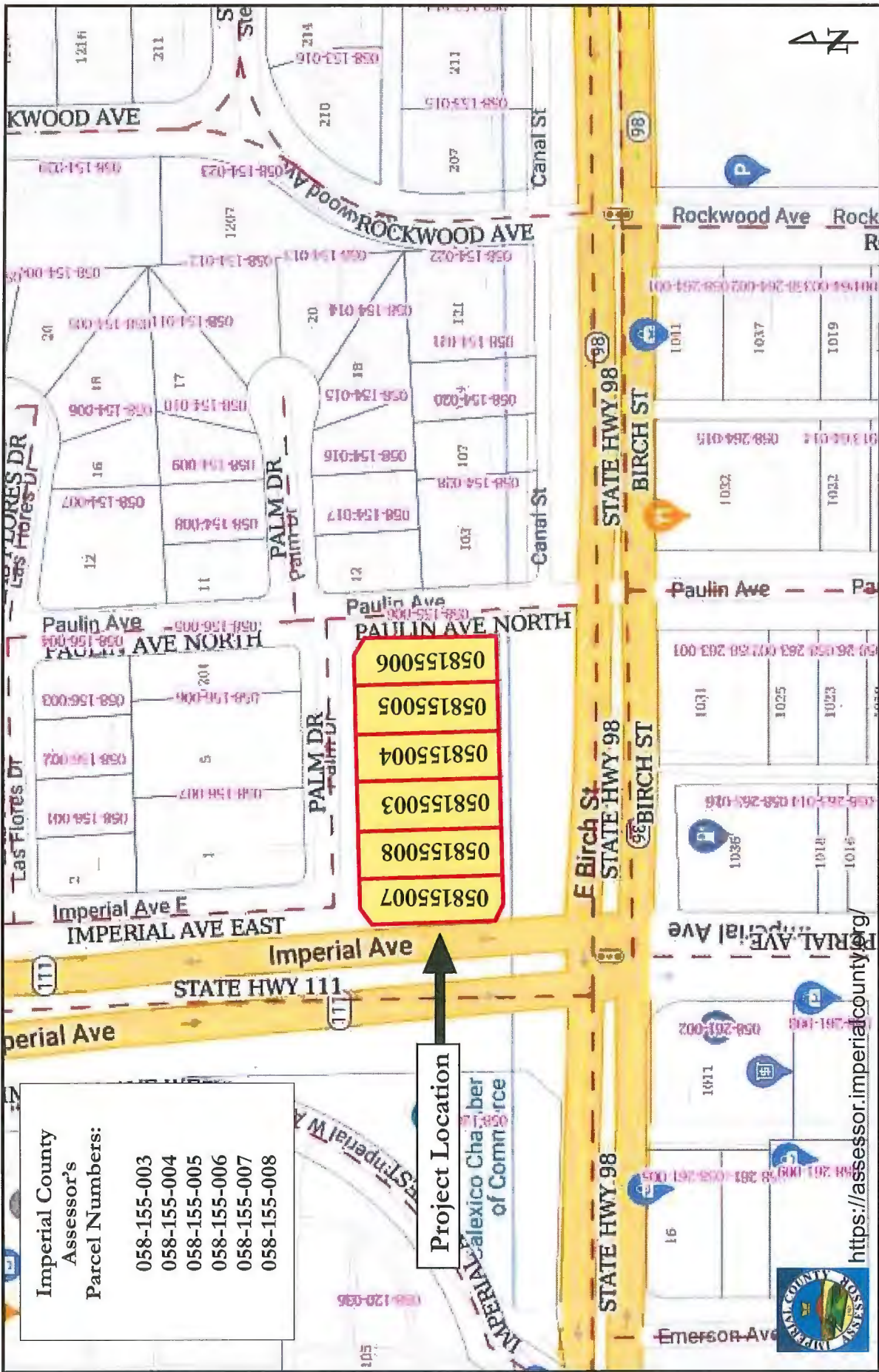
## Figures



Figure 1

Vicinity Map  
Job # S220413

**Eilar Associates, Inc.**  
210 South Juniper Street, Suite 100  
Escondido, California 92025  
760-738-5570



Imperial County  
Assessor's  
Parcel Numbers:

- 058-155-003
- 058-155-004
- 058-155-005
- 058-155-006
- 058-155-007
- 058-155-008

Project Location

Figure 2

Assessor's Parcel Map  
Job # S220413

Eilar Associates, Inc.  
210 South Juniper Street, Suite 100  
Escondido, California 92025  
760-738-5570

<https://assessor.imperialcounty.org/>



Eilar Associates, Inc.  
 210 South Juniper Street, Suite 100  
 Escondido, California 92025  
 760-738-5570

Satellite Aerial Photograph Showing Noise Measurement Location  
 Job # S220413

Figure 3

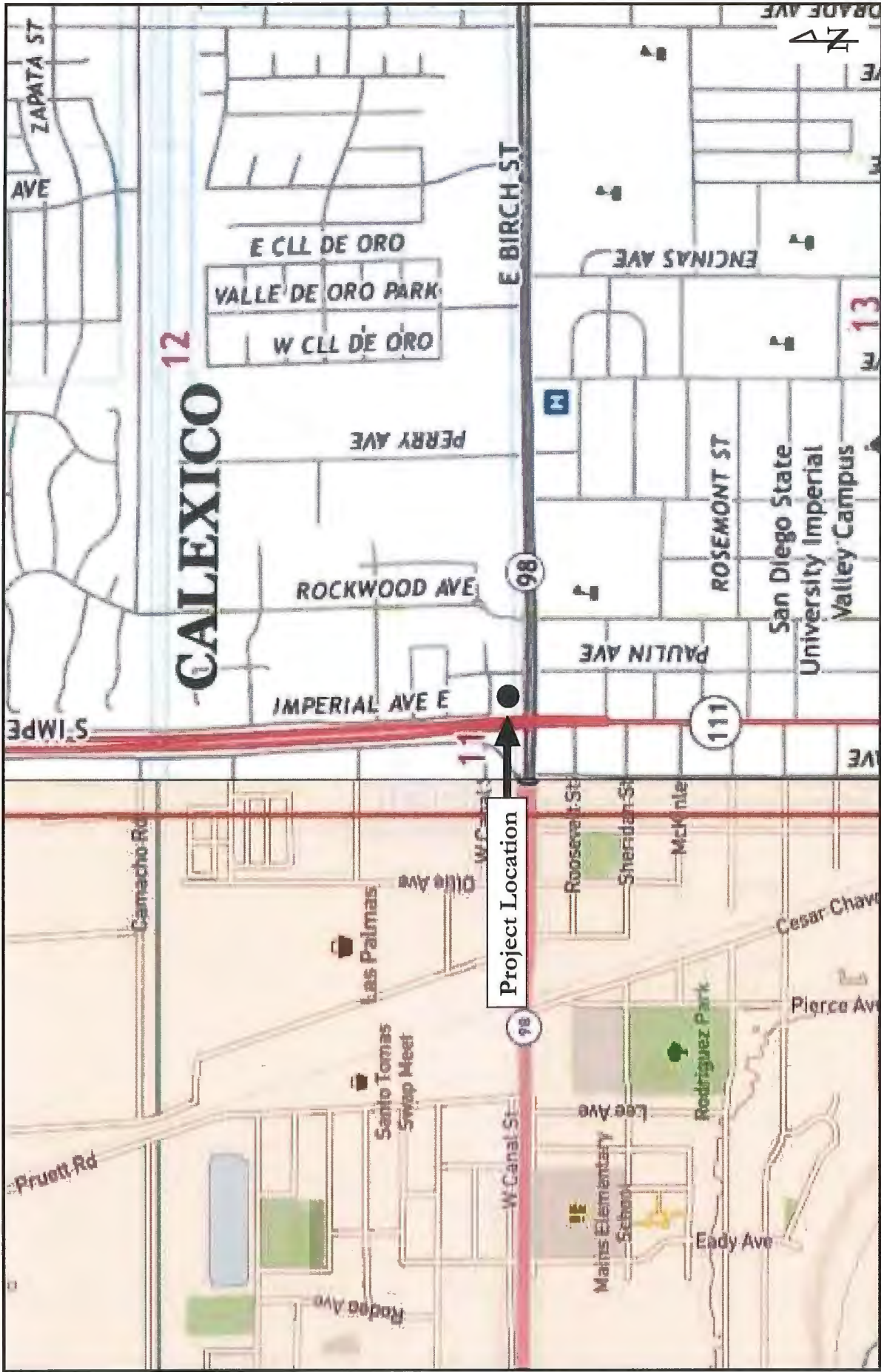


Figure 4

Topographic Map  
Job # S220413

Eilar Associates, Inc.  
210 South Juniper Street, Suite 100  
Escondido, California 92025  
760-738-5570





**Eilar Associates, Inc.**  
 210 South Juniper Street, Suite 100  
 Escondido, California 92025  
 760-738-5570

Satellite Aerial Photograph Showing Site Plan,  
 Equipment Noise Contours, and Source and Receiver Locations  
 Job # S220413

Figure 5



**Eilar Associates, Inc.**  
*Acoustical and Environmental Consulting Services*

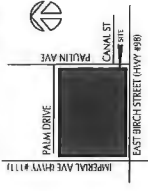
**Appendix A**  
Project Plans

iCLEAN 305  
CALEXICO  
1101  
PAULIN AVE  
CALEXICO, CA 92231

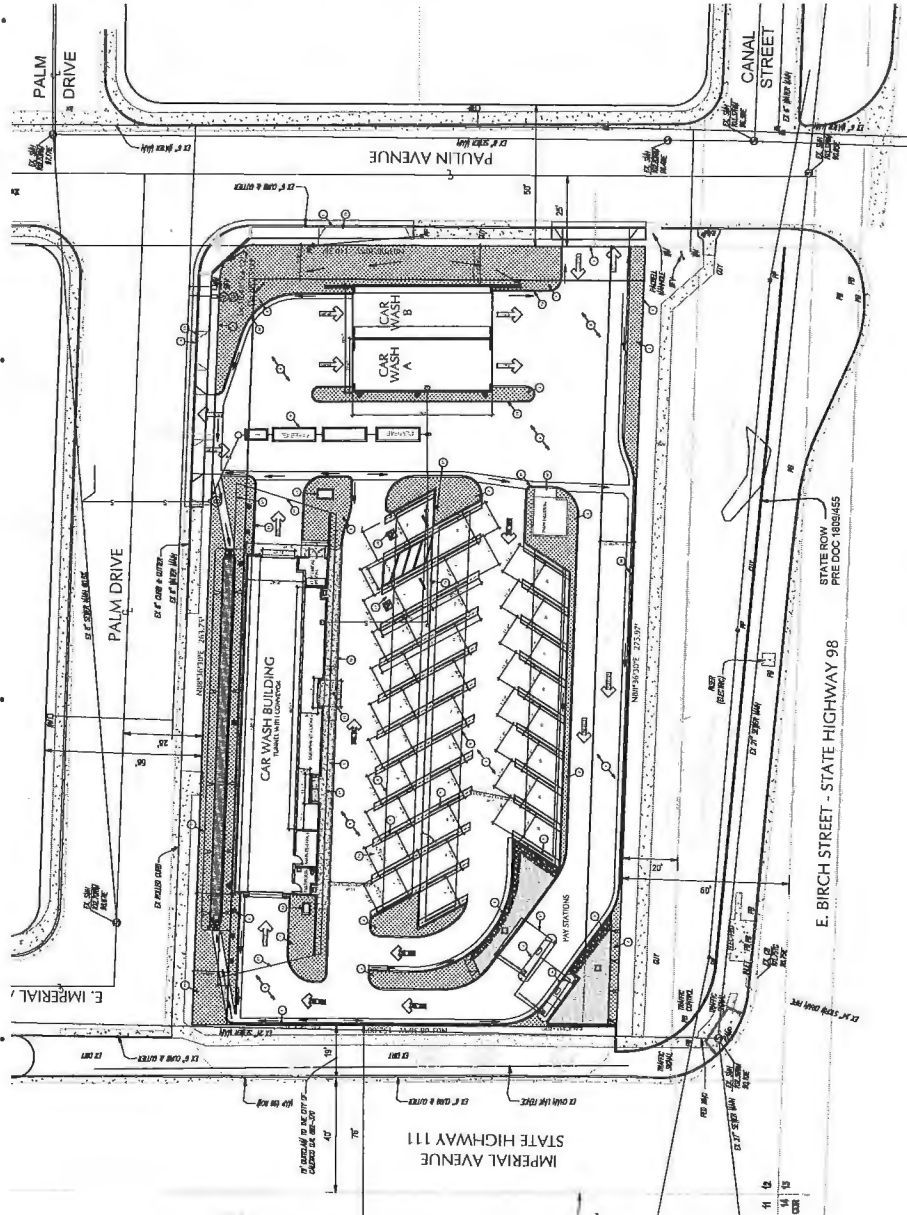
GENE CIPPARONE - ARCHITECT, INC.  
ARCHITECTURE • PLANNING • INTERIOR DESIGN  
P.O. BOX 602 POWAY, CA 92074  
VOICE: 858.354.0071 EMAIL: GENE@CIPPARONE.COM



VICINITY MAP



- SITE KEY SYMBOLS**
- 1 PROPERTY LINE
  - 2 LANDSCAPED AREAS
  - 3 BIKESVALE - LANDSCAPE AREA
  - 4 CONCRETE PATIOWALKS
  - 5 CONCRETE SIDEWALK
  - 6 RAISED CONCRETE ISLAND; PAY STATION
  - 7 VACUUM STATION/FALLS - SUPPORT MEMBER
  - 8 LINE OF CLOTH CANOPY ABOVE
  - 9 UNDERGROUND CONCRETE CURB/EDGE BOXES
  - 10 PAINTED H.C. INSIGNIA
  - 11 H.C. PARKING SIGN
  - 12 VAN ACCESSIBLE PARKING SPACE
  - 13 TRANSFORMER LOCATION (N/SE/PE)
  - 14 EXISTING CURB/CUTTER ON STREET
  - 15 EXISTING CONCRETE SIDEWALK ON STREET
  - 16 CLEAN AIR/VAN POOL PARKING
  - 17 LINE OF CANOPY ABOVE
  - 18 NEW ON-SITE CONCRETE CURBS
  - 19 HVAC CONDENSER ON CONCRETE PAD
  - 20 CONCRETE PAD (8") FOR TRASH ENCLOSURE
  - 21 ZERO EDGE CURB/ACCESS
  - 22 CANOPY SUPPORTS



**SITE PLAN**  
SCALE: 1" = 20'-0"

<p><b>Scope of Work:</b> Demolition of existing structures and construction of new building with two (2) stalls for customer cleaning and a series of cloth covered vacuum stalls.</p> <p><b>Assessor Parcel No.:</b> 0581-155-003 Through 007</p> <p><b>Zoning or Overlay Zone:</b> GH (Commercial Highway)</p> <p><b>Land Use of Surrounding Properties:</b> Residential/Commercial across the Highways</p>	<p><b>Owner:</b> Anahara B. DeGallardo 666 Upper Ceres #102 Imperial, CA 92231 (619) 794-5535</p> <p><b>Leases/Applicants:</b> iClean 305 Car Wash Facility 2962 Lennox Court El Centro, CA 92243 Mr. Koby Punmuy (760) 427-5451</p> <p><b>Utility Company:</b> ID: East Bayland Blvd Imperial, CA 92231 (760) 339-9379</p>	<p><b>Occupancy Classification:</b> B</p> <p><b>Building Code:</b> 2019 CBC</p> <p><b>Construction Type:</b> Type I-V (5017) CBC Non-sprinklered</p> <p><b>Height of Structure:</b> 24'-0" Tunnel Facility</p> <p><b>20'-0" Dual Bay Facility</b></p>	<p><b>Project Size Data:</b> Lot Area: 41,985 (0.96 ACRES) Lot Coverage: 13.1% Area of Building Footprint: 8,705 sf Landscaping: 27,748.3 sf (65.9%)</p> <p><b>Requirement: 10% of Property = 4,190 sf</b> Provided: 8,705 sf = 20% of Property</p> <p><b>Parking Requirements:</b> Business/Retail: 17000 sq. ft. 5,507 sq. ft. = 19 spaces Paving Provider: 20 spaces</p>
---	---	---	---

**SITE PEDESTRIAN ACCESS**

THE CITY OF CALEXICO HAS REVIEWED THE SITE PLAN AND RECORDS AND HAS DETERMINED THAT THE FACILITY DOES NOT NEED PEDESTRIAN ACCESS TO THE STREET AS THE FACILITY IS NOT A PUBLIC PLACE AND IS NOT OPEN TO THE PUBLIC. THE CITY OF CALEXICO HAS REVIEWED THE RECORDS AND HAS DETERMINED THAT THE FACILITY DOES NOT NEED PEDESTRIAN ACCESS TO THE STREET AS THE FACILITY IS NOT A PUBLIC PLACE AND IS NOT OPEN TO THE PUBLIC. THE CITY OF CALEXICO HAS REVIEWED THE RECORDS AND HAS DETERMINED THAT THE FACILITY DOES NOT NEED PEDESTRIAN ACCESS TO THE STREET AS THE FACILITY IS NOT A PUBLIC PLACE AND IS NOT OPEN TO THE PUBLIC.



Project Name:	CALEXICO iCLEAN 305
Project Number:	01.07.23
City File:	UGENSGWGWBYCALEXICO
Description:	SITE PLAN
Date:	01.07.23
Submitted to:	CITY OF CALEXICO

A.T.O.



**iCLEAN 305**  
**CALEXICO**  
**1101**  
 PAULIN AVE  
 CALEXICO, CA 92231

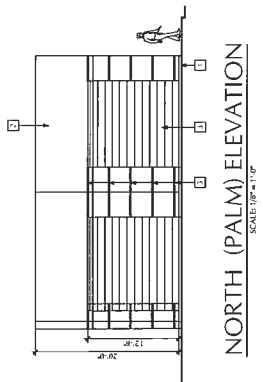
**CIPPARONE**  
 GENE CIPPARONE - ARCHITECT, INC.  
 ARCHITECTURE • PLANNING • INTERIOR DESIGN  
 P.O. BOX 602 POWAY, CA 92074  
 VOICE: 858.354.0071 EMAIL: GENE@CIPPARONE.COM

No.:	1000	Revisions:	
No.:	01.07.22	Date:	Revisions and Revisions
SUBMITTAL TO CITY - CLIP			



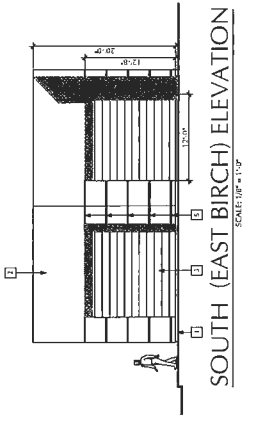
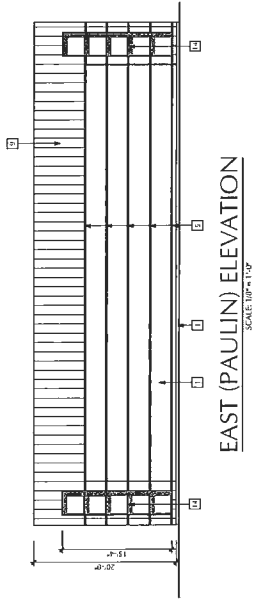
Project Name:	CALEXICO iCLEAN 305
Project Number:	01.07.22
Architect:	GENE CIPPARONE/CALEXICO
Client:	DUAL BAY FACILITY
Discipline:	EXTERIOR ELEVATIONS
<small>1. If printed on a computer, please check the scale, units, and orientation of all drawings. If you are unable to print this drawing, please contact the architect at the address above.</small>	

A3.1



**DUAL BAY FACILITY ELEVATION LEGEND**

- 1 FINISHED GRADE
- 2 FIELD STUCCO WITH STEEL TROWEL FINISH
- 3 ROLL UP DOOR, PAINT TO MATCH ADJACENT COLOR
- 4 SWING DOOR, PAINT TO MATCH ADJACENT COLOR
- 5 2" HORIZONTAL FRY EXPANSION REGLET CLEAR ALUMINUM FINISH
- 6 NOT USED
- 7 NOT USED
- 8 STANDING SEAM METAL ROOF SYSTEM OVER PLYWOOD SHEATHING, BLUE FINISH/ROOF
- 9 STANDING SEAM METAL ROOF SYSTEM OVER PLYWOOD SHEATHING, BLUE FINISH/ROOF
- 10 SHEET METAL FASCIA AT METAL ROOF COLOR TO MATCH METAL ROOF
- 11 OPEN ALUMINUM STOREFRONT LATTICE WORK CLEAR ALUMINUM FINISH
- 12 NOT USED
- 13 NOT USED
- 14 ALUMINUM STOREFRONT SYSTEM WITH BACK PAINTED CLADDING COGNAC



**DUAL BAY FACILITY MATERIAL SPECIFICATION (OR EQUAL)**

**SWING DOOR:** HOLLOW METAL WITH WELDED FRAME CLAD WITH ALUMINUM STOCK TO MATCH ADJACENT COLOR. FINISH: BLUE PATTERNS.

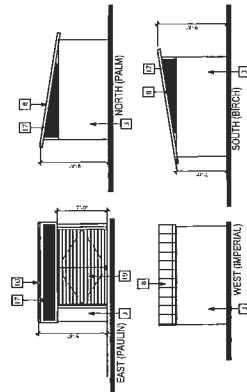
**ROLL UP DOOR:** ROLL UP DOOR, PAINT TO MATCH ADJACENT COLOR. MATCH STOREFRONT FINISH.

**WALLS:** STUCCO WITH STEEL TROWEL FINISH. FINISH: COGNAC. SUPPORT COLUMN: PAINT TO MATCH ADJACENT COLOR.

**FRY REGLET:** 2" HORIZONTAL FRY EXPANSION REGLET TO BE PAINTED TO MATCH ADJACENT COLOR. FINISH: COGNAC.

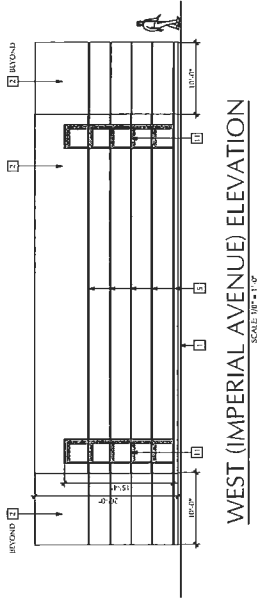
**FLASHINGS:** METAL FLASHING TO MATCH ADJACENT COLOR. FINISH: COGNAC.

**METAL FINISHES:** STANDING SEAM PLYWOOD CLAD SNOW-CLAD ROOF; INTERSTATE BLUE WALL PANELS; INTERSTATE BLUE INTERSTATE BLUE FASCIA; INTERSTATE BLUE INTERSTATE BLUE FASCIA.



**ELEVATION LEGEND - TUNNEL FACILITY ELEVATION LEGEND - TRASH ENCLOSURE**

- 1 FINISHED GRADE
- 2 FIELD STUCCO WITH STEEL TROWEL FINISH
- 3 ROLL UP DOOR, PAINT TO MATCH ADJACENT COLOR
- 4 SWING DOOR, PAINT TO MATCH ADJACENT COLOR
- 5 2" HORIZONTAL FRY EXPANSION REGLET CLEAR ALUMINUM FINISH
- 6 POSSIBLE SIGNAGE LOCATION
- 7 1/2" TALL METAL NUMBERS SET ON PINS TO BE CLEAR ALUMINUM FINISH
- 8 STANDING SEAM METAL ROOF SYSTEM OVER PLYWOOD SHEATHING, RED/ORANGE FINISH/ROOF
- 9 STANDING SEAM METAL ROOF SYSTEM OVER PLYWOOD SHEATHING, RED/ORANGE FINISH/ROOF
- 10 SHEET METAL FASCIA AT METAL ROOF COLOR TO MATCH METAL ROOF
- 11 OPEN ALUMINUM STOREFRONT LATTICE WORK CLEAR ALUMINUM FINISH
- 12 SUPPORT COLUMN, PAINT TO MATCH ADJACENT COLOR
- 13 SHEET METAL SOFT COVER TO MATCH ROOFING MATERIAL. BUTT JOINTS, COLOR TO MATCH ROOF, PAINTED TO MATCH ADJACENT COLOR
- 14 METAL FRAME AROUND ENTRY/DOOR OPENING
- 15 NOT TO BE USED FOR CLADDING USE OFF ACCESS UPON CLOSING OF FACILITY
- 16 WOVEN WIRE MESH 1" X 1" ON METAL FRAME FOR SECURITY AND VISIBILITY RESISTANCE
- 17





**Eilar Associates, Inc.**  
*Acoustical and Environmental Consulting Services*

## Appendix B

Applicable Noise Regulations

"Vibration perception threshold" means the minimum ground or structure-borne vibrational motion necessary to cause a normal person to be aware of the vibration by such direct means as, but not limited, to sensation by touch or visual observation of moving objects. The perception threshold shall be presumed to be a motion velocity of 0.01 in/sec over the range of one to one hundred Hz.

"Weekday" means any day Monday through Friday which is not a legal holiday.

(Ord. 979 § 1 (part), 1998)

8.46.030 - Fixed and nonstationary sources.

On or after the effective date of the ordinance codified in this chapter, unless a permit has been granted by the building department, it is unlawful for any person to operate or cause to be operated any single or combination of fixed source or non-stationary source type of equipment or machinery except construction equipment used in connection with construction operations, that individually or collectively constitute an identifiable sound source in such a manner as to cause the sound level at any point on the property line of any property to exceed by five decibels or more, the noise level limits set forth in Section 8.46.031, plus allowances for time duration in Section 8.46.032.

(Ord. 979 § 1 (part), 1998)

8.46.031 - Noise level limit.

The noise level or sound level referred to in this section shall mean the higher of the following:

- A. Actual measured ambient noise level; or
- B. That noise level limit as determined from the table in this subsection:

Zone	Time	Sound level (A-weighted) Decibels
Residential	7 a.m. to <u>10</u> p.m.	50
low density	<u>10</u> p.m. to 7 a.m.	40
Residential	7 a.m. to <u>10</u> p.m.	60
high density	<u>10</u> p.m. to 7 a.m.	50
Commercial	7 a.m. to <u>10</u> p.m.	60
	<u>10</u> p.m. to 7 a.m.	50

Industrial	7 a.m. to <u>10</u> p.m.	70
	<u>10</u> p.m. to 7 a.m.	55

If the measurement location is on a boundary between two different zones, the noise level limit applicable to the lower noise zone plus five dB shall apply.

(Ord. 979 § 1 (part), 1998)

#### 8.46.032 - Time duration correction table.

The time duration allowances set forth in the table below shall apply to those noise level limits set forth in Section 8.46.031 during the daytime hours:

Duration of Sound	dB(A) Allowance
Up to 30 minutes per hour	+ 3
Up to 15 minutes per hour	+ 6
Up to 10 minutes per hour	+ 8
Up to 5 minutes per hour	+ <u>11</u>
Up to 2 minutes per hour	+ 15
Up to 1 minute per hour	+ 18
Up to 30 seconds per hour	+ 21
Up to 15 seconds per hour	+ 24

The provisions of this section shall not apply to construction equipment used in connection with emergency work.

(Ord. 979 § 1 (part), 1998)

#### 8.46.033 - Noise measurement procedure.





**Eilar Associates, Inc.**  
*Acoustical and Environmental Consulting Services*

## Appendix C

CadnaA Analysis Data and Results

**Eilar Associates, Inc.**  
 210 South Juniper Street, Suite 100  
 Escondido, California 92025-4230  
 Phone: (760) 738-5570  
 Date: 24 May 2022

**Calculation Configuration**

Parameter	Configuration	Value
General		
Max. Error (dB)		0.00
Max. Search Radius (#(Unit,LEN))		2000.01
Min. Dist Src to Rcvr		0.00
Partition		
Raster Factor		0.50
Max. Length of Section (#(Unit,LEN))		999.99
Min. Length of Section (#(Unit,LEN))		1.01
Min. Length of Section (%)		0.00
Proj. Line Sources		On
Proj. Area Sources		On
Ref. Time		
Reference Time Day (min)		960.00
Reference Time Night (min)		480.00
Daytime Penalty (dB)		0.00
Night-time Penalty (dB)		6.00
Night-time Penalty (dB)		10.00
DTM		
Standard Height (m)		0.00
Model of Terrain		Triangulation
Reflection		
max. Order of Reflection		1
Search Radius Src		100.00
Search Radius Rcvr		100.00
Max. Distance Source - Rcvr		1000.00 1000.00
Min. Distance Rcvr - Reflector		1.00 1.00
Min. Distance Source - Reflector		0.10
Industrial (ISO 9613)		
Lateral Diffraction		some Obj
Obst. within Area Src do not shield		On
Screening		
Excl. Ground Att. over Barrier		Dz with limit (20/25)
Barrier Coefficients C1,2,3		3.0 20.0 0.0
Temperature (#(Unit,TEMP))		20
rel. Humidity (%)		50
Ground Absorption G		0.35
Wind Speed for Dir. (#(Unit,SPEED))		3.6
Roads (TMM)		
Railways (Schall 03 (1990))		
Strictly acc. to Schall 03 / Schall-Transrapid		
Aircraft (???)		
Strictly acc. to AzB		

**Receivers**

Name	M. ID	Level Lr		Limit Value		Land Use			Height		Coordinates		
		Day (dBA)	Night (dBA)	Day (dBA)	Night (dBA)	Type	Auto	Noise	Type	(ft)	X (ft)	Y (ft)	Z (ft)
NML		59.9	-59.5	0.0	0.0	x		Total	5.00	r	603.03	488.73	5.00

**Roads**

Name	M. ID	Lme		Count Data		exact Count Data						Speed Limit		Surface		Gradient		Mult. Reflection		
		Day (dBA)	Evening (dBA)	DTV	Str.class.	Day	Evening	Night	M	Day	Evening	Night	Auto (mph)	Truck (mph)	SCS Dist.	Dstro (dB)	(%)	Drefl (dB)	Hbuild (ft)	Dist. (ft)
Palm Drive		R_1	46.5	0.0						118.0	0.0	0.0	0.0	0.0	25	12	0.0	1	0.0	0.0
Paulin Drive		R_2	47.4	0.0						145.0	0.0	0.0	0.0	0.0	25	10	0.0	1	0.0	0.0
Imperial Ave/SR-111 NB		R_3	62.5	0.0						897.0	0.0	0.0	0.0	0.0	35	11	0.0	1	0.0	0.0
Imperial Ave/SR-111 SB		R_4	62.5	0.0						897.0	0.0	0.0	0.0	0.0	35	11	0.0	1	0.0	0.0
Birch Street/SR-98 EB		R_5	58.2	0.0						652.0	0.0	0.0	3.8	0.0	30	11	0.0	1	0.0	0.0
Birch Street/SR-98 WB		R_6	58.2	0.0						652.0	0.0	0.0	3.8	0.0	30	11	0.0	1	0.0	0.0

**Geometry - Roads**

Name	Height		Coordinates			Dist			LSlope (%)
	Begin (ft)	End (ft)	x (ft)	y (ft)	z (ft)	Ground (ft)	Dist (ft)	LSlope (%)	
Palm Drive	0.00 r		333.83	516.30	0.00	0.00			
			591.67	521.39	0.00	0.00			
			636.74	539.21	0.00	0.00			
			671.09	559.98	0.00	0.00			
			845.75	564.25	0.00	0.00			
Paulin Drive	0.00 r		652.71	89.20	0.00	0.00			
			652.75	167.12	0.00	0.00			
			639.08	269.38	0.00	0.00			
			622.45	538.52	0.00	0.00			
			617.39	647.52	0.00	0.00			
Imperial Ave/SR-111 NB	0.00 r		303.92	90.09	0.00	0.00			
			305.00	210.13	0.00	0.00			
			303.92	303.45	0.00	0.00			
			279.31	649.07	0.00	0.00			
Imperial Ave/SR-111 SB	0.00 r		225.47	646.09	0.00	0.00			
			247.18	297.44	0.00	0.00			
			263.90	209.21	0.00	0.00			
			268.37	89.00	0.00	0.00			
Birch Street/SR-98 EB	0.00 r		87.99	215.57	0.00	0.00			
			258.62	208.98	0.00	0.00			
			333.56	209.47	0.00	0.00			
			533.78	201.29	0.00	0.00			
			632.43	199.39	0.00	0.00			
			662.40	202.72	0.00	0.00			
			850.17	203.43	0.00	0.00			
Birch Street/SR-98 WB	0.00 r		851.42	236.89	0.00	0.00			
			663.57	236.87	0.00	0.00			
			643.67	241.37	0.00	0.00			
			592.53	238.30	0.00	0.00			
			570.14	242.24	0.00	0.00			
			527.00	253.22	0.00	0.00			

Name	Height		Coordinates			Dist (ft)	LSlope (%)
	Begin (ft)	End (ft)	x (ft)	y (ft)	z (ft)		
			332.58	257.77	0.00	0.00	
			276.00	253.75	0.00	0.00	
			203.51	254.41	0.00	0.00	
			87.18	256.58	0.00	0.00	

**Buildings**

Name	M. ID	RB	Residents	Absorption	Height Begin (ft)
Existing Bldg			0	0.37	10.00 r
Adj Res			0	0.37	10.00 r
Adj Res			0	0.37	10.00 r
Adj Res			0	0.37	18.00 r
Adj Res			0	0.37	10.00 r
Adj Res			0	0.37	10.00 r

**Geometry - Buildings**

Name	M. ID	RB	Residents	Absorption	Height Begin (ft)	Coordinates			
						x (ft)	y (ft)	z (ft)	
Existing Bldg			0	0.37	10.00 r	558.54	488.47	10.00	0.00
						580.77	489.16	10.00	0.00
						582.15	433.17	10.00	0.00
						560.61	433.17	10.00	0.00
Adj Res			0	0.37	10.00 r	549.40	576.78	10.00	0.00
						584.20	579.53	10.00	0.00
						578.69	666.71	10.00	0.00
						546.30	654.30	10.00	0.00
Adj Res			0	0.37	10.00 r	457.41	627.08	10.00	0.00
						487.04	627.42	10.00	0.00
						488.08	576.09	10.00	0.00
						458.44	575.05	10.00	0.00
Adj Res			0	0.37	18.00 r	415.38	566.79	18.00	0.00
						443.28	557.83	18.00	0.00
						440.87	653.26	18.00	0.00
						411.24	652.92	18.00	0.00
Adj Res			0	0.37	10.00 r	656.86	507.18	10.00	0.00
						705.26	508.55	10.00	0.00
						706.63	469.45	10.00	0.00
						685.85	469.72	10.00	0.00
						687.76	452.22	10.00	0.00
						660.69	450.85	10.00	0.00
Adj Res			0	0.37	10.00 r	672.27	404.63	10.00	0.00
						740.42	407.45	10.00	0.00
						742.81	374.24	10.00	0.00
						676.39	369.47	10.00	0.00

**Eilar Associates, Inc.**  
 210 South Juniper Street, Suite 100  
 Escondido, California 92025-4230  
 Phone: (760) 738-5570  
 Date: 24 May 2022

**Calculation Configuration**

Parameter	Configuration	Value
General		
Max. Error (dB)		0.00
Max. Search Radius #(Unit,LEN)		2000.01
Min. Dist Src to Rcvr		0.00
Partition		
Raster Factor		0.50
Max. Length of Section #(Unit,LEN)		999.99
Min. Length of Section #(Unit,LEN)		1.01
Min. Length of Section (%)		0.00
Proj. Line Sources		On
Proj. Area Sources		On
Ref. Time		
Reference Time Day (min)		960.00
Reference Time Night (min)		480.00
Daytime Penalty (dB)		0.00
Recr. Time Penalty (dB)		6.00
Night-time Penalty (dB)		10.00
DTM		
Standard Height (m)		0.00
Model of Terrain		Triangulation
Reflection		
max. Order of Reflection		1
Search Radius Src		100.00
Search Radius Rcvr		100.00
Max. Distance Source - Rcvr		1000.00 1000.00
Min. Distance Rcvr - Reflector		1.00 1.00
Min. Distance Source - Reflector		0.10
Industrial (ISO 9613)		
Lateral Diffraction		some Obj
Obst. within Area Src do not shield		On
Screening		Excl. Ground Att. over Barrier
		Dz with limit (20/25)
Barrier Coefficients C1,2,3		3.0 20.0 0.0
Temperature #(Unit,TEMP)		20
rel. Humidity (%)		50
Ground Absorption G		0.35
Wind Speed for Dir. #(Unit,SPEED)		3.6
Roads (TNM)		
Railways (Schall 03 (1990))		
Strictly acc. to Schall 03 / Schall-Transrapid		
Aircraft (???)		
Strictly acc. to AzB		

**Receivers**

Name	M. ID	Level Lr		Limit Value		Land Use		Height (ft)	Coordinates			
		Day (dBA)	Night (dBA)	Day (dBA)	Night (dBA)	Type	Auto		Noise	Type	X (ft)	Y (ft)
R1-1		62.1	53.4	0.0	0.0	x	Total	5.00	r	430.95	544.77	5.00
R1-2		62.4	53.7	0.0	0.0	x	Total	15.00	r	430.95	544.77	15.00
R2		60.5	51.8	0.0	0.0	x	Total	5.00	r	475.24	543.90	5.00
R3		59.8	51.1	0.0	0.0	x	Total	5.00	r	569.68	546.73	5.00
R4		59.0	50.4	0.0	0.0	x	Total	5.00	r	649.24	476.06	5.00
R5		60.6	51.9	0.0	0.0	x	Total	5.00	r	656.12	385.00	5.00
R6		68.9	60.3	0.0	0.0	x	Total	5.00	r	551.37	177.37	5.00
R7		69.0	60.3	0.0	0.0	x	Total	5.00	r	433.45	179.17	5.00
R8		70.7	62.0	0.0	0.0	x	Total	5.00	r	204.61	450.33	5.00



**Roads**

Name	M. ID	Lme		Count Data		exact Count Data						Surface Dstro	Gradient (%)	Mult. Reflection		
		Day (dBA)	Evening (dBA)	DTV	Str.class.	Day	Evening	Night	M	Day	Evening			Night	Auto (mph)	Truck (mph)
Palm Drive	R_1	46.3	0.0	37.5		113.0	0.0	15.0	0.0	0.0	0.0	25	0.0	1	0.0	0.0
Paulin Drive	R_2	47.2	0.0	38.6		139.0	0.0	19.0	0.0	0.0	0.0	25	0.0	1	0.0	0.0
Imperial Ave/SR-111 NB	R_3	62.3	0.0	53.6		858.0	0.0	117.0	8.0	0.0	8.0	35	0.0	1	0.0	0.0
Imperial Ave/SR-111 SB	R_4	62.3	0.0	53.6		858.0	0.0	117.0	8.0	0.0	8.0	35	0.0	1	0.0	0.0
Birch Street/SR-98 EB	R_5	58.0	0.0	49.4		624.0	0.0	85.0	3.8	0.0	3.8	30	0.0	1	0.0	0.0
Birch Street/SR-98 WB	R_6	58.0	0.0	49.4		624.0	0.0	85.0	3.8	0.0	3.8	30	0.0	1	0.0	0.0

**Geometry - Roads**

Name	Height		Coordinates				Dist (ft)	LSlope (%)
	Begin (ft)	End (ft)	x (ft)	y (ft)	z (ft)	Ground (ft)		
Palm Drive	0.00	r	333.83	516.30	0.00	0.00		
			591.67	521.39	0.00	0.00		
			636.74	539.21	0.00	0.00		
			671.09	559.98	0.00	0.00		
Paulin Drive	0.00	r	845.75	564.25	0.00	0.00		
			652.71	89.20	0.00	0.00		
			652.75	167.12	0.00	0.00		
			639.08	269.38	0.00	0.00		
			622.45	538.52	0.00	0.00		
			617.39	647.52	0.00	0.00		
Imperial Ave/SR-111 NB	0.00	r	303.92	90.09	0.00	0.00		
			305.00	210.13	0.00	0.00		
			303.92	303.45	0.00	0.00		
			279.31	649.07	0.00	0.00		
Imperial Ave/SR-111 SB	0.00	r	225.47	646.09	0.00	0.00		
			247.18	297.44	0.00	0.00		
			263.90	209.21	0.00	0.00		
			268.37	89.00	0.00	0.00		
Birch Street/SR-98 EB	0.00	r	87.99	215.57	0.00	0.00		
			258.62	208.98	0.00	0.00		
			333.56	209.47	0.00	0.00		
			533.78	201.29	0.00	0.00		
			632.43	199.39	0.00	0.00		
			662.40	202.72	0.00	0.00		
			850.17	203.43	0.00	0.00		
Birch Street/SR-98 WB	0.00	r	851.42	236.89	0.00	0.00		
			663.57	236.87	0.00	0.00		
			643.67	241.37	0.00	0.00		
			592.53	238.30	0.00	0.00		
			570.14	242.24	0.00	0.00		
			527.00	253.22	0.00	0.00		

Name	Height		Coordinates			Dist (ft)	LSlope (%)
	Begin (ft)	End (ft)	x (ft)	y (ft)	z (ft)		
			332.58	257.77	0.00	0.00	
			276.00	253.75	0.00	0.00	
			203.51	254.41	0.00	0.00	
			87.18	256.58	0.00	0.00	

**Buildings**

Name	M_ID	RB	Residents	Absorption	Height Begin (ft)
Existing Bldg			0	0.37	10.00 r
Adj Res			0	0.37	10.00 r
Adj Res			0	0.37	10.00 r
Adj Res			0	0.37	18.00 r
Adj Res			0	0.37	10.00 r

**Geometry - Buildings**

Name	M_ID	RB	Residents	Absorption	Height Begin (ft)	Coordinates			
						x (ft)	y (ft)	z (ft)	
Existing Bldg			0	0.37	10.00 r	558.54	488.47	10.00	0.00
						580.77	489.16	10.00	0.00
						582.15	433.17	10.00	0.00
						560.61	433.17	10.00	0.00
Adj Res			0	0.37	10.00 r	549.40	576.78	10.00	0.00
						584.20	579.53	10.00	0.00
						578.69	656.71	10.00	0.00
						546.30	654.30	10.00	0.00
Adj Res			0	0.37	10.00 r	457.41	627.08	10.00	0.00
						487.04	627.42	10.00	0.00
						488.08	576.09	10.00	0.00
						458.44	575.05	10.00	0.00
Adj Res			0	0.37	18.00 r	415.38	556.79	18.00	0.00
						443.28	557.83	18.00	0.00
						440.87	653.26	18.00	0.00
						411.24	652.92	18.00	0.00
Adj Res			0	0.37	10.00 r	656.86	507.18	10.00	0.00
						705.26	508.55	10.00	0.00
						706.63	469.45	10.00	0.00
						685.85	469.72	10.00	0.00
						687.76	452.22	10.00	0.00
						660.69	450.85	10.00	0.00
Adj Res			0	0.37	10.00 r	672.27	404.63	10.00	0.00
						740.42	407.45	10.00	0.00
						742.81	374.24	10.00	0.00
						676.39	369.47	10.00	0.00

**Eilar Associates, Inc.**  
 210 South Juniper Street, Suite 100  
 Escondido, California 92025-4230  
 Phone: (760) 738-5570  
 Date: 24 May 2022

**Calculation Configuration**

Parameter	Configuration	Value
General		
Max. Error (dB)		0.00
Max. Search Radius (#(Unit,LEN))		2000.01
Min. Dist Src to Rcvr		0.00
Partition		
Raster Factor		0.50
Max. Length of Section (#(Unit,LEN))		999.99
Min. Length of Section (#(Unit,LEN))		1.01
Min. Length of Section (%)		0.00
Proj. Line Sources		On
Proj. Area Sources		On
Ref. Time		
Reference Time Day (min)		960.00
Reference Time Night (min)		480.00
Daytime Penalty (dB)		0.00
Recr. Time Penalty (dB)		6.00
Night-time Penalty (dB)		10.00
DTM		
Standard Height (m)		0.00
Model of Terrain		Triangulation
Reflection		
max. Order of Reflection		1
Search Radius Src		100.00
Search Radius Rcvr		100.00
Max. Distance Source - Rcvr		1000.00 1000.00
Min. Distance Rcvr - Reflector		1.00 1.00
Min. Distance Source - Reflector		0.10
Industrial (ISO 9613)		
Lateral Diffraction		some Obj
Obst. within Area Src do not shield		On
Screening		Excl. Ground Att. over Barrier
Barrier Coefficients C1,2,3		Dz with limit (20/20)
Temperature (#(Unit,TEMP))		3.0 20.0 0.0
rel. Humidity (%)		20
Ground Absorption G		50
Wind Speed for Dir. (#(Unit,SPEED))		0.35
Roads (TNM)		3.6
Railways (Schall 03 (1990))		
Strictly acc. to Schall 03 / Schall-Transrapid		
Aircraft (???)		
Strictly acc. to AzB		

**Receivers**

Name	M. ID	Level Lr		Limit Value		Land Use		Height	Coordinates			
		Day (dBA)	Night (dBA)	Day (dBA)	Night (dBA)	Type	Auto		Noise Type	X	Y	Z
Exit B		96.5	96.5	70.7	62.0			(ft)	(ft)	(ft)	(ft)	(ft)
Entrance B - 2ft		79.5	79.5	70.7	62.0			5.00 r	581.78	399.72	5.00	5.00
								5.00 r	578.75	442.74	5.00	5.00



**Barriers**

Name	M. ID	Absorption		Z-Ext. (ft)	Cantilever		Height	
		left	right		horz. (ft)	vert. (ft)	Begin (ft)	End (ft)
West Wall/Roof		0.37	0.37		20.00	0.00	19.50	r
East Wall/Roof		0.37	0.37		20.00	0.00	19.50	r
South Header		0.37	0.37	7.33			20.00	r
North Header		0.37	0.37	7.33			20.00	r
South Center Wall		0.37	0.37				20.00	r
South Center Wall		0.37	0.37				20.00	r
NW Corner		0.37	0.37				20.00	r
NE Corner		0.37	0.37				20.00	r
SW Corner		0.37	0.37				20.00	r
SE Corner		0.37	0.37				20.00	r
Roof		0.37	0.37	7.00	23.00	0.10	14.00	r
North Wall		0.37	0.37		23.00	0.00	14.50	r
SW Corner		0.37	0.37				14.25	r
SE Corner		0.37	0.37				14.25	r
West Header		0.37	0.37	1.00	0.01	4.25	14.25	r
East Header		0.37	0.37	1.00	0.01	4.25		

**Geometry - Barriers**

Name	M. ID	Absorption		Z-Ext. (ft)	Cantilever		Height		Coordinates			
		left	right		horz. (ft)	vert. (ft)	Begin (ft)	End (ft)	x (ft)	y (ft)	z (ft)	Ground (ft)
West Wall/Roof		0.37	0.37		20.00	0.00	19.50	r	554.16	393.55	19.50	0.00
East Wall/Roof		0.37	0.37		20.00	0.00	19.50	r	551.34	443.68	19.50	0.00
South Header		0.37	0.37	7.33			20.00	r	587.90	445.79	19.50	0.00
North Header		0.37	0.37	7.33			20.00	r	591.51	395.84	19.50	0.00
South Center Wall		0.37	0.37				20.00	r	553.79	394.10	20.00	0.00
							20.00	r	591.97	396.28	20.00	0.00
							20.00	r	550.87	443.27	20.00	0.00
							20.00	r	588.25	445.21	20.00	0.00
							20.00	r	569.02	395.16	20.00	0.00
							20.00	r	569.02	394.91	20.00	0.00
							20.00	r	576.23	395.27	20.00	0.00
							20.00	r	576.25	395.62	20.00	0.00
							20.00	r	566.19	443.88	20.00	0.00
							20.00	r	566.15	444.34	20.00	0.00
							20.00	r	572.95	444.68	20.00	0.00
							20.00	r	572.95	444.23	20.00	0.00
NW Corner		0.37	0.37				20.00	r	554.92	443.24	20.00	0.00
							20.00	r	554.90	443.71	20.00	0.00
							20.00	r	551.24	443.49	20.00	0.00
NE Corner		0.37	0.37				20.00	r	588.06	445.37	20.00	0.00
							20.00	r	584.23	445.18	20.00	0.00
							20.00	r	584.27	444.79	20.00	0.00

Name	M. ID	Absorption		Z-Ext. (ft)	Cantilever		Height		Coordinates				
		left	right		horz. (ft)	vert. (ft)	Begin (ft)	End (ft)	x (ft)	y (ft)	z (ft)	Ground (ft)	
SW Corner		0.37	0.37			20.00				554.01	393.94	20.00	0.00
										557.73	394.12	20.00	0.00
										557.69	394.50	20.00	0.00
SE Corner		0.37	0.37			20.00				587.80	396.20	20.00	0.00
										587.82	395.97	20.00	0.00
										591.71	396.22	20.00	0.00
Roof		0.37	0.37	7.00	23.00	14.00	0.10			372.56	454.53	14.00	0.00
										492.08	456.60	14.00	0.00
North Wall		0.37	0.37		23.00	14.50	0.00			372.81	469.77	14.50	0.00
										372.81	473.10	14.50	0.00
										491.01	474.87	14.50	0.00
										491.06	472.43	14.50	0.00
SW Corner		0.37	0.37			14.25				373.37	454.19	14.25	0.00
										372.94	454.19	14.25	0.00
										372.88	458.18	14.25	0.00
										373.75	458.18	14.25	0.00
SE Corner		0.37	0.37			14.25				486.58	456.42	14.25	0.00
										486.61	460.45	14.25	0.00
										491.64	460.40	14.25	0.00
										491.74	455.80	14.25	0.00
										491.23	455.77	14.25	0.00
West Header		0.37	0.37	1.00	0.01	14.25	4.25			373.69	454.34	14.25	0.00
										373.35	473.69	14.25	0.00
East Header		0.37	0.37	1.00	0.01	14.25	4.25			490.98	456.02	14.25	0.00
										490.63	475.37	14.25	0.00



**Buildings**

Name	M. ID	RB	Residents	Absorption	Height Begin (ft)
Adj Res			0	0.37	10.00 r
Adj Res			0	0.37	10.00 r
Adj Res			0	0.37	18.00 r
Adj Res			0	0.37	10.00 r
Adj Res			0	0.37	10.00 r
Tunnel Separation Wall			0	0.37	20.00 r
Support Spaces			0	0.37	

**Geometry - Buildings**

Name	M. ID	RB	Residents	Absorption	Height Begin (ft)	Coordinates			Ground (ft)
						x (ft)	y (ft)	z (ft)	
Adj Res			0	0.37	10.00 r	549.40	576.78	10.00	0.00
						584.20	579.53	10.00	0.00
						578.69	656.71	10.00	0.00
						546.30	654.30	10.00	0.00
Adj Res			0	0.37	10.00 r	457.41	627.08	10.00	0.00
						487.04	627.42	10.00	0.00
						488.08	576.09	10.00	0.00
						458.44	575.05	10.00	0.00
Adj Res			0	0.37	18.00 r	415.38	556.79	18.00	0.00
						443.28	557.83	18.00	0.00
						440.87	653.26	18.00	0.00
						411.24	652.92	18.00	0.00
Adj Res			0	0.37	10.00 r	656.86	507.18	10.00	0.00
						705.26	508.55	10.00	0.00
						706.63	469.45	10.00	0.00
						685.85	469.72	10.00	0.00
						687.76	452.22	10.00	0.00
						660.69	450.85	10.00	0.00
Adj Res			0	0.37	10.00 r	672.27	404.63	10.00	0.00
						740.42	407.45	10.00	0.00
						742.81	374.24	10.00	0.00
						676.39	369.47	10.00	0.00
Tunnel Separation Wall			0	0.37	20.00 r	568.18	444.31	20.00	0.00
						570.75	444.42	20.00	0.00
						574.15	395.21	20.00	0.00
						571.56	395.05	20.00	0.00
Support Spaces			0	0.37		373.03	454.73	17.00	0.00
						491.51	456.82	17.00	0.00
						491.79	448.51	14.00	0.00
						372.91	445.32	14.00	0.00

**Sound Level Spectra**

Name	ID	Type	Weight.	1/3 Oktave Spectrum (dB)											Source
				63	125	250	500	1000	2000	4000	8000	A	lin		
Istobal Blower Levels	S1	Lw (c)	A	67.7	80.5	90.3	99.6	97.2	95.8	92.7	87.6	103.4	106.5	Measured	
Sonny's Dryer	S2	Lw		98.2	102.2	99.1	99.6	100.7	98.8	96.3	93.1	105.4	108.2	Manufacturer	
Single Vac	V1	Lw		69.4	65.1	63.3	65.1	70.2	74.0	76.3	79.4	82.2	82.6	Measured - Xtreme CW 710 Sycamore Ave, Vista	
Double Vac	V2	Lw		72.4	68.1	66.3	68.1	73.2	77.0	79.3	82.4	85.2	85.6	Measured	
HVAC		HVAC Lw (c)		57.0	49.5	47.9	46.3	43.9	39.9	37.3	33.6	48.9	58.7		

**Eilar Associates, Inc.**  
 210 South Juniper Street, Suite 100  
 Escondido, California 92025-4230  
 Phone: (760) 738-5570  
 Date: 24 May 2022

**Calculation Configuration**

Parameter	Configuration	Value
General		
Max. Error (dB)		0.00
Max. Search Radius (#(Unit,LEN))		2000.01
Min. Dist Src to Rcvr		0.00
Partition		
Raster Factor		0.50
Max. Length of Section (#(Unit,LEN))		999.99
Min. Length of Section (#(Unit,LEN))		1.01
Min. Length of Section (%)		0.00
Proj. Line Sources		On
Proj. Area Sources		On
Ref. Time		
Reference Time Day (min)		960.00
Reference Time Night (min)		480.00
Daytime Penalty (dB)		0.00
Recr. Time Penalty (dB)		6.00
Night-time Penalty (dB)		10.00
DTM		
Standard Height (m)		0.00
Model of Terrain		Triangulation
Reflection		
max. Order of Reflection		1
Search Radius Src		100.00
Search Radius Rcvr		100.00
Max. Distance Source - Rcvr		1000.00 1000.00
Min. Distance Rvcr - Reflector		1.00 1.00
Min. Distance Source - Reflector		0.10
Industrial (ISO 9613)		
Lateral Diffraction		some Obj
Obst. within Area Src do not shield		On
Screening		Excl. Ground Att. over Barrier
Barrier Coefficients C1,2,3		Dz with limit (20/20)
Temperature (#(Unit,TEMP))		3.0 20.0 0.0
rel. Humidity (%)		20
Ground Absorption G		50
Wind Speed for Dir. (#(Unit,SPEED))		0.35
Roads (TNM)		3.6
Railways (Schall 03 (1990))		
Strictly acc. to Schall 03 / Schall-Transrapid		
Aircraft (???)		
Strictly acc. to AZB		

**Receivers**

Name	M. ID	Level Lr		Limit. Value		Land Use		Height	Coordinates		
		Day (dBA)	Night (dBA)	Day (dBA)	Night (dBA)	Type	Auto/Noise Type		X (ft)	Y (ft)	Z (ft)
R1-1		56.2	38.1	62.1	53.4			5.00	430.95	544.77	5.00
R1-2		56.3	40.5	62.4	53.7			15.00	430.95	544.77	15.00
R2		56.6	41.6	60.5	51.8			5.00	475.24	543.90	5.00
R3		55.5	49.0	59.8	51.1			5.00	569.68	546.73	5.00
R4		52.5	46.0	59.0	50.4			5.00	649.24	476.06	5.00
R5		51.8	46.0	60.6	51.9			5.00	656.12	385.00	5.00
R6		50.9	50.0	68.9	60.3			5.00	551.37	177.37	5.00
R7		50.6	49.4	69.0	60.3			5.00	433.45	179.17	5.00
R8		54.2	48.2	70.7	62.0			5.00	204.61	450.33	5.00

**Point Sources**

Name	M. ID	Result. P.W.L		Lw / Li	Correction		Sound Reduction		Attenuation		Operating Time		K0	Freq.	Direct	Height	Coordinates		
		Day (dBA)	Evening (dBA)		Night (dBA)	Type	Value	norm. dB(A)	Day dB(A)	Evening dB(A)	Night dB(A)	R					Area (ft²)	Day (min)	Special (min)
Sonny's 1	+	105.4	105.4	105.4	Lw	S2	0.0	0.0	0.0	0.0	60.00	0.00	0.00	0.0	(none)	8.00 r	471.13	472.14	8.00
Sonny's 2	+	105.4	105.4	105.4	Lw	S2	0.0	0.0	0.0	0.0	60.00	0.00	0.00	0.0	(none)	8.00 r	471.11	462.15	8.00
Sonny's 3	+	105.4	105.4	105.4	Lw	S2	0.0	0.0	0.0	0.0	60.00	0.00	0.00	0.0	(none)	8.00 r	469.10	462.17	8.00
Sonny's 4	+	105.4	105.4	105.4	Lw	S2	0.0	0.0	0.0	0.0	60.00	0.00	0.00	0.0	(none)	8.00 r	469.13	472.16	8.00
Sonny's 5	+	105.4	105.4	105.4	Lw	S2	0.0	0.0	0.0	0.0	60.00	0.00	0.00	0.0	(none)	9.50 r	471.13	468.78	9.50
Sonny's 6	+	105.4	105.4	105.4	Lw	S2	0.0	0.0	0.0	0.0	60.00	0.00	0.00	0.0	(none)	9.50 r	471.13	465.46	9.50
Sonny's 7	+	105.4	105.4	105.4	Lw	S2	0.0	0.0	0.0	0.0	60.00	0.00	0.00	0.0	(none)	9.50 r	469.10	465.48	9.50
Sonny's 8	+	105.4	105.4	105.4	Lw	S2	0.0	0.0	0.0	0.0	60.00	0.00	0.00	0.0	(none)	9.50 r	469.10	468.80	9.50
Single Vac	+	82.2	82.2	82.2	Lw	V1	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	370.32	399.62	9.50
Single Vac	+	82.2	82.2	82.2	Lw	V1	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	372.68	417.11	9.50
Single Vac	+	82.2	82.2	82.2	Lw	V1	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	488.11	418.07	9.50
Single Vac	+	82.2	82.2	82.2	Lw	V1	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	497.42	419.71	9.50
Single Vac	+	82.2	82.2	82.2	Lw	V1	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	511.89	420.57	9.50
Single Vac	+	82.2	82.2	82.2	Lw	V1	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	508.36	404.03	9.50
Single Vac	+	82.2	82.2	82.2	Lw	V1	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	394.99	367.99	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	495.85	370.80	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	382.59	400.94	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	385.09	417.57	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	395.09	401.45	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	407.58	402.14	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	397.50	418.17	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	410.26	418.58	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	420.18	402.44	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	432.96	402.31	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	422.71	419.33	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	434.80	419.68	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	447.93	419.95	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	456.26	403.33	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	470.91	403.20	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	460.99	419.88	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	472.83	420.76	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	482.60	403.45	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	496.19	404.23	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	482.95	370.34	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	470.31	370.12	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	458.10	370.34	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	445.37	369.52	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	432.58	369.11	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	419.93	368.63	9.50
Double Vac	+	85.2	85.2	85.2	Lw	V2	0.0	0.0	0.0	0.0	30.00	30.00	30.00	0.0	(none)	9.50 r	407.49	368.76	9.50
HVAC Condenser	+	48.9	48.9	48.9	Lw	HVAC	0.0	0.0	0.0	0.0	60.00	60.00	60.00	0.0	(none)	3.00 r	368.73	449.02	3.00

**Vertical Area Sources**

Name	M. ID	Result. PWL			Result. PWL"			Lw / Li		Correction			Sound Reduction			Operating Time			K0	Frc
		Day (dBA)	Evening (dBA)	Night (dBA)	Day (dBA)	Evening (dBA)	Night (dBA)	Type	Value	norm. dB(A)	Day dB(A)	Evening dB(A)	Night dB(A)	R	Area (ft²)	Day (min)	Special (min)	Night (min)		
Tunnel A Exit - 10x10		80.4	80.4	80.4	70.6	70.6	70.6	Li	DB2-10		0.0	0.0	0.0	D	101.00				3.0	
Tunnel B Exit - 10x10		80.4	80.4	80.4	70.6	70.6	70.6	Li	DB2-10		0.0	0.0	0.0	D	101.25				3.0	
Tunnel A Entrance - 10x10		67.7	67.7	67.7	57.9	57.9	57.9	Li	DB1-10		0.0	0.0	0.0	D	101.93				3.0	
Tunnel B Entrance - 10x10		67.7	67.7	67.7	57.9	57.9	57.9	Li	DB1-10		0.0	0.0	0.0	D	100.98				3.0	

**Geometry - Vertical Area Sources**

Name	Height		Coordinates		
	Begin (ft)	End (ft)	x (ft)	y (ft)	z (ft)
Tunnel A Exit - 10x10	10.00	r	557.32	393.82	10.00
Tunnel B Exit - 10x10	10.00	r	567.40	394.46	10.00
Tunnel A Entrance - 10x10	10.00	r	577.49	395.11	10.00
Tunnel B Entrance - 10x10	10.00	r	587.60	395.69	10.00
Tunnel A Entrance - 10x10	10.00	r	564.66	444.21	10.00
Tunnel B Entrance - 10x10	10.00	r	554.48	443.70	10.00
Tunnel A Entrance - 10x10	10.00	r	584.36	445.10	10.00
Tunnel B Entrance - 10x10	10.00	r	574.27	444.64	10.00

**Barriers**

Name	M. ID	Absorption		Z-Ext.	Cantilever		Height	
		left	right		horz.	vert.	Begin	End
Roof		0.37	0.37	7.00	23.00	0.10	14.00	r
North Wall		0.37	0.37		23.00	0.00	14.50	r
SW Corner		0.37	0.37				14.25	r
SE Corner		0.37	0.37				14.25	r
West Header		0.37	0.37	1.00	0.01	4.25	14.25	r
East Header		0.37	0.37	1.00	0.01	4.25		
South Wing Wall-Revised		0.37	0.37				20.00	r
North Wing Wall		0.37	0.37				20.00	r

**Geometry - Barriers**

Name	M. ID	Absorption		Z-Ext.	Cantilever		Height		Coordinates						
		left	right		horz.	vert.	Begin	End	x	y	z	Ground			
Roof		0.37	0.37	7.00	23.00	0.10	14.00	r							
North Wall		0.37	0.37		23.00	0.00	14.50	r							
									372.56	454.53	14.00	0.00			
									492.08	456.60	14.00	0.00			
									372.81	469.77	14.50	0.00			
									372.81	473.10	14.50	0.00			
									491.01	474.87	14.50	0.00			
									491.06	472.43	14.50	0.00			
SW Corner		0.37	0.37				14.25	r	373.37	454.19	14.25	0.00			
									372.94	454.19	14.25	0.00			
									372.88	458.18	14.25	0.00			
									373.75	458.18	14.25	0.00			
									486.58	456.42	14.25	0.00			
SE Corner		0.37	0.37				14.25	r	486.61	460.45	14.25	0.00			
									491.64	460.40	14.25	0.00			
									491.74	455.80	14.25	0.00			
									491.23	455.77	14.25	0.00			
									373.69	454.34	14.25	0.00			
West Header		0.37	0.37	1.00	0.01	4.25	14.25	r	373.35	473.69	14.25	0.00			
									490.98	456.02	14.25	0.00			
East Header		0.37	0.37	1.00	0.01	4.25			490.63	475.37	14.25	0.00			
									591.01	396.52	20.00	0.00			
South Wing Wall-Revised		0.37	0.37				20.00	r	591.63	385.76	20.00	0.00			
									587.81	444.92	20.00	0.00			
North Wing Wall		0.37	0.37				20.00	r	587.13	455.82	20.00	0.00			

**Buildings**

Name	M.	ID	RB	Residents	Absorption	Height Begin (ft)
Adj Res				0	0.37	10.00 r
Adj Res				0	0.37	10.00 r
Adj Res				0	0.37	18.00 r
Adj Res				0	0.37	10.00 r
Adj Res				0	0.37	10.00 r
Support Spaces				0	0.37	
Dual Bay				0	0.37	20.00 r

**Geometry - Buildings**

Name	M.	ID	RB	Residents	Absorption	Height Begin (ft)	Coordinates			Ground (ft)
							x (ft)	y (ft)	z (ft)	
Adj Res				0	0.37	10.00 r	549.40	576.78	10.00	0.00
							584.20	579.53	10.00	0.00
							578.69	656.71	10.00	0.00
							546.30	654.30	10.00	0.00
Adj Res				0	0.37	10.00 r	457.41	627.08	10.00	0.00
							487.04	627.42	10.00	0.00
							488.08	576.09	10.00	0.00
							458.44	575.05	10.00	0.00
Adj Res				0	0.37	18.00 r	415.38	556.79	18.00	0.00
							443.28	557.83	18.00	0.00
							440.87	653.26	18.00	0.00
							411.24	652.92	18.00	0.00
Adj Res				0	0.37	10.00 r	656.86	507.18	10.00	0.00
							705.26	508.55	10.00	0.00
							706.63	469.45	10.00	0.00
							685.85	469.72	10.00	0.00
							687.76	452.22	10.00	0.00
							660.69	450.85	10.00	0.00
Adj Res				0	0.37	10.00 r	672.27	404.63	10.00	0.00
							740.42	407.45	10.00	0.00
							742.81	374.24	10.00	0.00
							676.39	369.47	10.00	0.00
Support Spaces				0	0.37		373.03	454.73	17.00	0.00
							491.51	456.82	17.00	0.00
							491.79	448.51	14.00	0.00
							372.91	445.32	14.00	0.00
Dual Bay				0	0.37	20.00 r	550.64	443.42	20.00	0.00
							588.00	445.10	20.00	0.00
							591.11	396.07	20.00	0.00
							553.98	393.75	20.00	0.00



**Sound Level Spectra**

Name	ID	Type	Weight:	1/3 Oktave Spectrum (dB)											Source	
				63	125	250	500	1000	2000	4000	8000	A	lin			
Istobal Blower Levels	S1	Lw (c)	A	67.7	80.5	90.3	99.6	97.2	95.8	92.7	87.6	103.4	106.5	Measured		
Sonny's Dryer	S2	Lw		98.2	102.2	99.1	99.6	100.7	98.8	96.3	93.1	105.4	108.2	Manufacturer		
Single Vac	V1	Lw		69.4	65.1	63.3	65.1	70.2	74.0	76.3	79.4	82.2	82.6	Measured - Xtreme CW 710 Sycamore Ave, Vista		
Double Vac	V2	Lw		72.4	68.1	66.3	68.1	73.2	77.0	79.3	82.4	85.2	85.6	Measured		
HVAC	HVAC	Lw (c)		57.0	49.5	47.9	46.3	43.9	39.9	37.3	33.6	48.9	58.7			
Dual Bay Entrance	DB1	Lw		82.0	84.0	86.0	90.0	85.0	82.0	79.0		90.7	93.7			
Dual Bay Entrance - 10x10	DB1-10	Lw		80.0	83.0	85.0	88.0	83.0	81.0	77.0		88.9	92.1			
Dual Bay Exit	DB2	Lw		96.0	98.0	100.0	103.0	97.0	94.0	91.0		103.2	106.9			
Dual Bay Exit - 10x10	DB2-10	Lw		94.0	96.0	98.0	101.0	95.0	93.0	89.0		101.4	105.0			

**Sound Reduction Spectra**

Name	ID	Type	Weight	1/3 Oktave Spectrum (dB)										Source
				63	125	250	500	1000	2000	4000	8000	A	lin	
Hollow Metal Door (STC 17)	D	Li		13.0	13.0	15.0	16.0	17.0	18.0	20.0	24.5	25.1	Harris	

Project Name: iClean 305  
 Location: Calexico  
 Architect:  
 Mechanical Engineer:  
 Contractor:

Project/Reference Number: S220413  
 Engineered By: rcowell  
 Company: Eilar Associates, Inc.  
 Run Date: 5/18/2022  
 Notes:

### Tunnel Entrance - 10x10 Calculation Summary

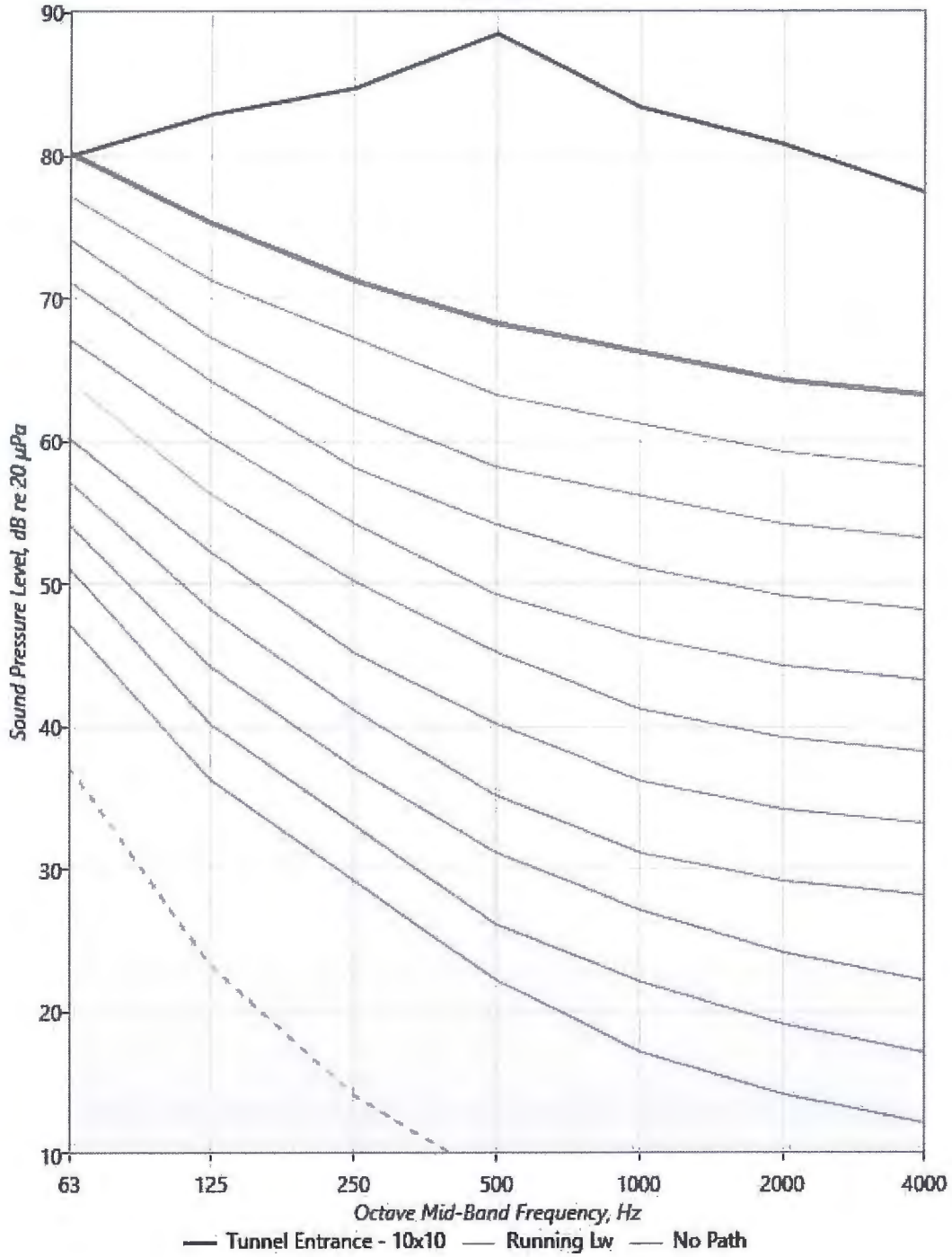
Element	Properties	NC	Octave Midband Frequency, Hz							dB(A)
			63	125	250	500	1K	2K	4K	
1 Tunnel Entrance - 10x10	Criteria: NC-65	>65	80	83	85	88	83	81	77	89
2 Radiated (Tunnel Entrance (2 ft))	Criteria: NC-65									
3 Dryers at Tunnel Entrance at 2 ft			70	73	75	79	74	71	68	
4 Hole in Wall/Floor	19'x50'x20' (10'x10')		10	10	10	10	10	10	9	
5 SUM		>65	80	83	85	88	83	81	77	89

Project Name:  
Location:  
Architect:  
Mechanical Engineer:  
Contractor:

iClean 305  
Calexico

Project/Reference Number: S220413  
Engineered By: rcowell  
Company: Eilar Associates, Inc.  
Run Date: 5/18/2022  
Notes:

Tunnel Entrance - 10x10  
NC- >65



Project Name: iClean 305  
 Location: Calexico  
 Architect:  
 Mechanical Engineer:  
 Contractor:

Project/Reference Number: S220413  
 Engineered By: rcowell  
 Company: Eilar Associates, Inc.  
 Run Date: 5/18/2022  
 Notes:

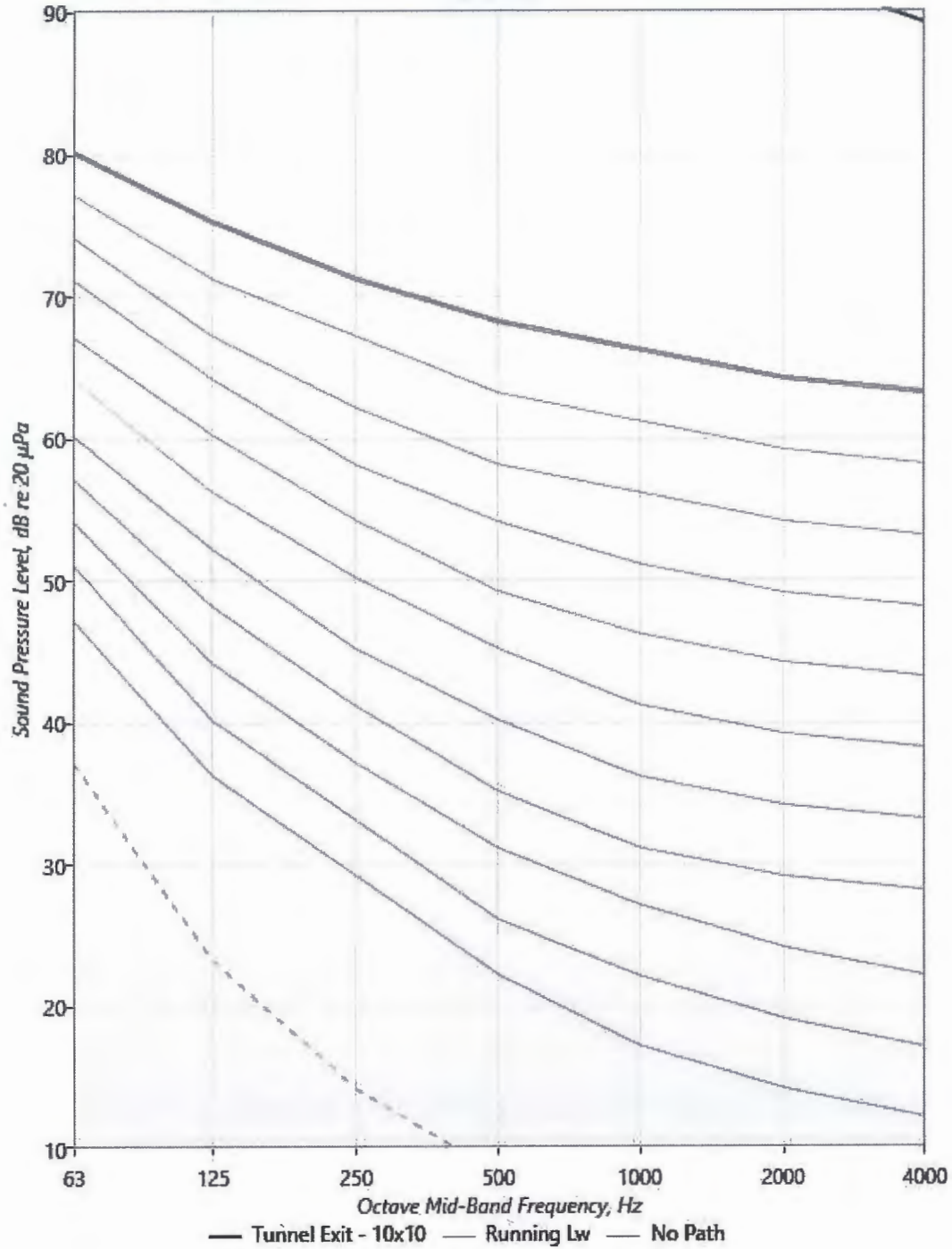
### Tunnel Exit - 10x10 Calculation Summary

Element	Properties	NC	Octave Midband Frequency, Hz							dB(A)
			63	125	250	500	1K	2K	4K	
6 Tunnel Exit - 10x10	Criteria: NC-65	>65	94	96	98	101	95	93	89	101
7 Radiated (Tunnel Exit)	Criteria: NC-65									
8 Dryers at Tunnel Exit			88	90	92	96	90	88	85	
9 Hole in Wall/Floor	19'x50'x20' (10'x10')		6	6	6	5	5	5	4	
10 SUM		>65	94	96	98	101	95	93	89	101

Project Name: iClean 305  
Location: Calexico  
Architect:  
Mechanical Engineer:  
Contractor:

Project/Reference Number: S220413  
Engineered By: rcowell  
Company: Eilar Associates, Inc.  
Run Date: 5/18/2022  
Notes:

Tunnel Exit - 10x10  
NC- >65





**Eilar Associates, Inc.**  
*Acoustical and Environmental Consulting Services*

## Appendix D

Manufacturer Data Sheets

Environmental Noise with Dryer OFF, 70 dba

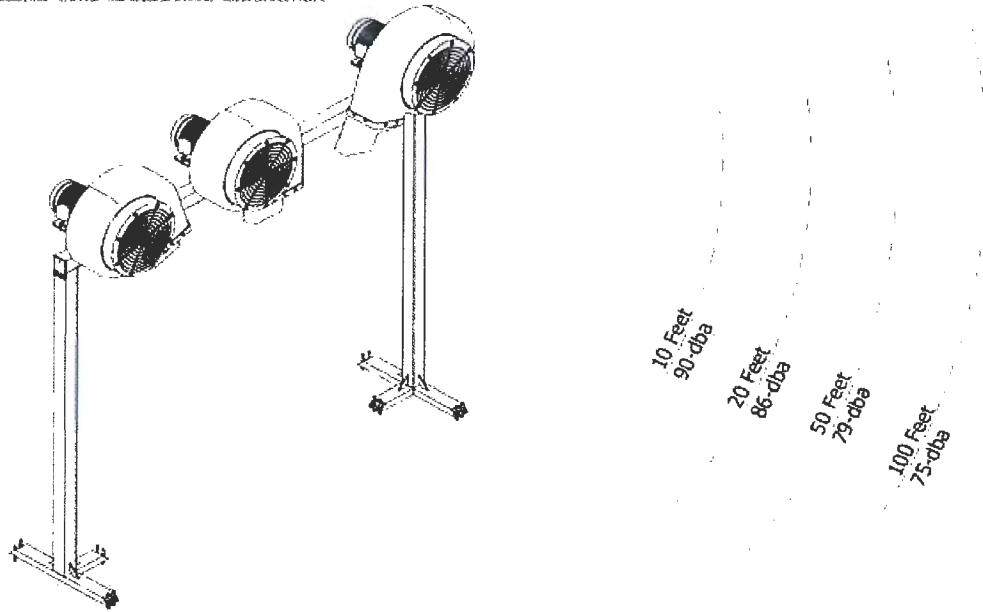


Figure 15. Dryer Noise DBA Reading

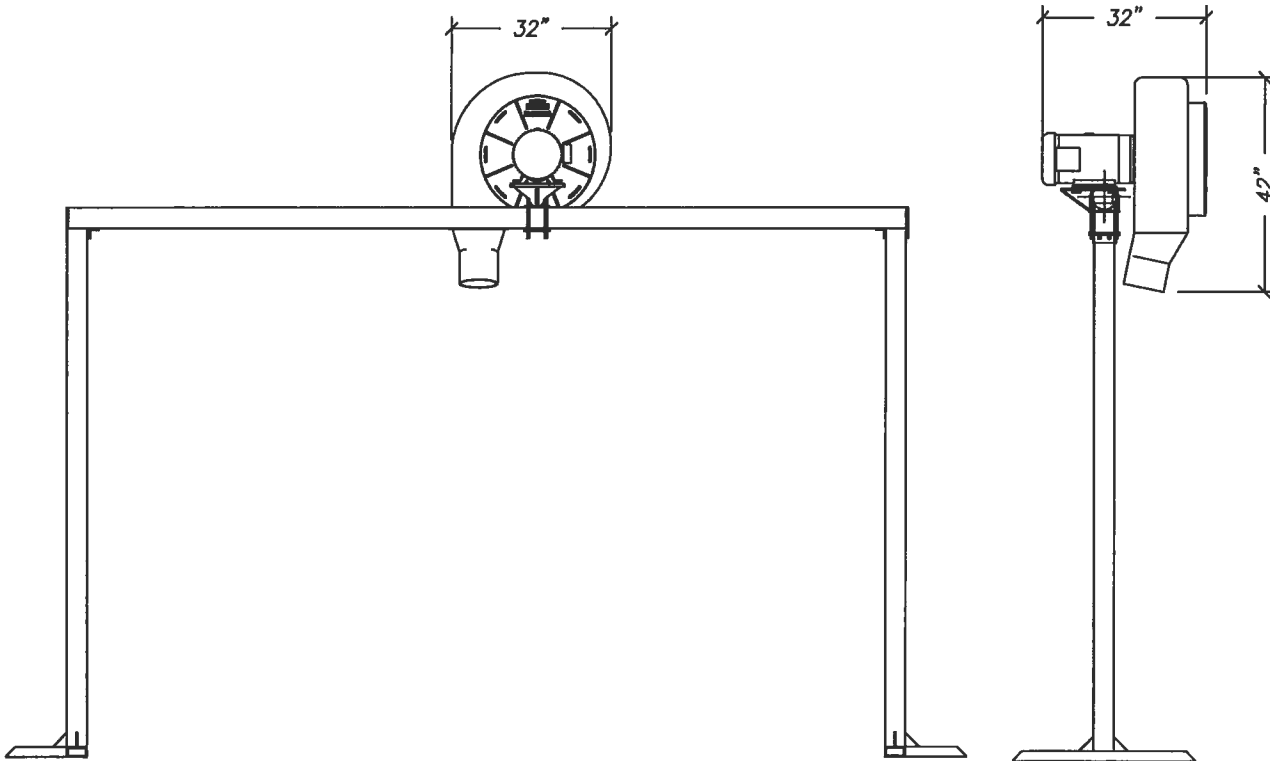


Figure 16. Producer Dimensions





**DECIBEL READINGS / LEVELS:** ALL READINGS MAY VARY WITH BAY TYPES, SURROUNDINGS AND VARIABLE TYPES OF CONSTRUCTIONS.

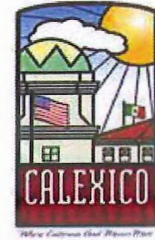
DISTANCE FROM BAY:	30HP EXIT DOOR CLOSED	30HP EXIT DOOR OPEN	60 HP (4-15HP, 2-TRUNKS)
10FT.	76	89	95
20FT.	72	87	89
30FT.	70	82	84
40FT.	66	78	79
50FT.	66	78	78
60FT.	64	75	76

\*DECIBEL LEVELS MAY DROP 4 TO 5 DBA'S OR MORE WITH FULL COVER SURROUNDS OR SILENCER CONES. READINGS MAY VARY.

\*THESE READINGS WERE CONCLUDED WITH PREMIER PLASTIC HOUSINGS. ALUMINUM HOUSINGS ARE ON THE AVERAGE OF 6 TO 8 DECIBELS LOUDER.

# EXHIBIT D

**Traffic Incident Report 2017-2022**  
 for Intersections: Highway 98 (Birch Street) & Highway 111  
 (Imperial Avenue); Highway 98 & Paulin Avenue; Paulin



Retrieved from Calexico Police Department Law Incident Summary Report by Date and Time received by Development Services Department Staff 06/28/2022.

Count	Time	Date	Code	Type	Address
1	17:42:07	02/14/17	C-17-02287	Traffic Accident	Birch/Imperial; Rite Aid
2	15:01:10	03/06/17	C-17-03340	Traffic Accident	Hwy 98/ Hwy 111
3	15:34:08	03/06/17	C-17-03342	Traffic Accident	Hwy 98/ Hwy 111
4	15:30:40	04/24/17	C17-06087	Pi Accident	Paulin Ave & Birch St
5	16:58:11	05/11/17	C-17-06933	Traffic Accident	Hwy 98/ Hwy 111
6	10:39:55	06/23/17	C-17-09173	Traffic Accident	100 Blk E Birch St
7	7:33:25	08/28/17	C-17-12495	Traffic Accident	Hwy 98/ Hwy 111
8	13:54:43	09/13/17	C-17-13537	Traffic Accident	200 Blk W Birch St
9	13:39:15	11/18/17	C-17-17529	Traffic Accident	Birch & Paulin, North side
10	18:37:09	12/15/17	C-17-19197	Traffic Accident	Hwy 98/ Hwy 111
11	18:43:20	02/02/18	C-18-02114	Traffic Accident	Hwy 98/ Hwy 111
12	20:33:25	03/28/18	C-18-05235	Traffic Accident	Hwy 98/ Hwy 111
13	15:05:05	08/17/18	C-18-13637	Traffic Accident	Hwy 98/ Hwy 111
14	18:49:53	02/22/19	C-19-02826	Traffic Accident	Hwy 98/ Hwy 111
15	20:02:00	06/03/19	C-19-08595	Traffic Accident	Hwy 98 & Imperial
16	13:15:05	06/22/19	C-19-09829	Traffic Accident	Hwy 98 / Paulin Ave
17	20:03:09	09/01/19	C-19-13721	Traffic Accident	Hwy 98 & Paulin Ave
18	19:39:16	11/01/19	C-19-17332	Traffic Accident	Hwy 98/ Hwy 111
19	6:07:03	02/08/20	C20-02152	Traffic Accident	Hwy 98/ Hwy 111
20	15:36:29	02/27/20	C20-03170	Traffic Accident	Birch & Paulin
21	12:18:58	07/09/21	C21-10148	Traffic Accident	Hwy 98/ Hwy 111
22	10:45:06	07/30/21	C21-11093	Traffic Accident	Hwy 98/ Hwy 111
23	18:49:07	12/23/21	C-21-17471	Traffic Accident	Hwy 98/ Hwy 111
24	4:49:32	05/07/22	C-22-05603	Traffic Accident	Hwy 98/ Hwy 111

AGENDA  
ITEM

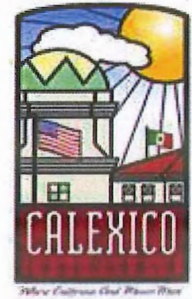
**3**

Election of Planning Commission Vice Chairman

AGENDA  
ITEM

**4**

**PLANNING COMMISSION  
ATTENDANCE RECORD 2022**



	<b>Bill Hodge</b>	<b>Jose Hinojosa</b>	<b>Marcos D Castillo</b>	<b>Jose Alejos</b>	<b>James Beaver</b>
01//10/22	MC	MC	MC	MC	MC
01/18/22 SPECIAL MEETING	✓	✓	✓	A	✓
01/24/22	MC	MC	MC	MC	MC
02/07/22 SPECIAL MEETING	✓	✓	✓	✓	✓
02/14/22	✓	✓	✓	✓	A
02/28/22 SPECIAL MEETING	✓	✓	✓	✓	A
03/14/22	✓	✓	✓	A	✓
03/28/22	✓	✓	✓	✓	✓
04/11/22	✓	✓	✓	✓	✓
04/25/22	MC	MC	MC	MC	MC
05/09/22	✓	A	✓	✓	✓
05/23/22	MC	MC	MC	MC	MC
06/13/22	A	✓	✓	✓	✓
06/27/22	MC	MC	MC	MC	MC
07/11/22	✓	✓	✓	✓	✓
07/25/22					
08/08/22					
08/22/22					
09/12/22					
09/26/22					
10/10/22					
10/24/22					
11/14/22					
11/28/22					
12/12/22					
12/26/22					

- NQ - No Quorum**
- MC - Meeting Canceled**
- NA - Not Appointed**
- ✓ - Present**
- A- Absent**