**DATE:** March 10, 2021

**TO:** Chairman and Members of the Planning Commission

**FROM:** Anne McIntosh, AICP, Planning Director

**INITIATED BY:** Tabe van der Zwaag, Associate Planner

**SUBJECT:** **ENVIRONMENTAL ASSESSMENT AND GENERAL PLAN AMENDMENT DRC2018-00533, ZONING MAP AMENDMENT DRC2018-00534, DESIGN REVIEW DRC2018-00535, CONDITIONAL USE PERMIT DRC2018-00536, & TREE REMOVAL PERMIT DRC2019-00218 - ALAN SMITH FOR ARBOR EXPRESS CAR WASH -** A request for site plan and architectural review of a 5,078 square foot carwash and associated 1,296 square foot detailing center, General Plan and Zoning Map amendments to change the land use and zoning designation on one of two parcels that makes up the project site along with two off-site parcels of land, a Conditional Use Permit to operate a carwash, and a Tree Removal Permit for a 1.36-acre project site in the General Commercial (GC) District and Low Medium (LM) Residential District (4-8 dwelling units per acre), located approximately 200 feet east of Archibald Avenue on the north side of Arrow Route - APN: 0209-291-01, -02, -03 and -06. A Mitigated Negative Declaration of environmental impacts has been prepared for consideration.

**RECOMMENDATION:**

Staff recommends the Planning Commission take the following action:

- Approve Design Review DRC2018-00535, Conditional Use Permit DRC2018-00536, and Tree Removal Permit DRC2019-00218 through the adoption of the attached Resolutions of Approval with Conditions.

- Recommend City Council approval of General Plan Amendment DRC2018-00533 and Zoning Map Amendment DRC2018-00534 through the adoption of the attached Resolutions of Approval with Conditions.

**EXECUTIVE SUMMARY:**

The project scope is for the site plan and architectural review of a 5,078 square foot carwash and associated 1,296 square foot detailing center. Project approval is contingent on the approval of related General Plan/Zoning Map amendments to change the land use and zoning designation of one of two parcels that makes up the project site from a residential land use/zoning designation (Low Medium (LM)) to a commercial land use/zoning designation (General Commercial(GC)). Based on the State of California's "no-net-loss" requirement, the loss of potential residential development on the one project

related parcel of land, requires that loss to be made up on other parcels in the city. The project includes rezoning two adjacent parcels of land to a higher residential density to make up for the lost potential residential units on the project site.

**PROJECT AND SITE DESCRIPTION:**

The project site is comprised of two parcels totaling 1.36 acres of land (59,300 square feet) located on the north side of Arrow Route, approximately 200 feet east of Archibald Avenue. The "L" shaped project site is approximately 266 feet (east to west), and approximately 280 feet and 170 feet (north to south) along the east and west property lines, respectively. The westernmost parcel of land that makes up the project site is vacant (APN: 0209-291-06) and the easternmost parcel is developed with a single-family residence (APN: 0208-291-03). The existing elevation is approximately 1,152 feet (above sea level) at the northeast corner of the project site and 1,150 feet along the south property line, for a grade change of approximately 2 feet.

A non-operational service station is located on the parcel of land to the west of the project site, at the northeast corner of Archibald Avenue and Arrow Route. On August 15, 2018, the City Council approved the reactivation of this service station (Design Review DRC2015-00682). That approval included the design review of a drive-through automatic carwash to be located on the east side of the existing service station along with General Plan land use (DRC2015-00683) and Zoning Map (DRC2015-00684 amendments changing the General Plan land use and zoning designations from Low Medium/Low Medium (LM) Residential District to General Commercial/General Commercial (GC) District, respectively. The land use and zoning amendments for that project included one of the two parcels of land (APN: 0208-291-06) that comprise the subject project site.

The existing Land Use, General Plan and Zoning Designations for the project site and adjacent properties are as follows:

| | **Land Use** | **General Plan** | **Zoning** |
|---|---|---|---|
| ***Site*** | Vacant | General Commercial | General Commercial (GC) District |
| | Single-Family Residence | Low Medium Residential | Low Medium (LM) Residential District (4-8 du/acre) |
| ***North*** | School | Low Medium Residential | Low Medium (LM) Residential District (4-8 du/acre) |
| ***South*** | Commercial Center | General Commercial | General Commercial (GC) District |
| | Family Resource Center | Public Facility/ Civic/Regional | Low (L) Residential District (2-4 du/acre) |
| ***East*** | Single-Family Residence[1] | Low Medium Residential | Low Medium (LM) Residential District (4-8 du/acre) |
| ***West*** | Service Station[2] | General Commercial | General Commercial (GC) District |
| 1 – "Beverly Hills House" (designated a local historic landmark on January 18, 1989) on APN: 0208-291-03;<br>2 – Non-operational but approved for reactivation | | | |

**ANALYSIS:**

A. Project Overview: The applicant proposes to construct and operate a carwash facility consisting of a two-story, 5,078 square foot automated "express" car wash, and a separate

1,296 square foot detailing center along with shaded vacuum canopies. The existing single-family residence on the project site will be removed as part of the development of the proposed project. The first floor of the carwash building is comprised of an enclosed carwash tunnel, an enclosed mechanical equipment room, restrooms, office area, cashier, and storage area. The second floor is comprised of an equipment room, office, and restrooms. The separate one-story car detailing building will consist of an open floor area with 3 roll-up service doors, an office area, and a restroom. Three separate shaded canopies will be provided in the parking lot area with individual self-service vacuums, totaling 32 stalls along with 8 customer/employee parking stalls. The carwash is designed to recycle 86 percent of the wash water.

Development Code Section 17.90.030-E (Drive-In and Drive-Through Uses) states that drive-through lanes are required to be set back 45 feet from the ultimate curb face and 300 feet from an intersection. Development Code Section 17.90.030 allows for deviations from the above provisions through the issuance of a site plan and architectural review. The development standards that apply to the project are as follows:

| **Development Criteria** | | | |
|---|---|---|---|
| | **Minimum Requirement** | **Proposed** | **Compliant?** |
| Building Setback (along Arrow Route) | 45 feet | 78 feet | Yes |
| Drive-Through Setback (from Street) | 45 feet | 45 feet | Yes |
| ***Drive-Through Setback (Intersection)*** | ***300 feet*** | ***190 feet*** | ***No**** |
| Rear Building Setback (at north property line) | 0 feet | 60 feet | Yes |
| Side Building Setback (at east property line) | 20 feet | 20 feet | Yes |
| Side Building Setback (at west property line) | 5 feet | 100 feet | Yes |
| Parking Setback (along Arrow Route) | 25 feet | 50 Feet | Yes |
| Landscape Setback | 45 feet (average)/ 30 feet (minimum) | 45 Feet | Yes |
| Landscape Coverage | 10 percent | 26 Percent | Yes |
| Floor Area Ratio | 35 percent (maximum) | 11 Percent | Yes |
| * Deviations to these provisions may be considered through the issuance of a site plan and architectural review permit. | | | |

Development Code Table 17.64.050-1 (Parking Requirements by Land Use) states that carwashes with a detail center are required to provide 16 total parking spaces. The project will include a total of 40 parking spaces.

| **Land Use** | **Required Parking** | **Provided Parking** |
|---|---|---|
| **Car Wash/ Detail Center** | 16 Stalls | 40 Stalls |

Access to the site will be provided by a 40-foot wide common driveway on Arrow Route with one inbound lane and one outbound lane. This driveway will be shared with the approved service station/carwash to the west. Access to the carwash will be through three carwash drive-through lanes with individual automated cashier pay stations and barrier gate arms. Upon exiting the carwash tunnel, vehicles will be directed to the covered vacuum stations via a one-way interior lane. Vehicles will exit the facility via the shared driveway on Arrow Route. Three ADA accessible pedestrian walkways will be provided on the site. The vehicles in the drive-through lanes will be screened from Arrow Route by landscaping.

The carwash and detailing center will have a Tuscan architectural design theme comprised of a terra cotta tile roof, stucco exterior walls with stone veneer accents, recessed window arches, decorative doors and columns, and lattice covers to replicate the design of the historic vineyards in the area. The covered vacuum canopies will consist of “alumawood” arbors, with bronze framing and shade fabric with color accents. The car wash development will also include a monument sign and decorative grape arbor with columns along the Arrow Route street right-of-way.

B. General Plan Amendment DRC2018-00533 and Zoning Map Amendment DRC2019-00534: The project includes a request for General Plan and Zoning Map Amendments to change the General Plan land use and zoning designations for one parcel of land (APN: 0208-291-03) within the project site from Low Medium (LM)/Low Medium (LM) Residential District to General Commercial (GC)/General Commercial (GC) District, and for two adjacent non-project specific parcels of land (APNs: 0208-291-01 and -02) located to the east of the project site from Low Medium (LM)/Low Medium (LM) Residential District to Medium (M)/Medium (M) Residential District, respectively.

In 2017 the California Legislature approved California’s 2017 Housing Package, which, among other housing bills, included Senate Bill No. 166 (SB 166). SB 166 prohibits a City from reducing, requiring, or permitting a reduction of the residential density to a lower residential density that is below the density that was used by the California Department of Housing and Community Development in determining compliance with housing element law, unless the City makes written findings supported by substantial evidence that the reduction is consistent with the General Plan, including the housing element, and that the remaining sites identified in the housing element are adequate to accommodate the City’s share of the regional housing need.

The City may only reduce or eliminate residential density for a parcel if there is a sufficient replacement of residentially zoned land so that there is “no net loss” of residential development capacity. When the City prepared the 2013 Housing Element Update only vacant parcels were analyzed to address the City’s regional housing need (underutilized parcels and those with active development applications were not included) and the City identified an adequate number of vacant parcels to meet the regional housing need. The easterly 0.85-acre parcel of land was identified by the capacity analysis of the Low Medium (LM) Residential District. To overcome the loss of housing capacity as a result of this project, the applicant is requesting to amend the General Plan land use and zoning designations for two non-project related parcels (APNs: 208-29-01 and -02) as described previously.

The subject 0.85-acre project-related parcel of land has a maximum potential residential density of 6.8 units under the current Low Medium (LM) Residential District (4-8 dwelling units per acre) zoning designation. Rezoning the two adjacent non-project related parcels of land (1.21 acres) from Low Medium (LM) Residential District (4-8 dwelling units per acre) to Medium (M) Residential District (8-14 dwelling units per acre) will increase the potential residential density from 9.68 dwelling units per acre to 16.94 dwelling units per acre, an increase in density of 7.26 dwelling units per acre. This change in the zoning designation will overcome the potential loss of housing opportunities created by the rezoning of the project-specific parcel of land (7.26 vs 6.8 dwelling units per acre) and will, in turn, make the project compliant with the "no net loss" provision in Senate Bill No. 166 (SB 166).

The proposed General Plan and Zoning Map amendments will also be compatible with the existing and future land uses surrounding the project site. The proposed car wash is designed to minimize potential impacts on the surrounding land uses. The vehicle entrance to the car wash will be shared with the adjacent service station and will be approximately 270 feet from the nearest residential land use. Noise making equipment related to the car wash and vacuum stations will be located within an enclosed equipment room, reducing noise levels below the maximum noise levels permitted for a residential land use. The car wash building will be positioned on a north-south axis, further reducing any potential noise or light impacts on the surrounding residential land uses. The existing Mulberry Early Education Center located to the north of the project site will provide a buffer between the proposed carwash and the existing single-family uses further to the north. The proposed General Commercial designation is compatible with the General Commercial designation to the south. The proposed General Plan and Zoning Map amendments increasing the permitted residential density of the non-project related parcel to the east will also not impact the continued use of the existing single-family residence (Beverly Hills House) for residential purposes.

Additionally, the proposed General Plan Amendment is consistent with General Plan policies LU-1.2 and LU-2.4. Policy LU-1.2 states *"Designate appropriate land uses to serve the local needs and be able to respond to regional market needs, as appropriate."* The development of the carwash land use will serve the local population's carwash needs and will support the surrounding community's needs as Arrow Route is identified as a Major Arterial (General Plan Figure CM-2) with a significant daily traffic volume. Policy LU-2.4 states *"Promote complementary infill development, rehabilitation, and re-use that contribute positively to the surrounding residential neighborhood areas."* The development of a car wash on the two project-related parcels of land will contribute positively to the surrounding residential area by permitting significant site plan and aesthetic improvements to an underutilized project site.

C. Conditional Use Permit DRC2018-00536: Development Code Section 17.16.120.A identifies that a Conditional Use Permit provides a process for a determination of requests for uses and activities whose effects on adjacent sites and surroundings need to be evaluated in terms of a specific development proposal for a specific site. Uses qualifying for a Conditional Use Permit are considered minor in nature, only have an impact on immediately adjacent properties, and can be modified and/or conditioned to ensure compatibility. Within the proposed General Commercial (GC) District, car washes are a

permitted land use, subject to the approval of a Conditional Use Permit. The proposed carwash will employ approximately 25 full and part-time employees with 7 persons on the largest shift for both the carwash and detail center. The facility will operate 7 days per week from 7:00 a.m. to 9:00 p.m. with customers staying in their vehicle during the car washing and drying process. Complimentary self-serve vacuums will be available upon exiting the carwash tunnel. The findings of facts below support the necessary Conditional Use Permit findings, which are required by the City's Development Code:

Finding: The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this Zoning Code, Municipal Code, General Plan, and any applicable Specific Plans or City regulations/standards.

Fact: The proposed project includes amendments to the General Plan and Zoning Map to change the land use designation and zoning of one of the parcels that make up the project site from Low Medium (LM)/ Low Medium (LM) Residential District to General Commercial (GC)/General Commercial (GC) District, respectively. Within the General Commercial (GC) District, carwashes are a permitted land use subject to the approval of a Conditional Use Permit. The proposed car wash is compliant with each of the applicable development standards of the Development Code.

Finding: The site is physically suited for the type, density, and intensity of the proposed use including access, utilities, and the absence of physical constraints and can be conditioned to meet all related performance criteria and development standards.

Fact: The project site is suitable for a car wash land use as it provides appropriate site access, has all utility services available, and can be conditioned to meet all related performance criteria and development standards for a carwash facility.

Finding: Granting the permit would not be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity in which the project is located.

Fact: Subject to the approval of the related General Plan and Zoning Map Amendments, the establishment of the carwash facility will not be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity in which the project is located. The project was designed to meet all applicable Development Code standards, performance criteria, and can be conditioned appropriately to minimize any potential impacts to adjacent properties.

D. Tree Removal Permit (DRC2019-00218): The project includes a request for the removal of 17 trees. An Arborist Report (Steve Anderson, Arborist) was submitted that reviews the health and condition of the 17 onsite trees. The report concludes that based on poor health and improper pruning all the onsite trees are recommended for removal. The removed trees will be replaced by 42 new trees as part of the proposed project.

E. Design Review Committee: The project was reviewed by the Design Review Committee (Oaxaca, Williams, and Smith) on December 17, 2019. Staff presented the project to members of the Design Review Committee and raised three design issues: 1) the use of

stone veneer on the east elevation of the carwash building; 2) the addition of stone veneer on the vacuum housing bases; and 3) the use of "alumawood" on the trellis structures. The committee recommended that stone veneer be added to the east elevation of the carwash building and that stone veneer not be added to the bases of the vacuum housing bases. The committee was also accepting of the use of "alumawood" on the trellis structures rather than real wood. The project was forwarded to the Planning Commission with the above design recommendations. The plans before the Planning Commission have been updated to reflect the recommendations by the Design Review Committee.

F. Neighborhood Meeting: The applicant held a neighborhood meeting at the RC Family Resource Center on April 29, 2019. Owners of property located within 660 feet of the project site were notified and invited to attend the meeting. No property owners / residents attended the meeting.

G. Public Art: The project is subject to the public art requirement and will be required to provide public art on the project site with a minimum value of $6,374 or pay an in-lieu fee to the City's public art fund, equal to the minimum value of art that would otherwise be included in the development project. A condition has been included pursuant to the Development Code that requires the public art requirement to be met prior to occupancy.

H. SB18 and AB52 Tribal Consultation: In accordance with Senate Bill 18 (SB18), notification was sent on October 16, 2018, to tribal communities from a list of seven tribes provided by the Native American Heritage Commission. Two tribes responded (San Manuel Band of Mission Indians and the Morongo Band of Mission Indians) and requested any cultural studies that were prepared for the studies. The studies were forwarded to the two tribes and no further comment was received. Notification in accordance with AB52 was sent on April 1, 2019, to tribal communities from a list of six tribes that have requested notification by the City. Two tribes responded (San Manuel Band of Mission Indians and Gabrieleno Band of Mission Indians-Kitz Nation). The San Manuel Band of Mission Indians requested in writing that language be incorporated into the final CEQA document requiring notification if cultural resources are found. The Gabrieleno Band of Mission Indians-Kitz Nation requested that mitigation measures be included in the CEQA documents requiring an onsite tribal monitor during earthmoving actives. The CEQA document prepared for the project reflects the requested language/mitigation measures.

I. Environmental Assessment: Pursuant to the California Environmental Quality Act ("CEQA"), the Initial Study of the potential environmental effects of the project was prepared by MIG, Inc and was peer-reviewed by Ascent Environmental, a consultant contracted by the City to review the report. Based on the findings contained in that Initial Study, City staff determined that, with the imposition of mitigation measures, there would be no substantial evidence that the project would have a significant effect on the environment. The mitigation measures that the applicant will be required to comply with will reduce potential impacts to migratory birds, cultural and Tribal cultural resources, and reduce noise impacts during the project's construction, as well as potential impacts that may be created upon operation of the development, such as traffic-related impacts. Based on that determination, a Mitigated Negative Declaration was prepared. Thereafter, City staff provided public notice of the public comment period and of the intent to adopt the Mitigated Negative Declaration. No comments

were received during the public comment period. A Mitigation Monitoring Program has also been prepared to ensure implementation of, and compliance with, the mitigation measures for the project.

**FISCAL IMPACT:**

The Fiscal Impact Analysis (Stanley R. Hoffman Associates) prepared for the project estimates that the project would provide a net annual recurring impact of $4,862 to the City upon completion of the project. This figure has not been peer reviewed or confirmed. New recurring general fund revenues include property taxes, property tax in-lieu, residential derived sales taxes, commercial derived sales taxes, business license fees, and franchise fees. The project proponent will also be responsible for paying one-time impact fees. These fees are intended to address the increased demand for City services due to the proposed project. The following types of services that these impact fees would support include the following: library services, transportation infrastructure, drainage infrastructure, animal services, police, parks, and community and recreation services.

**COUNCIL GOAL(S) ADDRESSED:**

The project fulfills City Core Value #7 (Continuous Improvement) by redeveloping two underutilized parcels of land. The project is also consistent with the goals and policies of the General Plan and the objectives of the Development Code. The proposed General Plan Amendment is consistent with the General Plan Land Use element and its policies related to serving local needs and promoting complementary development. The proposed car wash will complement the approved reestablishment of the existing service station to the west and is designed to minimize any impact on the surrounding land uses.

**PLANNING COMMISSION DECISION OPTIONS**:

1. Approve the Design Review and Conditional Use Permit for the proposed carwash as presented and recommend City Council approval of the related General Plan land use/ Zoning Map amendments.

2. Recommend that the City Council deny the proposed General Plan land use and Zoning Map amendments along with the related entitlements based on the determination that redesignating a residential property to commercial at this location is not consistent with the City's land use goals pursuant to the General Plan.

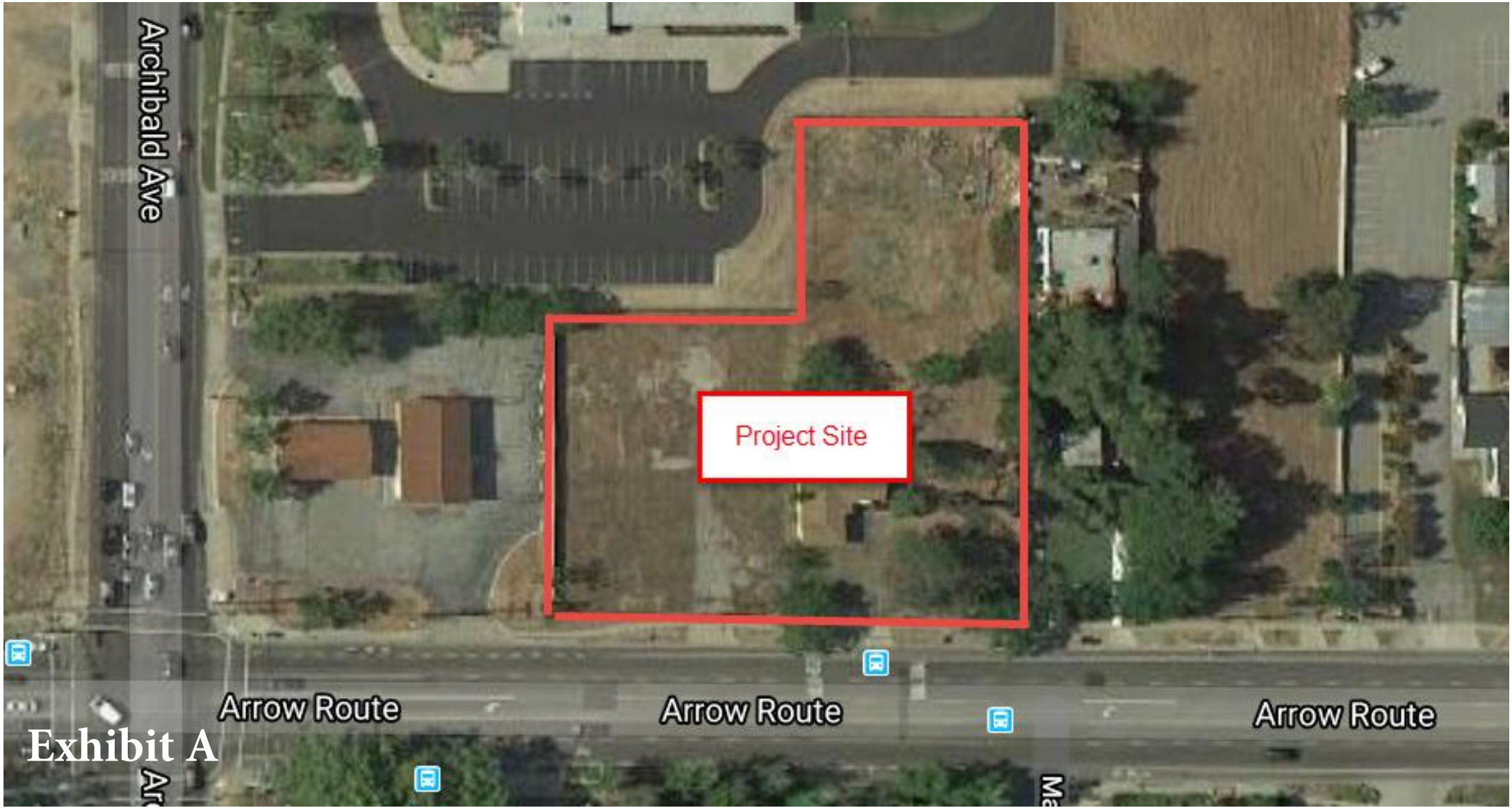
**CORRESPONDENCE:**

This item was advertised as a public hearing with a regular page legal advertisement in the Inland Valley Daily Bulletin newspaper, the property was posted on February 3, 2021, and notices were mailed to all property owners (143 addresses) within a 660-foot radius of the project site on February 2, 2021. To date, no comments/correspondence has been received in response to these notifications.

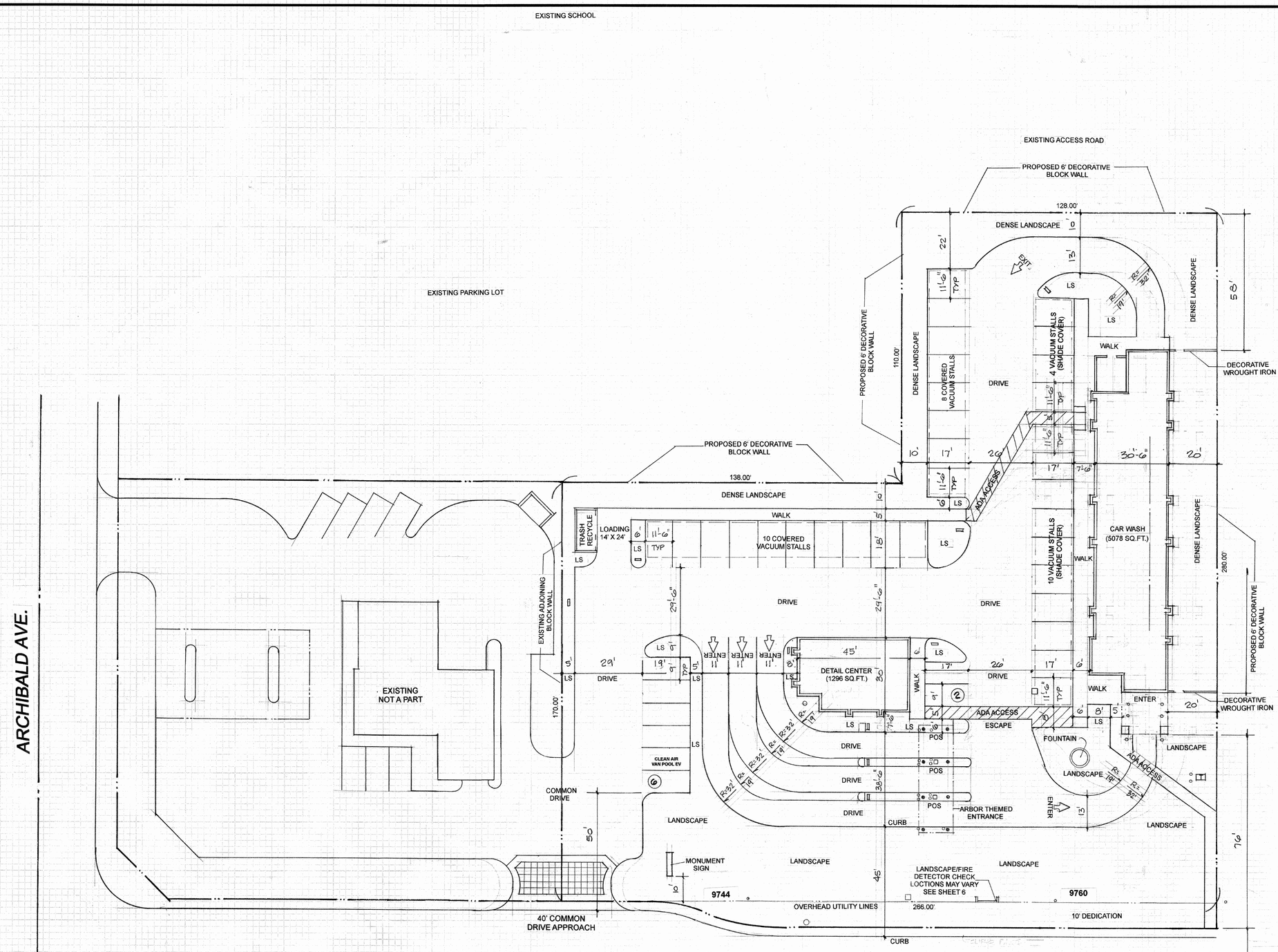
**EXHIBITS:**

Exhibit A - Aerial Photo Showing Project Location
Exhibit B - Complete Set of Plans

Exhibit C - Business Operation Letter
Exhibit D - Design Review Committee Comments (December 17, 2019) and Action Agenda
Exhibit E - Initial Study and Mitigation Monitoring Plan
Draft Resolution 21-15 Recommending Approval of General Plan Amendment DRC2018-00533
Draft Resolution 21-16 Recommending Approval of Zoning Map Amendment DRC2018-00534
Draft Resolution 21-14 of Approval for Design Review DRC2018-00535
Draft Resolution 21-12 of Approval for Conditional Use Permit DRC2018-00536
Draft Resolution 21-13 of Approval for Tree Removal Permit DRC2019-00218


Archibald Ave
Project Site
Arrow Route
Arrow Route
Arrow Route

# Exhibit A




# Exhibit B

## IMPERVIOUS SURFACE

| | |
|---|---|
| EXISTING IMPERVIOUS AREA | 5,341 SQ.FT. |
| NEW IMPERVIOUS AREA | 43,693 SQ.FT. |
| REMOVAL AND REPLACEMENT | 49,034 SQ.FT. |

## ENVIRONMENTAL SUMMARY

Our proposed project is environmentally advanced with up to 86% water recycling, LED site and building lighting as well as solar roof panels (exceeding code requirements).

All equipment is concealed within the building to eliminate sound.

All products (soap, wax, etc.) are biodegradable and environmentally friendly.

## SITE SUMMARY
(9744, 9760 ARROW ROUTE)

| | |
|---|---|
| BUILDINGS (COMBINED FOOTPRINT) | 5,232 SQ.FT. |
| LANDSCAPING (38%) 10% MIN | 22,343 SQ.FT. |
| CONCRETE | 31,725 SQ.FT. |
| SITE TOTAL (1.36 ACRES) | 59,300 SQ.FT. |
| DEDICATION (ADDITIONAL LANDSCAPING EXCLUDED FROM TOTALS ABOVE) | 2,660 SQ.FT. |

## PARKING SUMMARY

| | |
|---|---|
| VACUUMS | 32 STALLS |
| CUSTOMER-EMPLOYER | 8 STALLS |
| LOADING (14' X 24') | 1 STALL |

## GENERAL INFORMATION

B OCCUPANCY
CONSTRUCTION TYPE VB
BUILDING: 2-STORY

2-HOUR SEPARATION IN LIEU OF SPRINKLERS (AREA SEPARATION)

## INDEX



GPA 2018-00533
DRC 2018-00535
ZMA 2018-00534
CUP 2018-00536

| REVISIONS | BY |
|---|---|
| | |

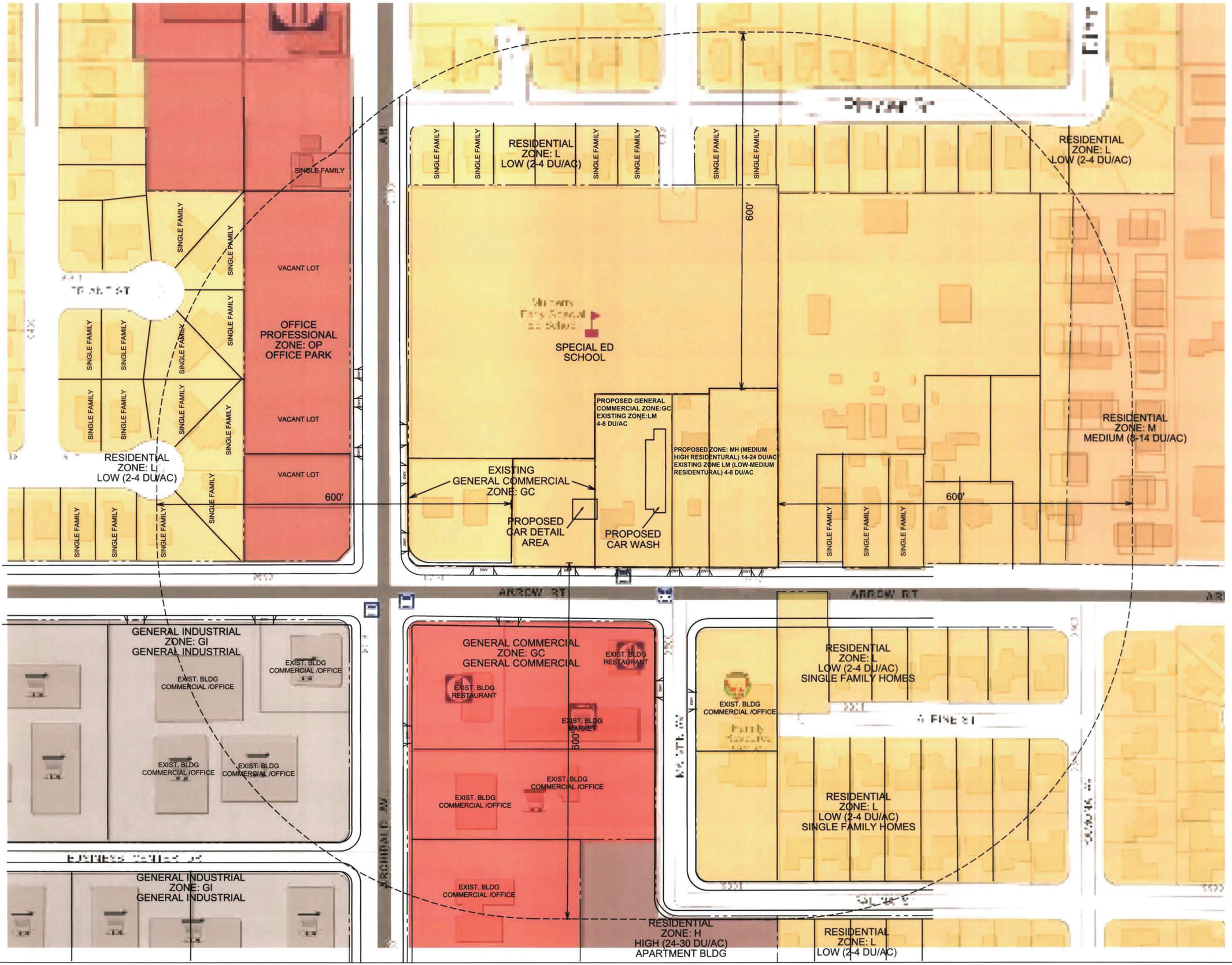
The Arbor EXPRESS CAR WASH


PETE DEJAGER
ALAN SMITH
(909) 234-9603


ARBOR EXPRESS CAR WASH
9744 ARROW ROUTE
RANCHO CUCAMONGA, CALIF.


SOUTHWEST Design GROUP LLC
12223 HIGHLAND AVE
SUITE # 106-201
RANCHO CUCAMONGA, CA 91739
909.803.8900


Date 7-14-20
Scale 1" = 20'-0"
Drawn
Job
Sheet 1
Of Sheets




Advanced Engineering & Consulting
22837 Ventura Blvd. Suite 100, Woodland Hills, CA 91364
(818) 222-7982 / (818) 222-7986 fax

# SITE UTILIZATION PLAN

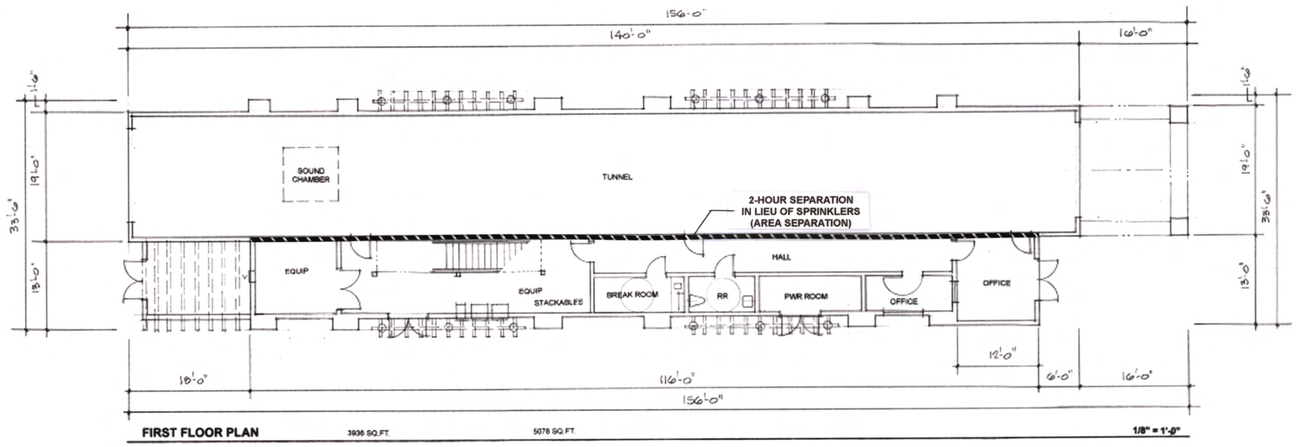
ADDRESS

8477
Rancho Cucamonga, CA 91730

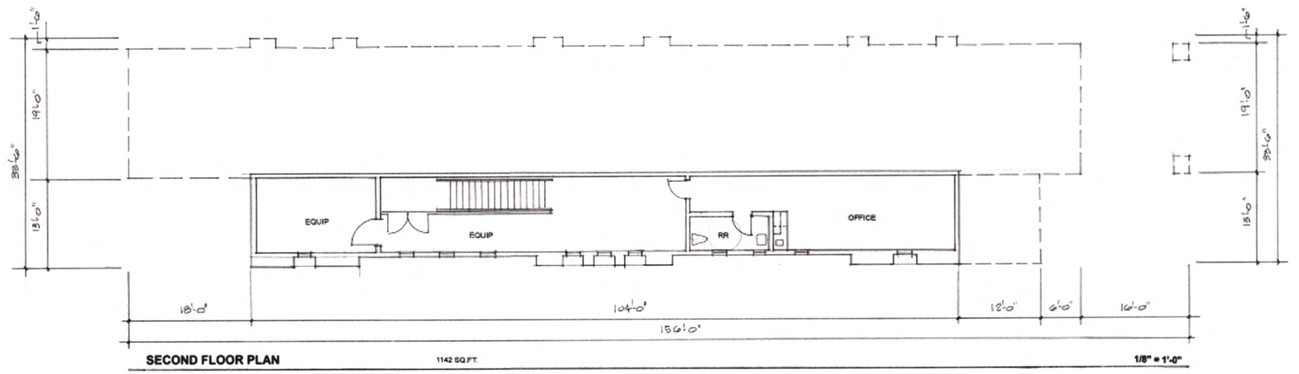
PREPARED FOR

Alan Smith

SUP



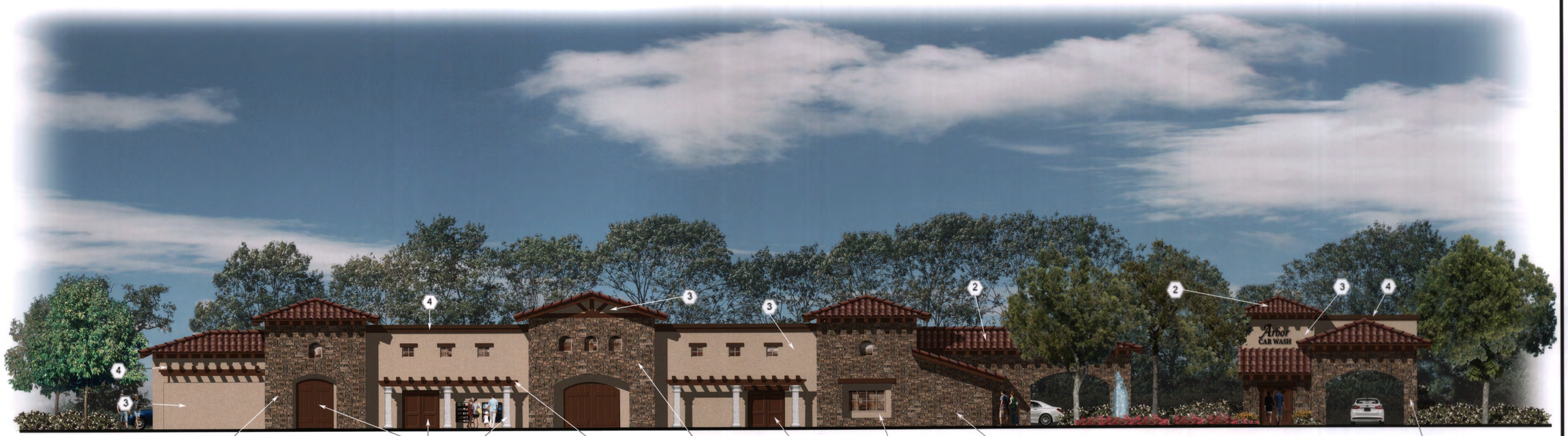

**FIRST FLOOR PLAN** 3936 SQ.FT. 5076 SQ.FT. 1/8" = 1'-0"




**SECOND FLOOR PLAN** 1142 SQ.FT. 1/8" = 1'-0"

## COLORS

1. **STONE:** ELDORADO VENETO FIELDLEDGE
2. **ROOF:** EAGLE SAN MIGUEL BLEND
3. **STUCCO:** DUNN EDWARDS APACHE TAN DEC 746
4. **TRIM:** DUNN EDWARDS MESA TAN DEC718
5. **COLUMNS:** DUNN EDWARDS TRITE WHITE DE6204
6. **WINDOW FRAME:** DESERT SUEDE
7. **WINDOW AND COLUMN:** BRONZE
8. **GLASS:** MEDIUM BRONZE
9. **CANOPY FABRIC:** CAYENNE




| REVISIONS | BY |
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SOUTHWEST Design GROUP LLC
12223 HIGHLAND AVE
SUITE # 106-201
RANCHO CUCAMONGA, CA 91739
909.234.9603

| | |
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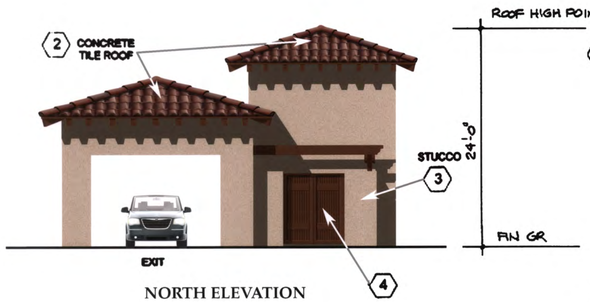
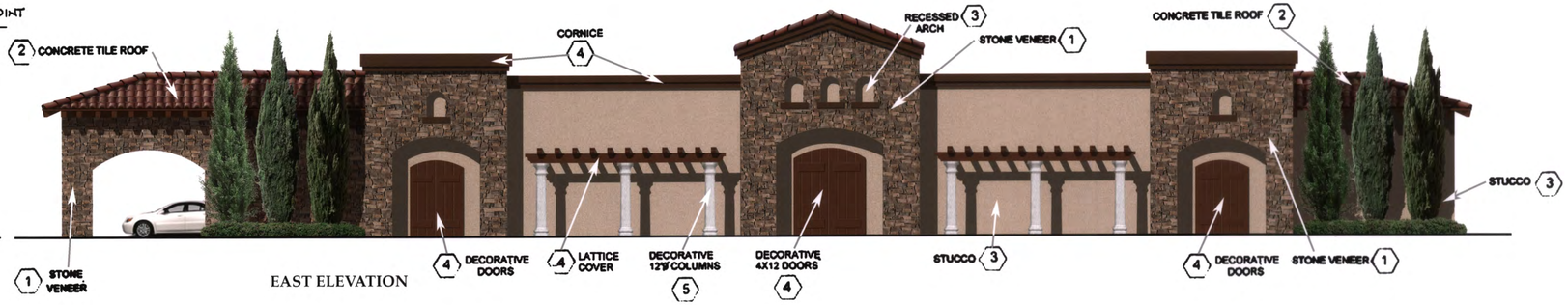
| Job | |
| Sheet | 2 |
| Of | Sheets |

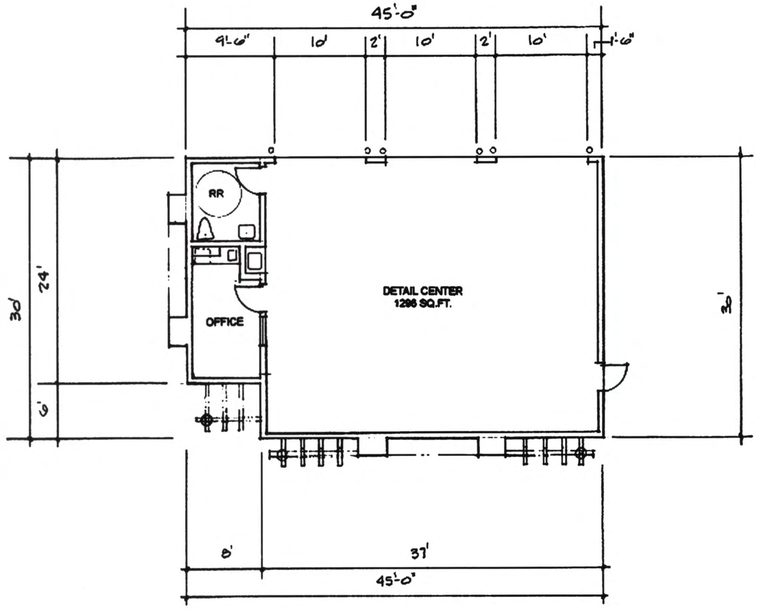
ARBOR



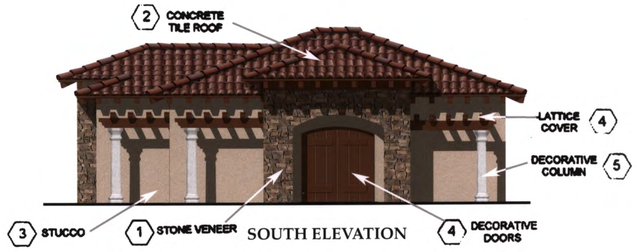

NORTH ELEVATION



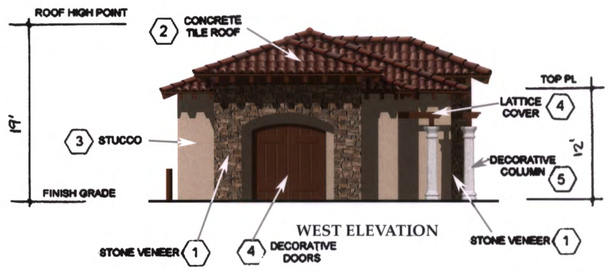

EAST ELEVATION




FLOOR PLAN

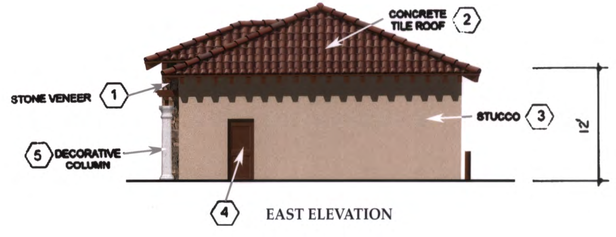



SOUTH ELEVATION




WEST ELEVATION


NORTH ELEVATION




EAST ELEVATION

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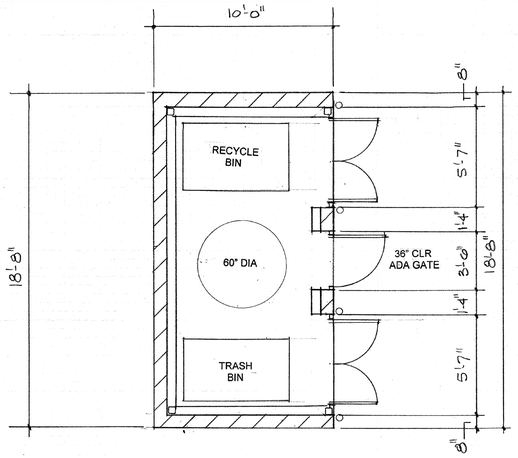
SOUTHWEST Design GROUP LLC
12223 HIGHLAND AVE
SUITE # 106-201
RANCHO CUCAMONGA, CA 91739
909.234.9603

Date

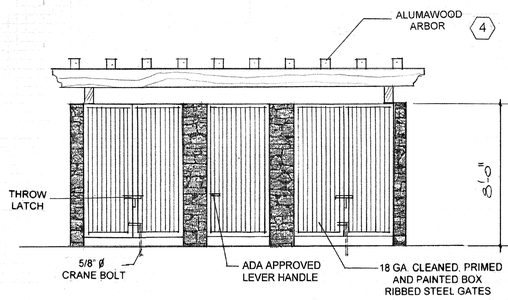
Scale 1/8" = 1'-0"

Sheet 3 Of Sheets

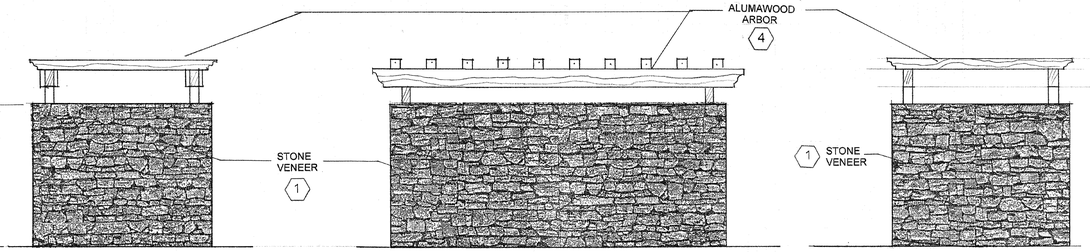
ARBOR




TRASH/RECYCLE PLAN ¼" = 1'-0"




SIDE ELEVATION



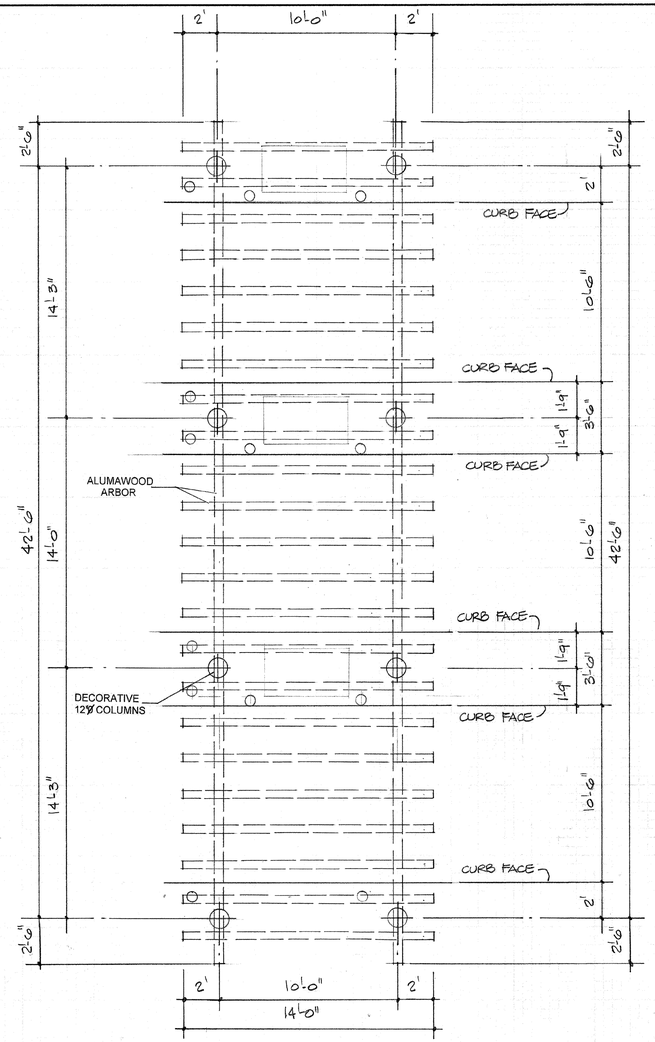

FRONT ELEVATION



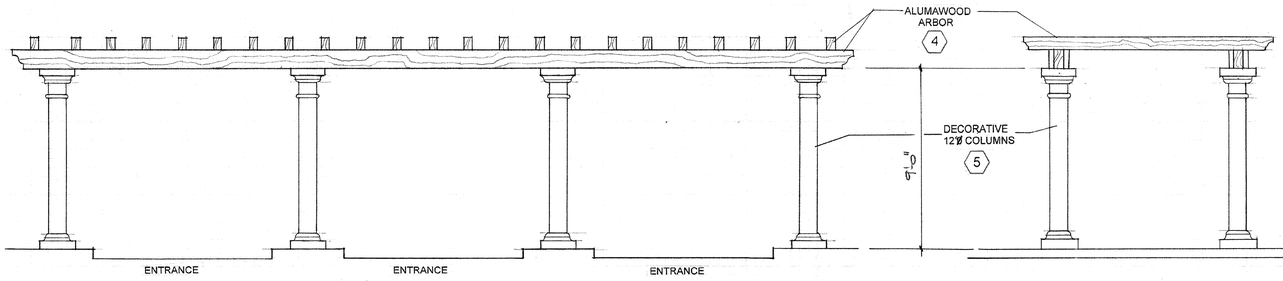

SIDE ELEVATION




REAR ELEVATION ¼" = 1'-0"

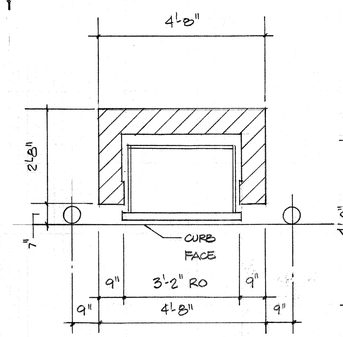



ARBOR PLAN ¼" = 1'-0"

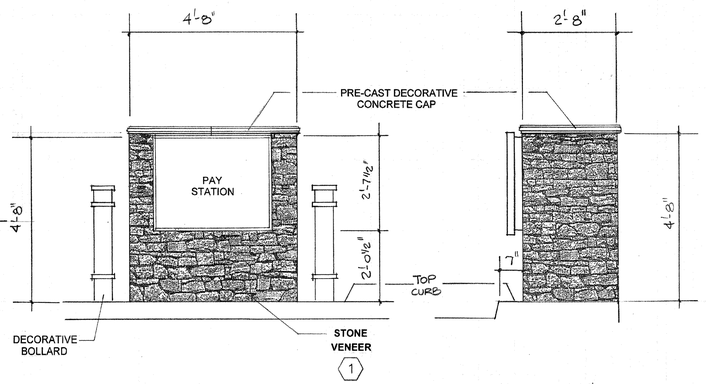



ENTRANCE ELEVATION ARBOR ¼" = 1'-0"

END ELEVATION ARBOR ¼" = 1'-0"



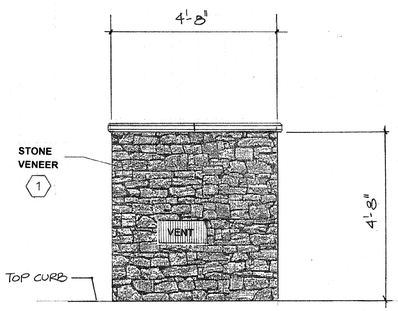

PAY STATION PLAN 1/2" = 1'-0"




FRONT ELEVATION 1/2" = 1'-0"




SIDE ELEVATION




REAR ELEVATION 1/2" = 1'-0"

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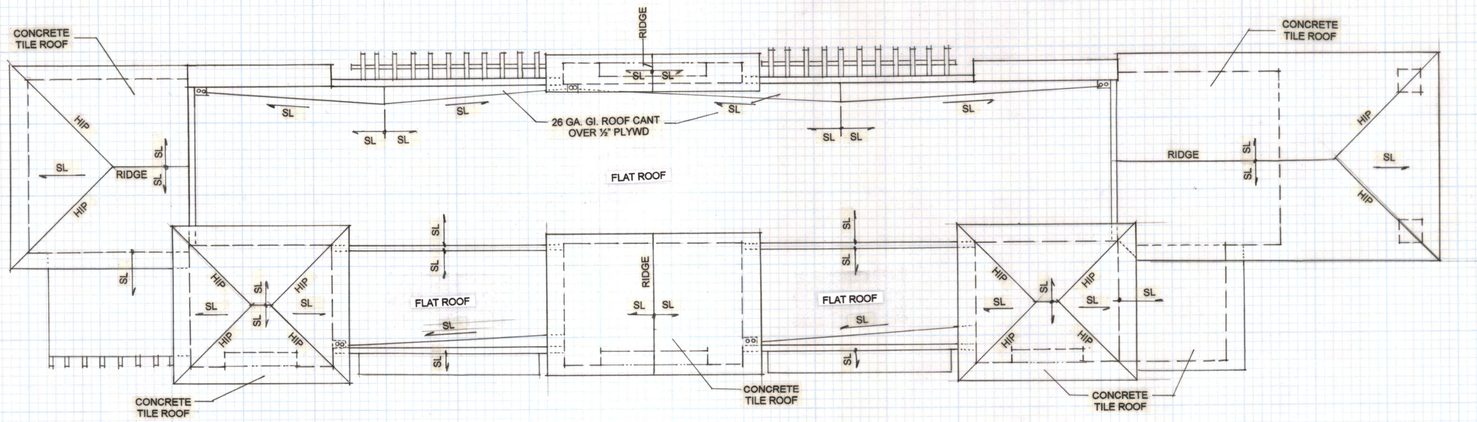
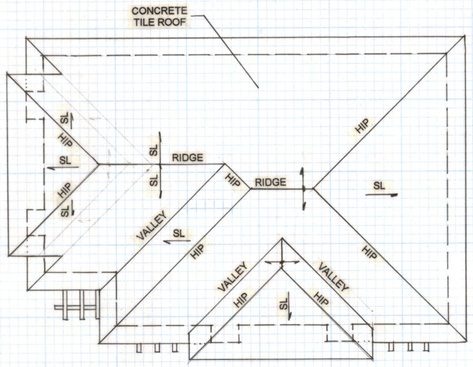
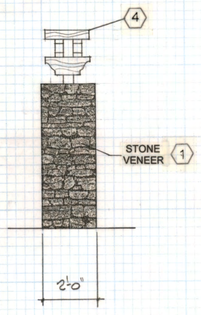



**ROOF PLAN** CAR WASH **1/8" = 1'-0"**



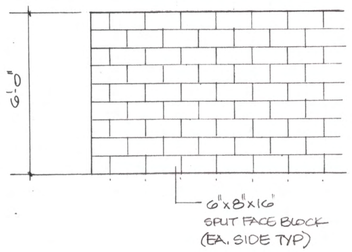

**ROOF PLAN** DETAIL AREA **1/8" = 1'-0"**


**MONUMENT SIGN ELEVATION** 3/8" = 1'-0"




**END ELEVATION** 3/8" = 1'-0"


**VACUUM DELIVERY ARCH** (NO SCALE)




**PERIMETER BLOCK WALL ELEVATION**
(SEE SITE PLAN FOR LOCATION) **3/8" = 1'-0"**

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909.234.9603


Date 7-14-20 REV
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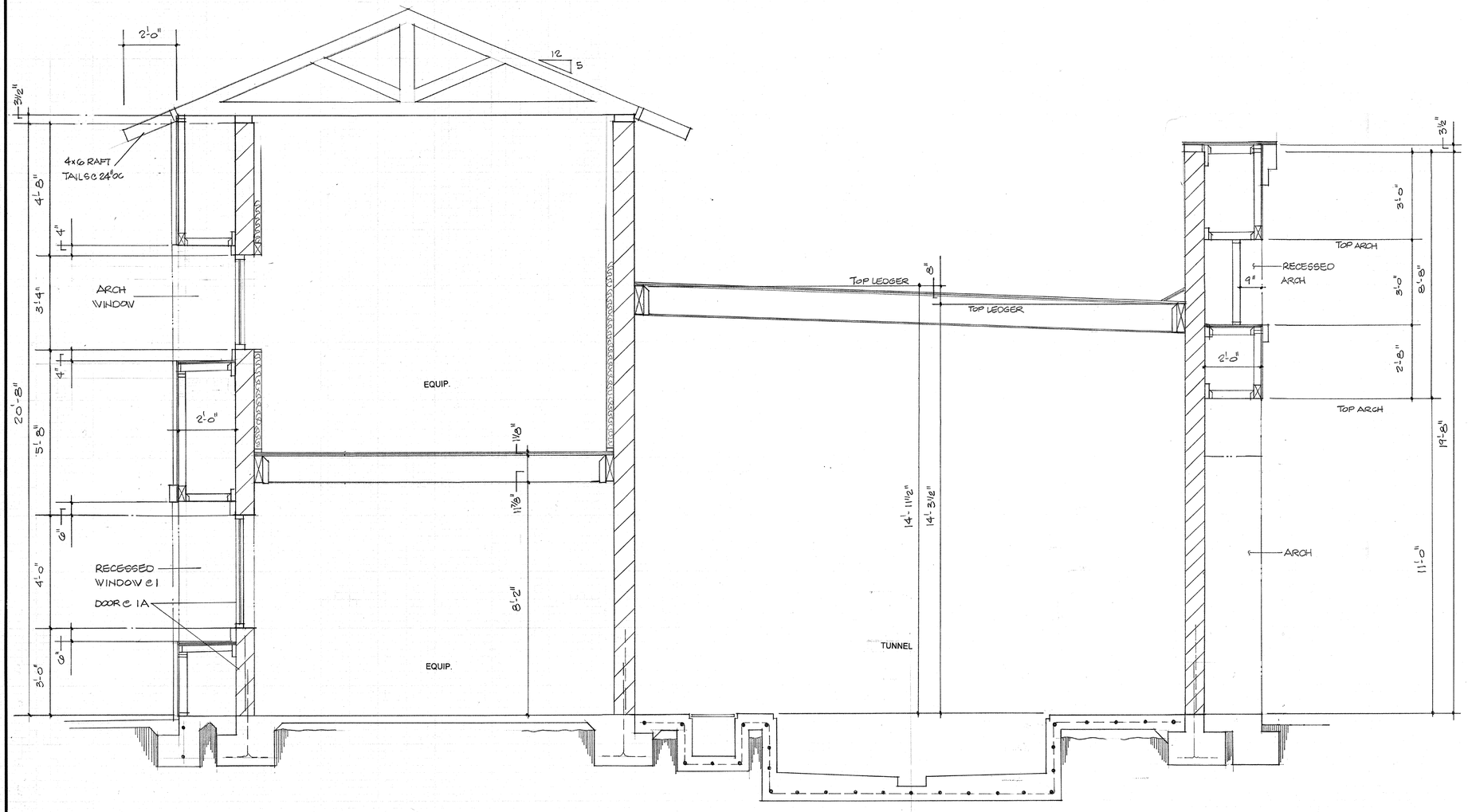
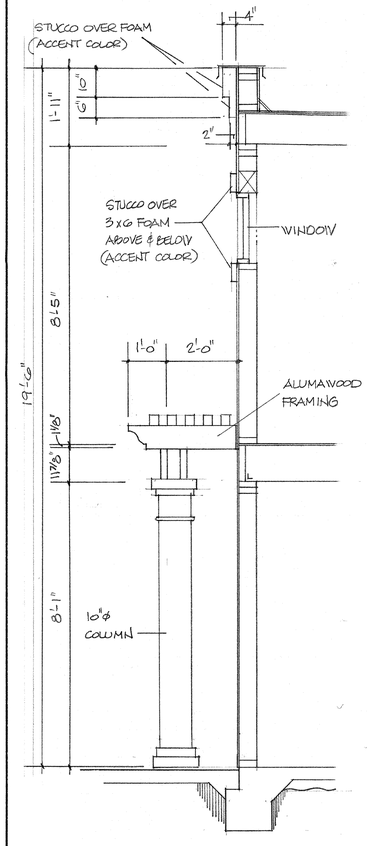
ARBOR

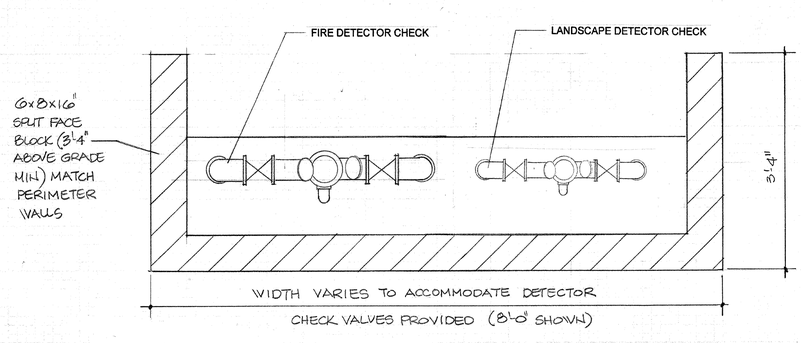



SECTION

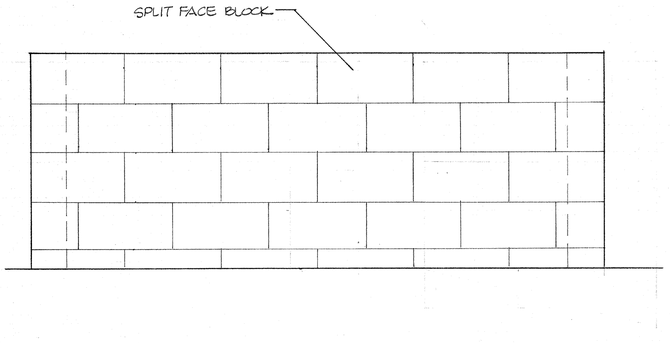
1½"=1'-0" (1) (1A)



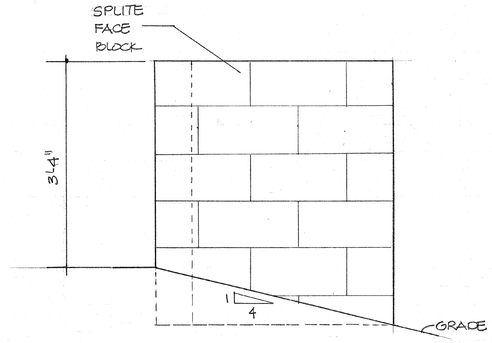

1½"=1'-0" (2)




FIRE AND LANDSCAPE DETECTOR CHECKS 1"=1'-0"




DETECTOR CHECK SCREEN WALL FRONT 1"=1'-0" (3)




DETECTOR CHECK SCREEN WALL SIDE 1"=1'-0"

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# IN THE CITY OF RANCHO CUCAMONGA
# COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA

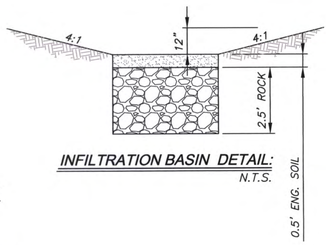
# CONCEPTUAL GRADING & DRAINAGE PLAN

OF A PORTION OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 1 SOUTH RANGE 7 WEST, SAN BERNARDINO MERIDIAN.

SAKE ENGINEERS, INC. — AUGUST, 2020


**OWNER/DEVELOPER:**
ALAN SMITH
12223 HIGHLAND AVE., STE. 106–201
RANCHO CUCAMONGA, CA 91739
(909) 234–9603 PH.

**ENGINEER:**
SAKE ENGINEERS INC.
400 S. RAMONA AVE. STE. 202
CORONA, CA 92879
(951) 279–4041 PH.
(951) 279–2830 FAX


**INFILTRATION BASIN DETAIL:** N.T.S.

**ASSESSORS PARCEL NO.:**
0208–291–03–0000

**TOTAL ACREAGE:**

| | | |
|---|---|---|
| TOTAL ACREAGE | 1.36 AC. | |
| DISTRUBED AREA | 1.36 AC. | |
| IMPERVIOUS AREA | 0.90 AC. | (39,084 S.F.) |
| PERVIOUS AREA | 0.46 AC. | (20,249 S.F.) |

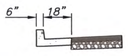
**TOPOGRAPHY:**
LANDMARK SURVEYING
14586 CHOKE CHERRY DRIVE
VICTORVILLE, CA 92392
(760) 955–4141 PH.

**ZONING AND LAND USE:**

| | |
|---|---|
| EXIST. ZONING | LOW–MEDIUM RESIDENTIAL |
| PROP. ZONING | GENERAL INDUSTRIAL |
| EXIST. LAND USE | VACANT/RESIDENTIAL |
| PROP. LAND USE | MIXED USE |

NORTH – LM
SOUTH – MU
EAST – LM
WEST – LM

**BENCHMARK:**
RESET 2" BRASS DISK IN TOP OF CURB STAMPED "CITY RANCHO CUCAMONGA BM#10041A 2009" AT THE NORTHWEST CORNER OF FOOTHILL BLVD. AND ARCHIBALD AVE. 1.0' +/– WESTERLY FROM THE END OF CURB RETURN ON FOOTHILL BLVD.
ELEV.= 1207.700




**MODIFIED 6" C&G DETAIL:** N.T.S. (5)

**BASIS OF BEARING:**
THE CENTERLINE OF ARCHIBALD AVENUE BEING NORTH 00°05'30"WEST AS SHOWN ON M.B. 133/80–81.

**FLOOD ZONE:**
FLOOD ZONE = X
COMMUNITY PANEL NO. 06071C–8630J
02/18/2015

**LEGAL DESCRIPTION:**
OF A PORTION OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 1 SOUTH RANGE 7 WEST, SAN BERNARDINO MERIDIAN.

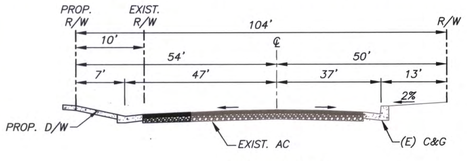
**EARTHWORK:**

| | |
|---|---|
| FILL | 600± C.Y. |
| CUT | 600± C.Y. |

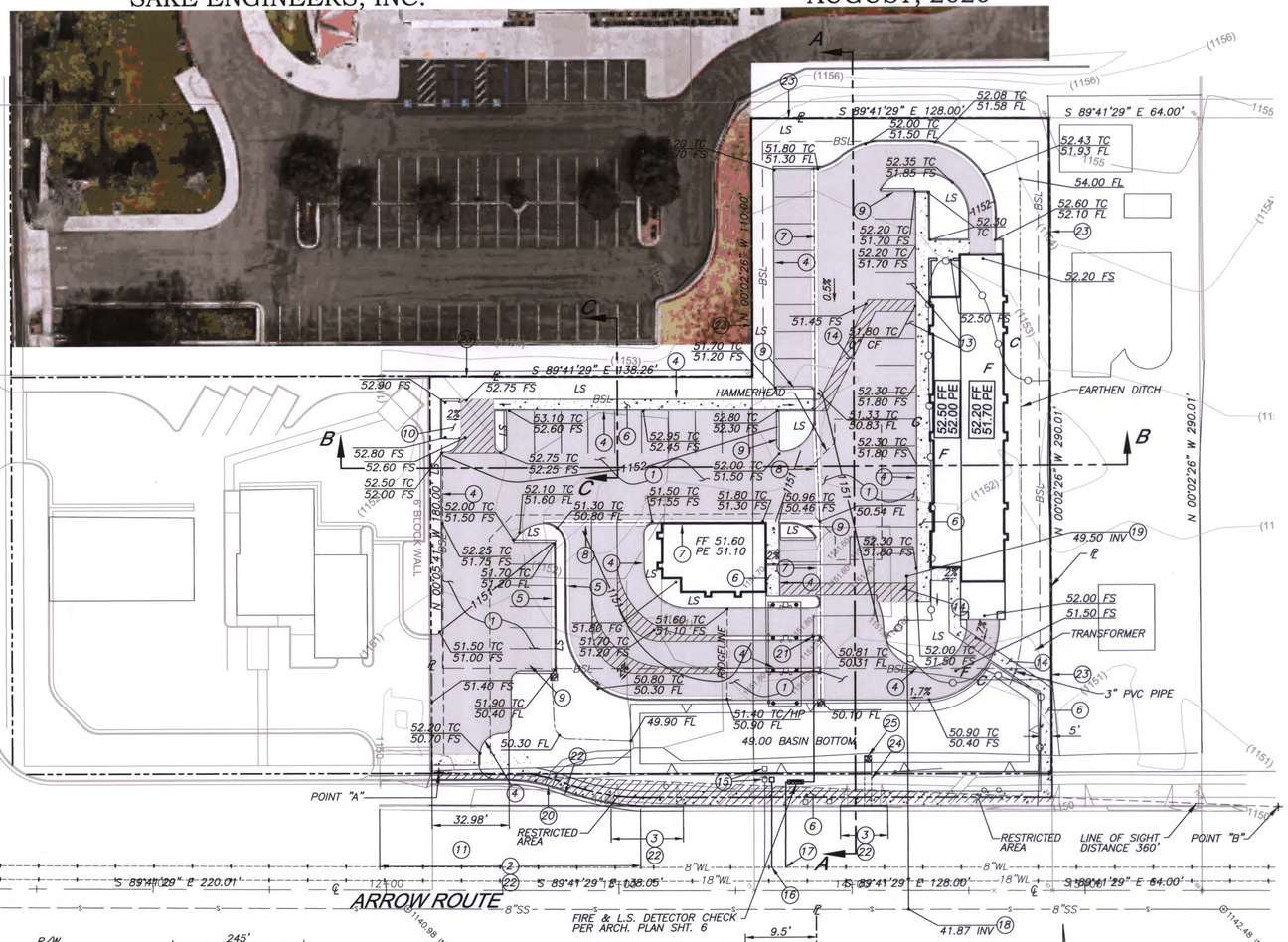
**NOTE:**
EARTH QUANTITIES SHOWN HERE ARE FOR RAW ESTIMATING PLAN CHECK FEES ONLY. GRADING CONTRACTOR IS RESPONSIBLE TO PERFORM THEIR OWN CALCULATIONS FOR EARTH VOLUME WITH THE SOILS ENGINEER'S RECOMMENDATION.

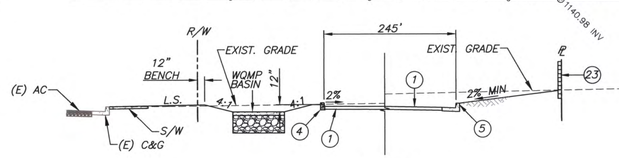
**UTILITIES:**

| | | |
|---|---|---|
| ELECTRIC | SO. CAL. EDISON CO. | 1–800–655–4555 |
| GAS | SO. CAL. GAS CO. | 1–800–427–2200 |
| WATER | CUCAMONGA VALLEY WATER DISTRICT | 1–909–987–2591 |
| SEWER | CUCAMONGA VALLEY WATER DISTRICT | 1–909–987–2591 |
| TELEPHONE | TIME WARNER | 1–888–892–2253 |
| CABLE | CHARTER COMMUNICATIONS | 1–866–499–8080 |
| SCHOOL DISTRICT | CUCAMONGA UNIFIED SCHOOL DISTRICT | 1–909–987–8942 |

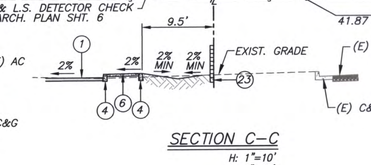



**ARROW ROUTE**
**TYP. STREET SECTION :**
STA. 12+20.01–12+52.67 N.T.S.

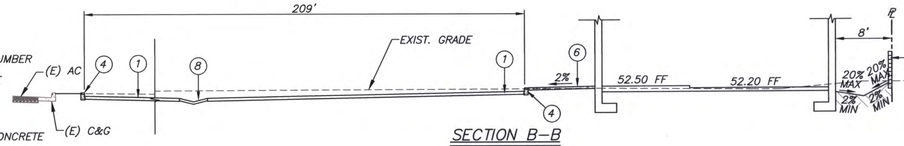


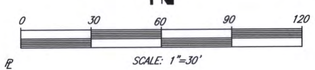

**SECTION A–A**
H: 1"=10'
V: 1"=10'

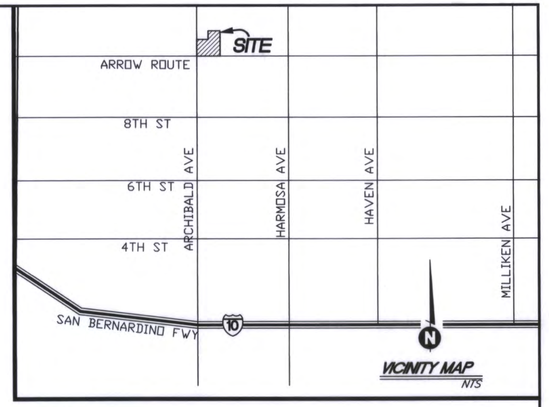



**SECTION C–C**
H: 1"=10'
V: 1"=10'

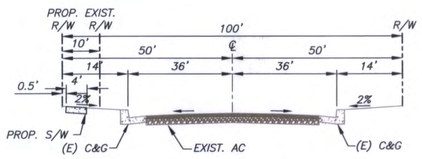



**SECTION B–B**
H: 1"=10'
V: 1"=10'




**VICINITY MAP** NTS




**ARROW ROUTE**
**TYP. STREET SECTION :**
STA. 12+52.67–14+86.06 N.T.S.

**CONSTRUCTION NOTES:**

1. CONST. 5" PCC W/#3 REBAR @18"O.C.E.W. OVER COMPACTED NATIVE PER SOIL ENG. RECOMMENDATION
2. SAWCUT & REMOVE EXIST. CURB & GUTTER
3. SAWCUT & REMOVE EXIST. DRIVEWAY APROACH
4. CONST. 6" CURB PER CITY OF RANCHO CUCAMONGA STD. 104, TYPE A1–6
5. CONST. MODIFIED 6" CURB & GUTTER PER CITY OF RANCHO CUCAMONGA STD. 104, TYPE A2–6
6. CONST. 4" P.C.C. SIDEWALK
7. CONST. RIBBON GUTTER W=3'
8. CONST. RIBBON GUTTER W=4'
9. CONST. 12" WIDE MOW STRIP
10. CONST. COVERED TRASH ENCLOSURE PER CITY OF RANCHO CUCAMONGA STD.
11. CONST. DRIVEWAY APPROACH PER CITY OF RANCHO CUCAMONGA STD. 101, TYPE C W=25'
12. INSTALL TRUNCATED DOMES
13. CONST. HANDICAP/VAN ACCESSIBLE PARKING STALL
14. APPLY 4" WIDE BLUE STRIPING 5' WIDE
15. RELOCATE EXIST. WATER METER
16. CONST. 2" DOMESTIC WATER SERVICE PER CUCAMONGA VALLEY WATER DISTRICT STD. 103
17. INSTALL 6" DOUBLE DETECTOR CHECK PER CUCAMONGA VALLEY WATER DISTRICT STD. 110
18. CONST. 6" SEWER LATERAL PER CUCAMONGA VALLEY WATER DISTRICT STD. 201
19. CONST. 6" CLEAN OUT PER CUCAMONGA VALLEY WATER DISTRICT STD. 207
20. CONST. CURBSIDE DRAIN OUTLET PER CITY OF RANCHO CUCAMONGA STD. 107–
21. CONST. FIRE DEPARTMENT CONNECTION
22. CONST. 8" CURB & GUTTER PER CITY OF RANCHO CUCAMONGA STD. 104, TYPE A2–8
23. CONST. 6' HIGH BLOCK WALL PER ARCH. PLAN
24. CONST. PARKWAY DRAIN PER CITY OF RANCHO CUCAMONGA STD. 107A, WIDTH = 3'
25. CONST. 6" DIA RIP RAP

| REVISIONS | DATE | BY |
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**LEGEND:**

| | | | |
|---|---|---|---|
| | FLOW LINE | C.O. = | CLEAN OUT |
| —P— | PROPERTY LINE | ℄ = | PROPERTY LINE |
| —℄— | CENTER LINE | S.F. = | SQUARE FEET |
| —W— | EXISTING WATER LINE | G.B. = | GRADE BREAK |
| -SS- | EXISTING SANITARY SEWER LINE | H.P. = | HIGH POINT |
| | PROPOSED SLOPE | FS = | FINISHED SURFACE |
| (600) | EXISTING CONTOUR | SD = | STORM DRAIN |
| 601 | PROPOSED CONTOUR | FL = | FLOW LINE |
| | RET. WALL | TC = | TOP OF CURB |
| | NEW ASPHALT CONCRETE | W.I. = | WROUGHT IRON |
| (600.00 __) | EXISTING ELEVATION | C.L. = | CHAIN LINK |
| | | P.I.P. = | PROTECT IN PLACE |
| | | TW = | TOP OF WALL |
| | | TF = | TOP OF FOOTING |
| | | ℄ = | CENTERLINE |

| | |
|---|---|
| WL = | WATER LINE |
| PROP= | PROPOSED |
| APN= | ASSESSOR PARCEL NUMBER |
| PM = | PARCEL MAP |
| D.G= | DECOMPOSED GRANITE |
| S = | SEWER |
| NTS = | NOT TO SCALE |
| S/W= | SIDEWALK |
| R/W= | RIGHT OF WAY |
| PCC = | PORTLAND CEMENT CONCRETE |
| EXIST= | EXISTING |
| LU = | LAND USE |
| AC = | ASPHALT CONCRETE |
| CWP = | CONSTRUCTION WITHOUT PERMIT |

PREPARED UNDER THE DIRECTION OF:

REGISTERED PROFESSIONAL ENGINEER — SAM AKBARPOUR — C053038 — CIVIL — STATE OF CALIFORNIA

SAM AKBARPOUR P.E. RCE. 053038

# 9744 ARROW ROUTE

## CONCEPTUAL GRADING & DRAINAGE PLAN CITY OF RANCHO CUCAMONGA

| | |
|---|---|
| SCALE | 1" = 30' |
| DATE | 8–24–2020 |
| DRAWN: | TMT |
| DESIGNED: | SA |
| CHECKED: | SA |
| PLN CK REF: | |

**SAKE ENGINEERS, INC.**
ENGINEERING ● SURVEYING ● LAND DEVELOPMENT
400 S. RAMONA AVE., STE. 202
CORONA, CALIFORNIA 92879
(951) 279–4041 FAX (951) 279–2830

J.N. 3150
SHEET 1 OF 2 SHEETS
DWG. NO. G–1

FILE: SERVER\PROJECTS\CI RANCHO CUCA\JN3150 Alan\CIVIL\PLOT PLAN PLOT DATE: 8–24–2020

\\SERVER\projects\CI RANCHO CUCA\JN3150 Alan\CIVIL\PLOT PLAN.dwg, 9/9/2020 1:48:53 PM, DWG To PDF.pc3, 1:30

ARBOR


## PLANTING LEGEND

| SYMBOL | BOTANICAL NAME | COMMON NAME | SIZE | PLANT FACTOR | QTY |
|---|---|---|---|---|---|
| | TREES: | | | | |
| | CITY STD. STREET TREE FINAL SELECTION PER URBAN FORESTRY DEPT. | | 15 GAL @ 30' O.C. | N/A | 6 |
| | RISTANIA CONFERTA | BRISBANE BOX | 15 GAL | .5 (M) | 12 |
| | CINNAMOMUM CAMPHORA (MULTI-TRUNK) | CAMPHOR TREE; MULTI-TRUNK | 24" BOX | .5 (M) | 18 |
| | MELALEUCA QUINQUENERVIA (MULTI-TRUNK) | CAJEPUT TREE; MULTI-TRUNK | 24" BOX | .5 (M) | 12 |
| XXX | ABBREV. / EXISTING TREE TO BE REMOVED: | | | | |
| | AA AILANTHUS ALTISSIMA | TREE OF HEAVEN | | | |
| | CD CALOCEDRUS DECURRENS | INCENSE CEDAR | | | |
| | PC PINUS CANARIENSIS | CANARY ISLAND PINE TREE | | | |
| | SHRUBS: | | | | |
| | JUNIPERUS SCOPULARIUM 'BLUE ARROW' | BLUE ARROW JUNIPER | 15 GAL | .5 (M) | |
| | PODOCARPUS MAKI | SHRUBBY YEW PODOCARPUS | 15 GAL | .5 (M) | |
| | CISTUS LADANIFER | CRIMSON SPOT ROCK ROSE | 5 GAL | .3 (L) | |
| | LEUCOPHYLLUM L. 'RIO BRAVO' | RIO BRAVO TEXAS RANGER | 5 GAL | .3 (L) | |
| | LIGUSTRUM J. 'TEXANUM' | GLOSSY PRIVET | 5 GAL | .3 (L) | |
| | JUSTICIA CALIFORNICA | CHUPAROSA | 5 GAL | .3 (L) | |
| | ROSA X. 'ICEBERG WHITE ' | WHITE ICEBERG ROSE | 2 GAL | .3 (L) | |
| | SALVIA GREGGII 'FURMANS RED' | FURMANS RED SAGE | 5 GAL | .3 (L) | |
| | GREWIA CAFFRA | LAVENDER STARFLOWER | 5 GAL | .5 (M) | |
| | RHAPIOLEPIS INDICA 'BALLERINA' | DWARF INDIAN HAWTHORNE | 5 GAL | .5 (M) | |
| | NANDINA X. 'FIREPOWER' | FIREPOWER HEAVENLY BAMBOO | 5 GAL | .5 (M) | |
| | DIETES IRIDIOIDES | AFRICAN IRIS | 5 GAL | .5 (M) | |
| | VINES/GROUNCOVER: | | | | |
| | CARISSA MACROCARPA 'GREEN CARPET' | GREEN CARPET NATAL PLUM | 1 GAL | .5 (M) | |
| | EUPHORBIA MAURITANICA | PENCIL MILK BUSH | 1 GAL @ 4' O.C. | .3 (L) | |
| | BASIN: CALIFORNIA NATURAL GRASSLAND MIX #1 BY: AGRONO TEC SEED. HYROSEED. | | HYDROSEED | .3 (L) | |
| | MACFADYENA UNGUIS 'CATI' | CAT'S CLAW VINE | 1 GAL@ 10' O.C. | .3 (L) | |
| | VITIS V. CABERNET SAUVIGNON | CABERNET SAUVIGNON GRAPE | 5 GAL@ 10' O.C. | .5 (M) | |
| | NON-LIVING GROUNCOVER: | | | | |
| | 2" DEPTH DECOMPOSED GRANITE- PALM SPRINGS GOLD: 3/4" MINUS | | | | |
| | 3" DEPTH "FOREST FLOOR" MULCH | | | | |

### WATER EFFICIENT LANDSCAPE WORKSHEET:

PROJECT: ARBOR EXPRESS CAR WASH

**MAXIMUM APPLIED WATER ALLOWANCE (MAWA):**

| | | | |
|---|---|---|---|
| Eto | 55.10 | Rancho Cucamonga | |
| Conv. Factor (Gals) | 0.62 | | |
| ET Adjustment | 0.55 | | |
| TLA | 20,822 | sf | |
| Special Land Area | 0.00 | x .3 (SLA adjustment) | |
| **MAWA=** | **391,227** | **Gallons per year** | |

**ESTIMATED TOTAL WATER USE (ETWU):**

| **Hydrozone # 1** | LOW WATER | **Hydrozone # 2** | MED WATER |
|---|---|---|---|
| Eto | 55.10 | Eto | 55.10 |
| Conversion factor | 0.62 | Conversion factor | 0.62 |
| Crop Coefficient | 0.30 | Crop Coefficient | 0.40 |
| Hydrozone Area | 17,927 | Hydrozone Area | 2,895 |
| Irrigation Efficiency | 0.81 | Irrigation Efficiency | 0.81 |
| Special Land Area | 0.00 | Special Land Area | 0.00 |
| **ETWU=** | **226,823** | **ETWU=** | **48,839** |
| TOTAL FOR ALL HYDROZONES: | | | |
| Hydrozone #1 | 226,823 | Hydrozone #2 | 48,839 |
| **ETWU TOTAL=** | **275,662** | | |

OFF-SITE IRRIGATION SUMMARY INFO.

NOTE: ALL AREAS TO BE DRIP IRRIGATED

| | |
|---|---|
| TOTAL IRRIGATED AREA: | 1,574 S.F |
| PRECIPITATION RATE: | .43 IN/HR |
| FLOW RATE (GAL/HR) | .6 |

ON-SITE IRRIGATION SUMMARY INFO.

NOTE: ALL AREAS TO BE DRIP IRRIGATED

| | |
|---|---|
| TOTAL IRRIGATED AREA: | 19,248 S.F |
| PRECIPITATION RATE: | .43 IN/HR |
| FLOW RATE (GAL/HR) | .6 |

TREE SUMMARY TABLE:

| | |
|---|---|
| PARKING STALLS= 39 | TREES REQ'D= 13 |
| BLDG. LINEAR FOOT DIMENSIONS= 486 LF | TREES REQ'D= 17 |
| INT. PROPERTY LINE DIMENSIONS= 545 LF | TREES REQ'D= 18 |
| TOTAL TREES REQUIRED= | 48 |
| TREES PROVIDED= | 32 AT 24" BOX<br>16 AT 15 GAL. |

LANDSCAPE COVERAGE:

| | |
|---|---|
| TOTAL SITE AREA: | 62,384 S.F |
| SITE LANDSCAPE AREA: | 20,822 S.F. |
| PERCENT LANDSCAPE: | 33% |

IRRIGATION CONCEPT STATEMENT:

1. IRRIGATION PLANS SHALL COMPLY WITH THE CITY'S ORDINANCE FOR WATER EFFICIENT LANDSCAPING.
2. ALL PLANTERS AREAS SHALL UTILIZE A DRIP WATERING SYSTEM FOR LOW VOLUME APPLICATON OF WATER.
3. ALL VALVES SHALL HAVE PRESSURE REGULATION AND FLOW SENSING DEVISES FOR FLOW-MONITORED IRRIGATION WILL BE USED.
4. CONTROLLERS SHALL BE "SMART" CONTROLLERS UTILIZING THE LATEST TECHNOLOGY FOR WATER CONTROL AND MONITORING. ALL CONTROLLERS SHALL ALSO HAVE EVAPOTRANSPIRATION MANAGERS OR SIMILAR DEVICES FOR WEATHER BASED ADJUSTMENTS.

NOTE:

1. ALL PLANTING AREAS TO RECEIVE 3" DEPTH, NITROGEN STABILIZED, SHREDED BARK MULCH
   1.1. IN AREAS WITH GROUNDCOVER PLANTED FROM FLATS MULCH DEPTH SHALL BE ONE AND ONE HALF INCHES (1-1/2").
2. INSTALL LINEAR ROOT BARRIER TO ALL TREES WITHIN 8' OF HARDSCAPE.
3. EXTEND ALL GROUND COVER BENEATH SHRUBS AND TREES.

PRIVATE LANDSCAPE NOTE:

ALL IMPROVEMENTS WITHIN THE PUBLIC RIGHT OF WAY, INCLUDING STREET TREES, SHALL BE INSTALLED PER THE PUBLIC IMPROVEMENT PLANS. IF THERE IS A DISCREPANCY BETWEEN THE PUBLIC AND PRIVATE PLANS, THE STREET IMPROVEMENT PLANS WILL GOVERN.

40' 30' 20' 10' 0 20'

SCALE 1"=20'


GARCIA DESIGN ASSOCIATES
LANDSCAPE ARCHITECTURE
4200 CHINO HILLS PKWY, STE 135-284
CHINO HILLS, CA 91709
P. 951.788.0277 F. 951.788.0288
www.gdalandarch.com


# SCHEMATIC LANDSCAPE

## ARBOR EXPRESS CAR WASH

9744 ARROW ROUTE
RANCHO CUCAMONGA, CA 92571

SEAL:

DIGALERT 811 Call 2 Full Working Days In Advance

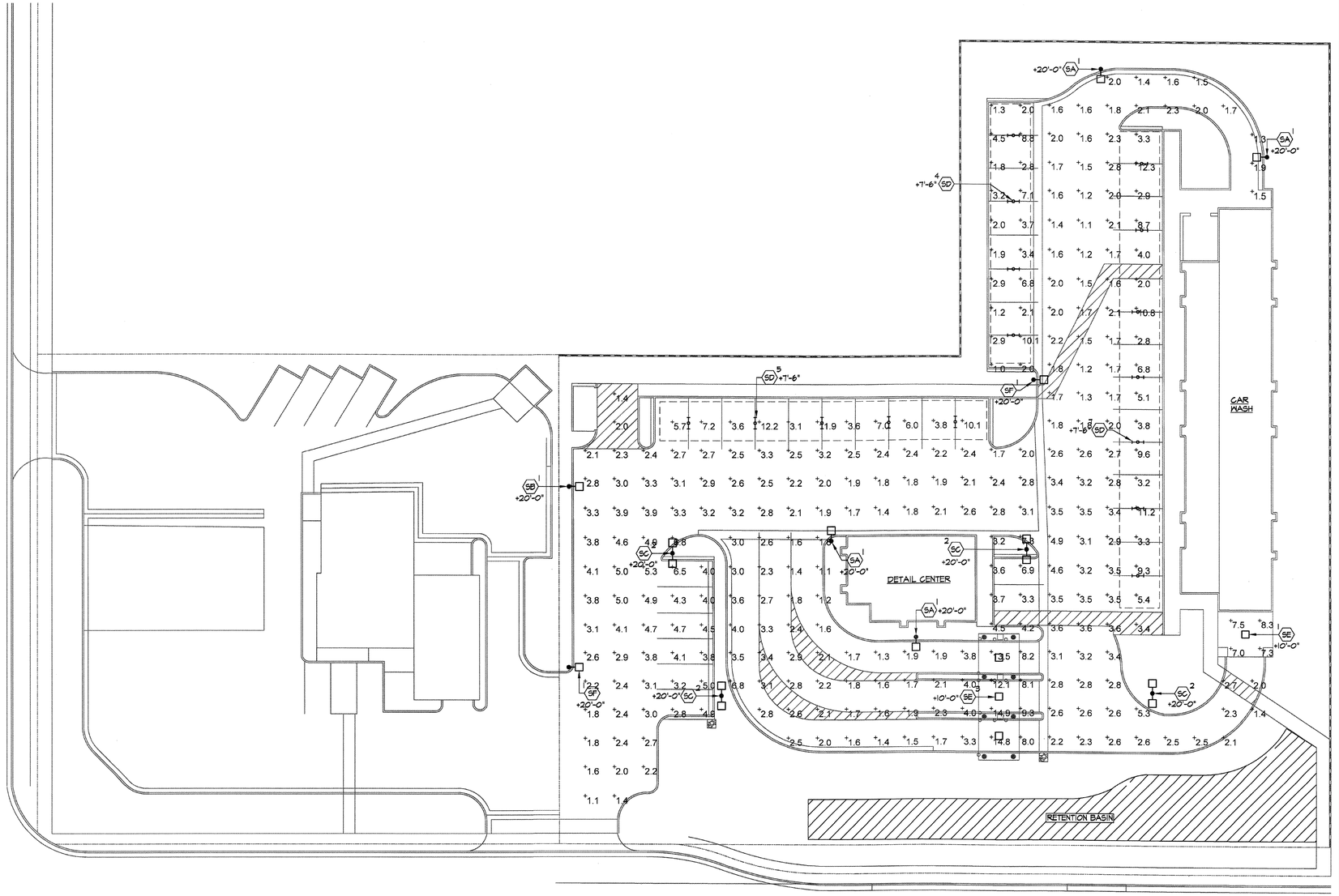
Revisions:

| Date drawn: | Drawn by: | Checked by: |
|---|---|---|
| 9/2020 | CG | CGG |
| Current date: 9/18/20 | Project #: 09-0320 | |

Sheet No.

LS-1

Sep 18, 2020 - 9:23am Carl Garcia
W:\Projects\2020\09-0320 Arbor Carwash\Dwgs\Concept\09-0320 CN.dwg




## PLAN NOTES

1. THIS LIGHTING PATTERN REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS UTILIZING CURRENT INDUSTRY STANDARD LAMP RATINGS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S LUMINARIE MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS AND OTHER VARIABLE FIELD CONDITIONS.

## LIGHTING FIXTURE SCHEDULE

| TYPE | MANUFACTUER/ MODEL | LAMP/ LUMENS | WATTS/ VOLTAGE |
|---|---|---|---|
| 5A | U.S. ARCHITECTURAL #DSAPI-PLED-IV-64LED-350MA-NW-208-XPD-*-HS-VLED | LED | 70W/ 208V. |
| 5B | U.S. ARCHITECTURAL #DSAPI-PLED-III-64LED-350MA-NW-208-XPD-*-HS-VLED | LED | 70W/ 208V. |
| 5C | U.S. ARCHITECTURAL #DSAPI-PLED-VSQ-64LED-350MA-NW-208-XPD-* | LED | 70W/ 208V. |
| 5D | G16 #WPX2-SO-40K-DIM-GL-SE | LED | 15W/ 208V. |
| 5E | DECO LIGHTING #D555-LED-36-40-UNV-WH | LED | 36W/ 208V. |
| 5F | U.S. ARCHITECTURAL #DSAPI-PLED-II-64LED-350MA-NW-208-XPD-*-HS-VLED | LED | 70W/ 208V. |

N
North

PHOTOMETRIC SITE PLAN

SCALE: 1" = 20'-0"

1

REGISTERED PROFESSIONAL ENGINEER
RICARDO E. SOTELO
No. E17229
6/30/22
ELECTRICAL
STATE OF CALIFORNIA

A&F ENGINEERING GROUP, INC.
9320 BASELINE RD. SUITE C, RANCHO CUCAMONGA, CA 91701
TEL (909) 941-3006 FAX (909) 941-3021

| REVISIONS | BY |
|---|---|
| | |
| | |
| | |
| | |
| | |
| | |

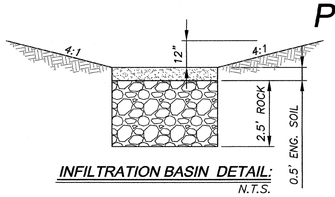
PETE DEJAGER
ALAN SMITH
(909) 2349603

AMBER EXPRESS CAR WASH
9744 ARROW ROUTE
RANCHO CUCAMUNGA, CA

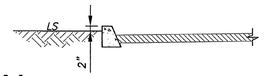
DATE 09/14/2020
SCALE AS NOTED
DRAWN LS
JOB
SHEET E1.1P
OF SHEETS

ARBOR

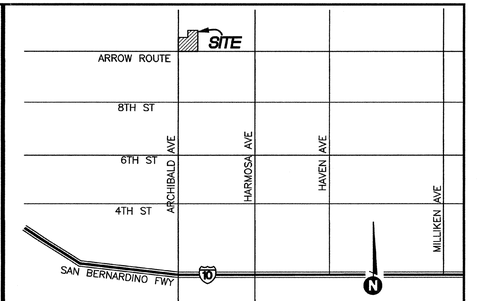
# PRELIMINARY WATER QUALITY MANAGEMENT PLAN SITE & DRAINAGE PLAN



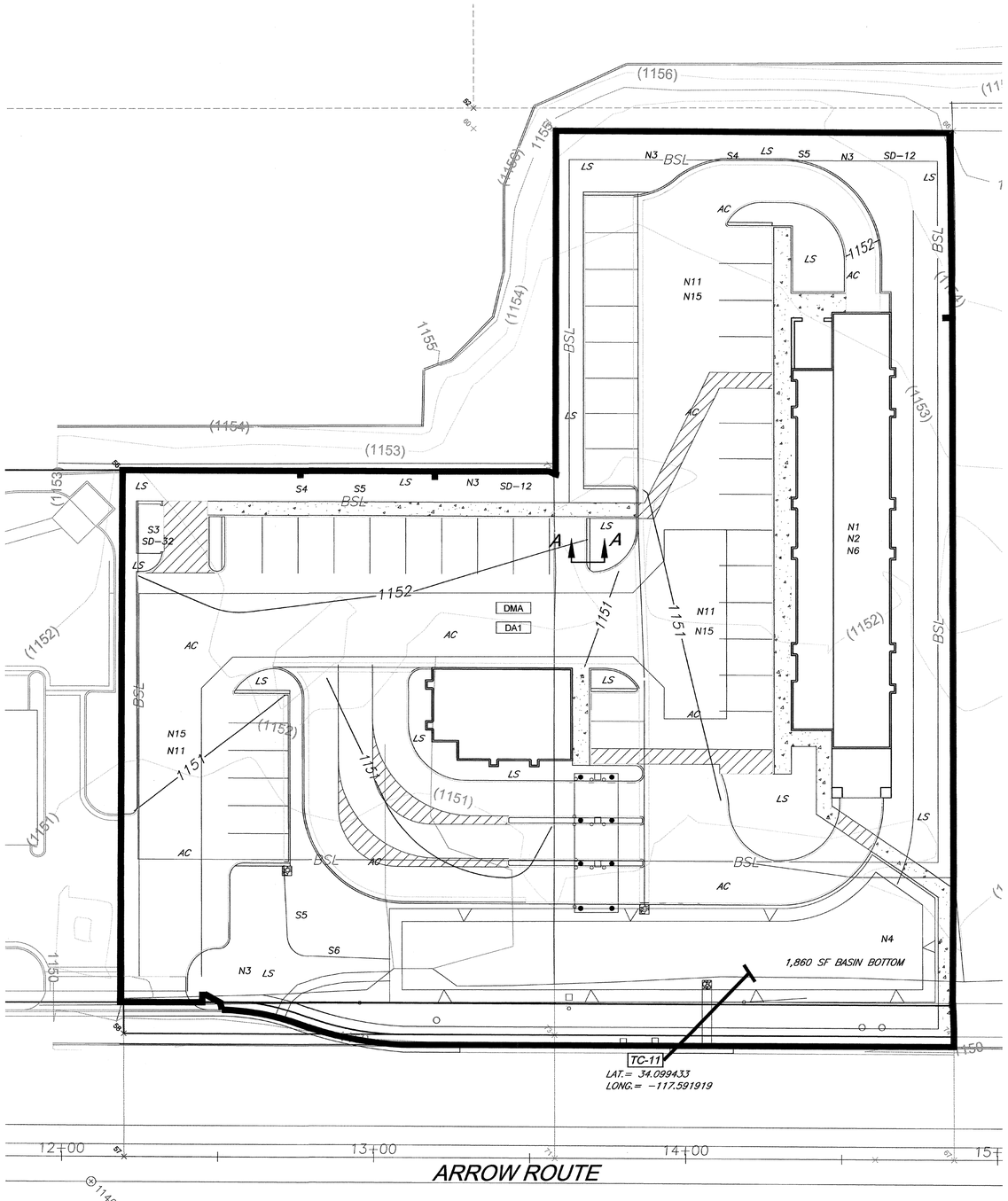

INFILTRATION BASIN DETAIL:
N.T.S.




SECTION "A-A"
TYP. N.T.S.




VICINITY MAP
N.T.S.




BMP:

| BMP | REPONSIBLE PARTY | INSPECTION/ MAINTENANCE ACTIVITIES REQUIRED | MINIMUM FREQUENCY OF ACTIVITIES |
|---|---|---|---|
| INFILTRATION BASIN | ALAN SMITH | INSPECT BASIN FOR EROSION, AND SEDIMENT AND DEBRIS ACCUMULATION PREFERABLY AT THE END OF THE WET SEASON TO SCHEDULE SUMMER MAINTENANCE. | QUARTERLY |
| N1 | ALAN SMITH | FOLLOW EDUCATION MARTERIAL ATTACHED AT END OF WQMP REPORT. | NEW OWNERSHIP |
| N2 | ALAN SMITH | PESTICIDES AND HERBICIDES SHALL BE APPLIED IN ACCORDANCE WITH THE CALIFORNIA DEPARTMENT OF PESTICIDES REQUIREMENTS. MUST BE PERFORMED BY A STATE CERTIFIED APPLICATOR. | NEW OWNERSHIP |
| N3 | ALAN SMITH | LANDSCAPE MANAGEMENT INCLUDING, BUT NOT LIMITED TO, MOWING OF LAWNS, PRUNING OF VEGETATION, REMOVAL OF INVASIVE PLANT SPECIES, SHALL BE PROVIDED INTO PERPETUITY. SEE ATTACHED SC-73 PROTOCOL INFORMATION OBTAINED FROM THE CALIFORNIA STORMWATER BMP HANDBOOK. | AS NEEDED TO ACHIEVE THE GOALS OUTLINED IN THE ATTACHED SC-73 PROTOCOL |
| N4 | ALAN SMITH | 1. INSPECT BASIN FOR EROSION, AND SEDIMENT AND DEBRIS ACCUMULATION PREFERABLY AT THE END OF THE WET SEASON TO SCHEDULE SUMMER MAINTENANCE. | EVERY 4 MONTHS |
| N6 | ALAN SMITH | "PROJECT TO COMPLY WITH CITY OF RANCHO CUCAMONGA WATER QUALITY ORDINANCE" | JAN. & AUG. |
| N11 | ALAN SMITH | IT SHALL BE THE OWNER'S RESPONSIBILITY TO PROVIDE PROPER LITTER CONTROL PER CASQA BMP SC-60. LITTER CONTROLS SHALL BE PROVIDED DURING REGULARLY SCHEDULED LANDSCAPE MAINTENANCE, OR AS NEEDED TO PREVENT TRANSPORTATION OF TRASH & DEBRIS FROM THE SITE. | EVERY 3 MONTHS |
| N15 | ALAN SMITH | CLEAN DEBRIS AND TRASH SO WONT DRAIN TO BASIN. | MONTHLY |
| S2 | ALAN SMITH | THE STORAGE AREA SHOULD HAVE A ROOF OR AWNING THAT EXTENDS BEYOND THE STORAGE AREA TO MINIMIZE COLLECTION OF STORMWATER WITHIN THE SECONDARY CONTAINMENT AREA. A MANUFACTURED STORAGE SHED MAY BE USED FOR SMALL CONTAINERS. | MONTHLY |
| S3 | ALAN SMITH | PROPOSED TRASH ENCLOSURE WILL SOLID ROOF OR AWNING TO PREVENT EXPOSURE TO DIRECT PRECIPITATION, SEE SD-32 MORE INFORMATION IN APPENDIX B | MONTHLY |
| S4 | ALAN SMITH | OWNER SHALL BE REQUIRED TO ADHERE TO THE CALIFORNIA STATEWIDE "MODEL WATER EFFICIENT LANDSCAPE ORDINANCE". THIS WILL INCLUDE THE IMPLEMENTATION OF SMART IRRIGATION CONTROLLERS TO MAXIMIZE WATER CONSERVATION. SEE BROCHURE IN APPENDIX B: EDUCATIONAL MATERIALS | MONTHLY |
| S5 | ALAN SMITH | FINISH-GRADED AT A MINIMUM OF 1-2 INCHES BELOW TOP OF CURB OR SIDEWALK FOR INCREASED RETENTION/INFILTRATION OF STORMWATER AND IRRIGATION WATER. | WEEKLY |
| S6 | ALAN SMITH | 1. INSPECT SWALES FOR EROSION, DAMAGE TO VEGETATION, AND SEDIMENT AND DEBRIS ACCUMULATION PREFERABLY AT THE END OF THE WET SEASON TO SCHEDULE SUMMER MAINTENANCE AND BEFORE MAJOR FALL RUNOFF TO BE SURE THE SWALE IS READY FOR WINTER.<br>2. GRASS HEIGHT AND MOWING FREQUENCY MAY NOT HAVE A LARGE IMPACT ON POLLUTANT REMOVAL. | EVERY 6 MONTHS |
| SD-12 | ALAN SMITH | 1. EMPLOY RAIN-TRIGGERED SHUTOFF DEVICES TO PREVENT IRRIGATION AFTER PRECIPITATION.<br>2. DESIGN IRRIGATION SYSTEMS TO EACH LANDSCAPE AREA'S SPECIFIC WATER REQUIREMENTS.<br>3. INCLUDE DESIGN FEATURING FLOW REDUCERS OR SHUTOFF VALVES TRIGGERED BY A PRESSURE DROP TO CONTROL WATER LOSS IN THE EVENT OF BROKEN SPRINKLER HEADS OR LINES. | WEEKLY |
| SD-32 | ALAN SMITH | PROPOSED TRASH ENCLOSURE WILL SOLID ROOF OR AWNING TO PREVENT EXPOSURE TO DIRECT PRECIPITATION, SEE SD-32 MORE INFORMATION IN APPENDIX B | MONTHLY |

LEGEND: APPLICATION:

| | |
|---|---|
| SD-11 | ROOF RUNOFF CONTROLS |
| SD-12 | LANDSCAPE AREA |
| SD-32 | TRASH ENCLOSURE |
| TC-30 | VEGETATED SWALE |
| TC-11 | INFILTRATION BASIN |

OWNER/DEVELOPER:
ALAN SMITH
12549 OVERLAND DRIVE
RANCHO CUCAMONGA, CA 91739
(909) 803-8900 PH.

ENGINEER:
SAKE ENGINEERS, INC.
400 S. RAMONA AVE. STE. 202
CORONA, CA 92879
(951) 279-4041 PH.

ASSESSORS PARCEL NO.:
0208-291-03, 0208-291-06

TOTAL ACREAGE:
1.36 AC

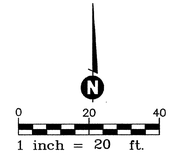
TOTAL ACREAGE:

| | |
|---|---|
| TOTAL ACREAGE | 1.36 AC |
| DISTURBED AREA | 1.36 AC |
| NEW IMPERVIOUS AREA | 0.90 AC |
| EXIST. IMPERVIOUS AREA | 0.25 AC |
| TOTAL IMPERVIOUS AREA | 0.90 AC |

WQMP BMP AS-BUILT CERTIFICATE:
I HEREBY CERTIFY THAT THE NECESSARY WATER QUALITY MANAGEMENT PLAN STORM WATER STRUCTURAL TREATMENT (BEST MANAGEMENT PRACTICE) DEVICES HAVE BEEN CONSTRUCTED UNDER MY SUPERVISION AND ARE FUNCTIONAL TO THE BEST OF MY KNOWLEDGE AS OF THE DATE BELOW

SIGNATURE _____ DATE _____

NOTE:
AVIOD HEAVY EQUIPMENT WITHIN BASIN AREA.




DRC2018-00535 WDID:

REGISTERED PROFESSIONAL ENGINEER SAM AKBARPOUR C053038 CIVIL STATE OF CALIFORNIA

SAKE ENGINEERS, INC. www.sakeengineers.com
ENGINEERING ● SURVEYING ● LAND DEVELOPMENT
400 S. RAMONA AVE., STE. 202
CORONA, CALIFORNIA 92879
(951) 279-4041 FAX: (951) 279-2830

CITY OF RANCHO CUCAMONGA

PRELIMINARY WATER QUALITY MANAGEMENT PLAN SITE & DRAINAGE PLAN
FOR
WQMD PLAN

SCALE: AS SHOWN ON PLAN

SHEET NO. 1 OF 1 SHEETS
FILE NO.

\\SERVER\PROJECTS\RANCHO CUCAMONGA\91739\WQMP\WQMP.dwg, 9/7/2020 3:09:52 PM, 1:20

ARBOR

| REVISIONS | DATE | BY |
|---|---|---|
| | | |
| | | |
| | | |
| | | |

**PREPARED UNDER THE DIRECTION OF:**

SAM AKBARPOUR
C053038
Exp. 6/30/19
CIVIL

SAM AKBARPOUR P.E. RCE. 053038

# CONCEPTUAL GRADING & DRAINAGE PLAN
# CITY OF RANCHO CUCAMONGA

SCALE 1" = 30'
DATE 12/10/2018
DRAWN: TMT
DESIGNED: SA
CHECKED: SA
PLN CK REF:

**SAKE ENGINEERS, INC.**
ENGINEERING • SURVEYING • LAND DEVELOPMENT
400 S. RAMONA AVE., STE. 202
CORONA, CALIFORNIA 92879
(951) 279-4041 FAX (951) 279-2830

J.N. 3150
SHEET 2 OF 2 SHEETS

## BUILDINGS WITHIN 200' OF SITE

ARBOR


USGS
science for a changing world
U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY
The National Map
US Topo
GUASTI QUADRANGLE
CALIFORNIA
7.5-MINUTE SERIES
UPLAND
RANCHO CUCAMONGA
Grapeland
Alta Loma
Etiwanda
Red Hill
North Cucamonga
Rochester
SITE
Guasti
Racimo
Ontario International Airport
Ballou
ONTARIO
Everest College Ontario Metro
Champagne
Creekside
EASTVALE
FONTANA
Jurupa Mountains
Stalder
Jurupa Valley
Glen Avon
Mira Loma
Plant College Ontario
SAN BERNARDINO CO
RIVERSIDE CO
Day Creek
Cucamonga Creek
Cucamonga Peak
Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and
1 000-meter grid: Universal Transverse Mercator, Zone 11S
10 000-foot ticks: California Coordinate System of 1983 (zones 5 and 6)
This map is not a legal document. Boundaries may be generalized for this map scale. Private lands within government reservations may not be shown. Obtain permission before entering private lands.
Imagery NAIP, May 2012
Roads HERE, ©2013 2014
Names GNIS, 2015
Hydrography National Hydrography Dataset, 2012
Contours National Elevation Dataset, 2000
Boundaries Multiple sources; see metadata file 1972 2015
Public Land Survey System BLM, 2011
UTM GRID AND 2015 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET
U.S. National Grid
100,000-m Square ID
MT
Grid Zone Designation
11S
SCALE 1:24 000
KILOMETERS
METERS
FEET
CONTOUR INTERVAL 10 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988
This map was produced to conform with the National Geospatial Program US Topo Product Standard, 2011. A metadata file associated with this product is draft version 0.6.18
CALIFORNIA
QUADRANGLE LOCATION
ADJOINING QUADRANGLES
1 Mount Baldy
2 Cucamonga Peak
3 Devore
4 Ontario
5 Fontana
6 Prado Dam
7 Corona North
8 Riverside West
ROAD CLASSIFICATION
Expressway
Secondary Hwy
Ramp
Local Connector
Local Road
4WD
Interstate Route
US Route
State Route
GUASTI, CA
2015
NSN 7643013247069
NGA REF NO. USGS24706 9
U.S. TOPO MAP
ARBOR

Staff renderings of homes on Camino Predera
Height above curb at 14feet

Jan 22, 2020

DESIGN REVIEW COMMENTS

7:00 p.m. Tabe van der Zwaag December 17, 2019

DESIGN REVIEW DRC2018-00535 – ALAN SMITH FOR ARBOR EXPRESS CAR WASH - A request for site plan and architectural review of a 5,865 square foot car wash and 1,428 square foot car detailing center on 1.36 acres of land in the General Commercial (GC) District and Low Medium (LM) Residential District, located approximately 200 feet east of Archibald Avenue on the north side of Arrow Route - APN: 0209-291-03 and -06 (along with APN: 0209-291-01 and 02 for the related General Plan/Zoning Map Amendments). Related records: General Plan Amendment DRC2018-00533, Zoning Map Amendment DRC2018-00534, and Conditional Use Permit DRC2018-00536. A Mitigated Negative Declaration of environmental impacts has been prepared for consideration.

Site Characteristics and Background: The project site is comprised of two parcels totaling 1.36 acres of land (59,300 square feet) located on the north side of Arrow Route, approximately 200 feet east of Archibald Avenue. The "L" shaped project site is approximately 266 feet (east to west), and approximately 280 feet and 170 feet (north to south) along the east and west property lines, respectively. The westernmost parcel of land that makes up the project site is vacant (APN: 0209-291-06) and the easternmost parcel is developed with a single-family residence (APN: 0208-291-03). The existing elevation is approximately 1,152 feet (above sea level) at the northeast corner of the project site and 1,150 feet along the south property line, for a grade change of approximately 2 feet.

A non-operational service station is located to the west of the project site at the northeast corner of Archibald Avenue and Arrow Route. On August 15, 2018, the City Council approved a project to reactivate this service station (Design Review DRC2015-00682). That approval included the design review of a drive-through automatic carwash to be located on the east side of the existing service station along with General Plan land use (DRC2015-00683) and zoning map amendments (DRC2015-00684), changing the General Plan land use and zoning designations from Low Medium/Low Medium (LM) Residential District to General Commercial/General Commercial (GC) District, respectively. The land use and zoning amendments for that project included one of the two parcels of land (APN: 0208-291-06) that comprise the subject project site.

The existing Land Use, General Plan and Zoning Designations for the project site and adjacent properties are as follows:

| | Land Use | General Plan | Zoning |
|---|---|---|---|
| ***Site*** | Vacant | General Commercial | General Commercial (GC) District |
| | Single-Family Residence[1] | Low Medium Residential | Low Medium (LM) Residential District |
| ***North*** | School | Low Medium Residential | Low Medium (LM) Residential District |
| ***South*** | Commercial Center | General Commercial | General Commercial (GC) District |
| | Family Resource Center | Public Facility/ Civic/Regional | Low (L) Residential District |
| ***East*** | Single-Family Residence | Low Medium Residential | Low Medium (LM) Residential District |
| ***West*** | Service Station[2] | General Commercial | General Commercial (GC) District |

1 – "Beverly Hills House" (designated a local historic landmark on January 18, 1989) on APN: 0208-291-02;

**Exhibit D**

| 2 – Not in operation but approved for reactivation |
|---|

Staff Summary and Design Review Committee Responsibility: In addition to the entitlement requests for a Design Review, the subject application also includes requests for a zoning map amendment and general plan amendment in order to alter land-use policy to accommodate the proposed use. Zoning map amendments and general plan amendments are legislative actions that establish City policy and require City Council review. These high-level legislative actions are typically intended to achieve some type of substantial public benefit. Generally, staff is not able to identify any such substantial public benefit which justifies a zoning map amendment and general plan amendment for this project.

Staffs overriding concern with the project is thus whether the carwash land use is appropriate for the proposed location. The development review process, though, places the DRC review of the onsite structures prior to Planning Commission review of the higher-level land use policy issues. The DRC is, therefore, being asked to review the design of a project for which staff is unable to support the related entitlements. Consequently, subsequent reports to the Planning Commission and City Council will provide a thorough analysis of the appropriateness of the zoning map amendment and the general plan amendment.

Along with the above-outlined concerns related to the land-use changes, staff has also identified a number of project-related technical deficiencies. Development Code Section 17.90.030 provides the Planning Commission with the flexibility to permit deviations from these provisions through the development review process or through the approval of Variances. As such, the DRC is not expected to offer recommendations based on staff's concerns regarding the proposed zoning map amendment/general plan amendment or technical deficiencies. Rather, the DRC is being requested to review the outstanding design issues and forward the project to the full Planning Commission for consideration of each of the project entitlements and the outstanding technical issues.

Project Overview: The applicant proposes to construct and operate a car wash facility consisting of a two-story, 5,865 square automated "express" car wash, a separate 1,428 square foot detailing center along with shaded vacuum canopies. The first floor of the car wash building is comprised of an enclosed 140-foot long car wash tunnel, an enclosed mechanical equipment room, restrooms, office area, cashier, and storage area. The second floor is comprised of an equipment room, office, and restrooms. The separate one-story car detailing building will consist of an open floor area with 3 rollup service doors, office area, and restroom. The existing single-family residence noted above will be removed as part of the development of the proposed project.

The car detailing center will be a separate service from the automated car wash. Three separate shaded vacuum canopy areas will be located in the parking lot area, totaling 32 stalls. An additional 13 customer-employee parking stalls will also be provided, including one clean air vehicle stall and one Americans with Disabilities Act (ADA) accessible parking stall. Development Code Table 17.64.050-1 (Parking Requirements by Land Use) states that carwashes with a detail center are required to provide 16 total parking spaces. The project will include a total of 45 parking spaces.

Access to the site will be provided via a 50-foot wide common driveway on Arrow Route with one inbound lane and one outbound lane. This driveway will be shared with the approved service station/carwash to the west. Access to the carwash will be through three carwash drive-through lanes with individual automated cashier pay stations and barrier gate arms. Upon exiting the car

wash tunnel, vehicles will be directed to the covered vacuum stations via a one-way interior lane. Vehicles will exit the facility via the shared driveway on Arrow Route. Three ADA accessible pedestrian walkways will be provided on the site: one between the car wash building and the detail center, one between the car wash building and the vacuum canopy areas and trash enclosure on the western side of the site, and one from the car wash building to the sidewalk on Arrow Route. The vehicles in the drive-through lanes will be screened from Arrow Route by landscaping.

The car wash and car detailing center will have a Tuscan architectural design theme comprised of a terra cotta tile roof, stucco exterior walls with stone veneer accents, recessed window arches, decorative doors and columns, and lattice covers to replicate the design of the historic vineyards in the area. The covered vacuum canopies will consist of "alumawood" arbors, with bronze framing and shade fabric with color accents. The car wash development will also include a monument sign and decorative grape arbor with columns along the Arrow Route street right-of-way.

**Staff Comments**:

Staff has identified the following design issues that the applicant should address prior to the project moving forward to the Planning Commission for full review of the project:

1. The west elevation (front) of the car wash building includes a stone veneer on the tower elements. The east elevation (rear) includes similar tower elements without the use of the stone veneer. It is recommended that the east building elevation be updated to include stone veneer on each of the tower elements along with a similar gable treatment as that used on the west elevation. The City has a policy requiring 360-degree architecture carrying architectural details to all elevations.

2. Update the supports of the vacuum shade canopies to include a stone veneer base to carry over the stone veneer used on the on-site buildings.

3. The overhead lattice arbors and the lattice cover over the trash enclosures are currently called out to be constructed of "alumawood," which is not appropriate for a commercial development. It is recommended that the "alumawood" be replaced with wood.

Major Issues: The following broad design issues will be the focus of the Committee discussion regarding this project.

1. None

Secondary Issues: Once all of the major issues have been addressed, and time permitting, the Committee will discuss the following secondary design issues.

1. Design Issues – Visual enhancement of the rear side of the main car wash building, stone veneer bases on the vacuum canopies and the use of wood rather than "alumawood" for the overhead trellises.

Policy Issues: The following items are a matter of Planning Commission policy and should be incorporated into the project design without discussion.

1. The project is subject to the public art requirement per Development Code Chapter 17.124.

2. All ground-mounted equipment and utility boxes, including transformers, back-flow devices, etc., shall be screened by a minimum of two rows of shrubs spaced a minimum of 18 inches on center. This equipment shall be painted dark green.

3. All Double Detector Checks (DDCs) and Fire Department Connections (FDCs) shall be screened on three sides by 4-foot high walls. The walls shall incorporate the design and materials used on the on-site buildings.

4. Decorative paving shall be provided at all vehicular access points onto the site.

5. All doors (roll-up, dock doors, emergency access) shall be painted to match the color of the adjacent wall or glass panel.

6. All trash enclosures shall be constructed per City standard. The design of the trash enclosures shall incorporate the materials, finish, color, and trim used on the buildings.

**Staff Recommendation**:

Staff recommends that the Design Review Committee consider the outstanding design issues and forward the project to the Planning Commission for review of the overall project and the related entitlements.

**Design Review Committee Action:**

**Staff Planner:** Tabe van der Zwaag

**Members Present:**

**Staff Coordinator:** Michael Smith

CITY OF RANCHO CUCAMONGA

# DECEMBER 17, 2019 - 7:00 P.M.

# ACTION

## DESIGN REVIEW COMMITTEE AGENDA
## RAINS ROOM
## CITY HALL
## 10500 CIVIC CENTER DRIVE

## A. CALL TO ORDER

| | | |
|---|---|---|
| **Roll Call:** | **Diane Williams** | **x** |
| | **Tony M. Guglielmo** | |
| | **Mike Smith** | **x** |
| **Alternates:** | **Bryan Dopp** | |
| | **Francisco Oaxaca** | **x** |

*Additional Staff Present: Tabe van der Zwaag.*

## B. PUBLIC COMMUNICATIONS

**This is the time and place for the general public to address the Committee on any item listed on the agenda. State law prohibits the Committee from addressing any issue not previously included on the Agenda. The Committee may receive testimony and set the matter for a subsequent meeting.**

**Comments are to be limited to five minutes per individual or less, as deemed necessary by the Staff Coordinator, depending upon the number of individuals members of the audience. This is a professional businessmeeting and courtesy and decorum are expected. Please refrain from any debate between audience and speaker, making loud noises or engaging in any activity which might be disruptive to the decorum of the meeting.**

## C. PROJECT REVIEW ITEMS

**The following items will be presented by the applicant and/or their representatives. Each presentation and resulting period of Committee comment is limited to 20 minutes. Following each presentation, the Committee will address major issues and make recommendations with respect to the project proposal. The Design Review Committee acts as an advisory Committee to the Planning Commission. Their recommendations will be forwarded to the Planning Commission as applicable. The following items do not legally require any public testimony, although the Committee may open the meeting for public input.**

C1. **DESIGN REVIEW DRC2019-00590 – SHEAN KIM FOR XEBEC REALTY**- A request for site plan and architectural review of a 103,945 square foot warehouse distribution building

# DECEMBER 17, 2019 - 7:00 P.M.
# ACTION

## DESIGN REVIEW COMMITTEE AGENDA
## RAINS ROOM
## CITY HALL
## 10500 CIVIC CENTER DRIVE

on 4.75 acres of land in the General Industrial (GI) District on the east side of Pecan Avenue south of Arrow Route; APN: 0229-171-02. This item is exempt from the requirements of the California Environmental Quality Act (CEQA) and the City's CEQA guidelines under CEQA Section 15332 – Infill Development Projects.
*Staff presented the project to members of the Design Review committee. The project was approved as presented and forwarded to the Planning Commission for their review.*

C2. **DESIGN REVIEW DRC2019-00381 – KEN KANG** – A request for site plan and architectural review for the reconstruction and expansion of a service station and convenience store located in the Mixed-Use (MU) District and Foothill Boulevard Overlay District Subarea 1 at the northeast corner of Foothill Boulevard and Red Hill Country Club Drive, at 8166 Foothill Boulevard; APN: 0207-112-20 and 23. Related Record: Conditional Use Permit DRC2018-00936. This item is exempt from the requirements of the California Environmental Quality Act (CEQA) and the City's CEQA guidelines under CEQA Section 15303 – New Construction or Conversion of Small Structures.

*Staff presented the project to members of the Design Review committee. The project was approved as presented and forwarded to the Planning Commission for their review.*

C3. **DESIGN REVIEW DRC2018-00535 – ALAN SMITH FOR ARBOR EXPRESS CAR WASH** - A request for site plan and architectural review of a 5,865 square foot car wash and 1,428 square foot car detailing center on 1.36 acres of land in the General Commercial (GC) District and Low Medium (LM) Residential District, located approximately 200 feet east of Archibald Avenue on the north side of Arrow Route - APN: 0209-291-03 and -06 (along with APN: 0209-291-01 and 02 for the related General Plan/Zoning Map Amendments). Related records: General Plan Amendment DRC2018-00533, Zoning Map Amendment DRC2018-00534, and Conditional Use Permit DRC2018-00536. A Mitigated Negative Declaration of environmental impacts has been prepared for consideration.

*Staff presented the project to members of the Design Review committee. The project was approved with the Committee recommending that stone veneer be added to the carwash building tower elements on the east elevation. The Committee was also accepting of the use of "alumawood" on the trellis structures rather than real wood and not requiring stone veneer to be added to the bases of the vacuum canopies. The project was forwarded to the Planning Commission with the above design recommendations.*

# DECEMBER 17, 2019 - 7:00 P.M.

# ACTION

## DESIGN REVIEW COMMITTEE AGENDA
## RAINS ROOM
## CITY HALL
## 10500 CIVIC CENTER DRIVE

## D. ADJOURNMENT

***7:45pm***

*The Design Review Committee has adopted Administrative Regulations that set an 11:00 p.m. adjournment time. If items go beyond that time, they shall be heard only with the consent of the Committee.*

**I, Elizabeth Thornhill, Executive Assistant, of the City of Rancho Cucamonga, or my designee, hereby certify that a true, accurate copy of the foregoing agenda was posted on Thursday, December 12, 2019 at least seventy two (72) hours prior to the meeting per Government Code 54954.2 at 10500 Civic Center Drive, Rancho Cucamonga, CA.**

If you need special assistance or accommodations to participate in this meeting, please contact the Planning Department at (909) 477-2750. Notification of 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility. Listening devices are available for the hearing impaired.

December 9, 2020

To: Tabe van der Zwaag, Associate Planner
City of Rancho Cucamonga
10500 Civic Center Drive
Rancho Cucamonga, CA 91730

From: Cameron Hile, Senior Analyst
MIG, Inc
1650 Spruce Street, Suite 102
Riverside, CA 92507

**Subject: Final Initial Study and Mitigated Negative Declaration for the Arbor Express Car Wash Project**

Dear Mr. van der Zwaag:

On Tuesday November 24, 2020, City staff met (via Zoom) with representatives of the proposed Arbor Express Car Wash Project (Project) located on two contiguous parcels at 9744 (Parcel 1) and 9760 (Parcel 2) Arrow Route in the City of Rancho Cucamonga (City). This Memorandum provides a brief Project background, details the proceedings of the November 24, 2020 meeting, and documents the direction given by the City pertaining to preparation of the Final Initial Study and Mitigated Negative Declaration (IS/MND) for the proposed Project. In attendance at this meeting were: Anne McIntosh, Planning Director; Alan Smith, Project Applicant; Paige Gosney, Applicant's Counsel; and Pam Steele, Bob Prasse, and Cameron Hile, MIG.

The Project includes development of a new automated car wash building and a separate detail center building along with associated parking, landscaping, and car wash system appurtenances on Parcels 1 and 2. The Project also includes a General Plan Amendment and Zone Change to Parcel 2 from Low Medium Residential to General Commercial. The Draft IS/MND that was prepared for the Project was circulated for public review and comment starting June 25, 2020 and ending August 12, 2020. No public comments were received during this period on the Draft IS/MND.

After the close of the public review period for the Draft IS/MND, the City asked that the Project Application include an additional General Plan Amendment and Zone Change to the two parcels located immediately east of the Project site at 9786 Arrow Route (Parcel 3) and 9872 Arrow Route (Parcel 4) from Low Medium Residential to Medium Residential. The expressed purpose of this additional change is to offset the loss of residential development capacity of between 3 and 6 dwelling units that would result from the redesignation of Parcel 2 from Low Medium Residential to General Commercial.

As shown in the table below, with a maximum density of 4-8 dwelling units per acre (du/ac), Parcel 2 (0.85 acres), Parcel 3 (0.43 acres), and Parcel 4 (0.79 acres) currently have a combined residential development capacity of between 8 and 16 dwelling units. With the loss of residential development capacity from the conversion of Parcel 2 from residential to commercial and the additional subsequent increase of the maximum density on Parcels 3 and 4 from 4-8 du/ac to 8-14 du/ac, Parcels 3 and 4 would have a maximum residential development capacity of between 9 and 17 dwelling units. Therefore, this would be enough to offset the loss of residential development capacity on Parcel 2.

| Parcel # | 2 | 3 | 4 |
|---|---|---|---|
| **Existing Zoning (Low Medium)** | | | |
| Existing DU/AC | 4-8 | 4-8 | 4-8 |
| Acres | 0.85 | 0.43 | 0.79 |
| Existing Capacity | 3-6 units | 2-4 units | 3-6 units |
| **Combined Existing Capacity** | **8-16 units** | | |
| **Proposed Zoning (Medium)** | | | |
| Proposed DU/AC | 0 | 8-14 | 8-14 |
| Acres | 0.85 | 0.43 | 0.79 |
| Proposed Capacity | 0 units | 3-6 units | 6-11 |
| **Combined Proposed Capacity** | **9-17 units** | | |

The purpose of the November 24, 2020 meeting with City staff was to discuss the redesignation of Parcels 3 and 4 and for the City to provide direction on how best to implement this change for the CEQA review. The City directed the applicant to generate a Final IS/MND to include the additional General Plan Amendment and Zone Change to Parcels 3 and 4 in the Project Description and in discussions of the Project Description throughout the document.

The City further indicated that there is no need to include additional analysis regarding Parcels 3 and 4 in the Final IS/MND or to recirculate the revised document for another public review period. The basis for this approach is that there is no specific development proposal for Parcels 3 and 4 at this time, and any such future proposal will be subject to a full environmental review in compliance with CEQA and the CEQA guidelines.

The Final IS/MND, dated December 9, 2020 and included as an attachment to this memorandum, reflects the approach and direction provided by City staff as described above. The Final IS/MND shows revisions made to the Draft IS/MND with ~~strikethrough~~ for deleted text and underline for added text. If you have any questions, please feel free to email me at cameronh@migcom.com or call my cell phone at (626) 840-7719.

Best Regards,

Cameron Hile, Senior Analyst, MIG Inc.

Attachment 1
Final Initial Study and Mitigated Negative Declaration

# Arbor Express Car Wash
# Final Initial Study
# Mitigated Negative Declaration

*Lead Agency:*

City of Rancho Cucamonga
Planning Department
10500 Civic Center Drive
Rancho Cucamonga, California 91730

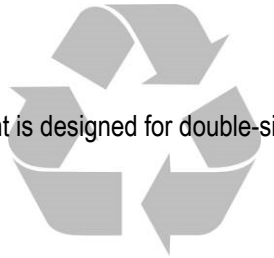
*Prepared for:*

Southwest Design Group, LLC
12223 Highland Avenue, Suite #106-201
Rancho Cucamonga, California 91739

*Prepared by:*

MIG, Inc.
1500 Iowa Avenue, Suite 110
Riverside, California 92507

December 9, 2020



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# 1 Introduction

The City of Rancho Cucamonga (Lead Agency) received an application for Design Review and a Conditional Use Permit from Southwest Design Group (Project Proponent) for the construction and operation of an automated car wash and detail center (Project) on a 1.36-acre site consisting of two parcels in the City of Rancho Cucamonga, California. The Project includes a General Plan Amendment and Zone Change to one of the two parcels on which the car wash will be developed in order to bring the site into compliance with the Zoning Code. The application also includes a General Plan Amendment and Zone Change to the two parcels to the east of the Project site to provide higher housing density. The approval of the application of the car wash development as well as the General Plan Amendment and Zone Change constitutes a project that is subject to review under the California Environmental Quality Act (CEQA) 1970 (Public Resources Code §§ 21000, *et seq.*), and the CEQA Guidelines (14 California Code of Regulations §§ 15000, *et. seq.*).

This Initial Study was prepared to assess the short-term, long-term, and cumulative environmental impacts that could result from the Project.

This report was prepared to comply with CEQA Guidelines § 15063, which sets forth the required contents of an Initial Study. These include:

- A description of the Project, including the location of the Project (See Section 2);
- Identification of the environmental setting (See Section 2.11);
- Identification of environmental effects by use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (See Section 4);
- Discussion of ways to mitigate significant effects identified, if any (See Section 4);
- Examination of whether the Project is compatible with existing zoning, plans, and other applicable land use controls (See Section 4.10); and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (See Section 5).

## *1.1 – Purpose of CEQA*

CEQA § 21000 of the California Public Resources Code provides as follows:

The Legislature finds and declares as follows:

a) The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.
b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.
c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.
d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the state take immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.
e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.
f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.
g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the environment, shall regulate such activities so that major consideration is given to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian.

The Legislature further finds and declares that it is the policy of the state to:

h) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.
i) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.
j) Prevent the elimination of fish or wildlife species due to man's activities, insure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history.
k) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.
l) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.
m) Require governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.
n) Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment.

A concise statement of legislative policy, with respect to public agency consideration of Projects for some form of approval, is found in CEQA § 21002, quoted below:

> The Legislature finds and declares that it is the policy of the state that public agencies should not approve Projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such Projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of Projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such Project alternatives or such mitigation measures, individual Projects may be approved in spite of one or more significant effects thereof.

## *1.2 – Project Background and Purpose of the Final IS/MND*

The Public Review Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) for the proposed Project was circulated for public review and comment starting June 25, 2020 and ending August 12, 2020. No public comments were received during this period on the Draft IS/MND. After the close of the public review period for the Draft IS/MND, the City asked that the Project Application include an additional General Plan Amendment and Zone Change to the two parcels located immediately east of the Project site at 9786 Arrow Route (Parcel 3) and 9872 Arrow Route (Parcel 4) from Low Medium Residential to Medium Residential. The expressed purpose of this additional change is to offset the loss of residential development capacity of between 3 and 6 dwelling units of that would result from the redesignation of Parcel 2 from Low Medium Residential to General Commercial.

The Draft IS/MND included a Variance requesting a reduction in the required 20-foot setback from the adjacent residential land use and from the required 45-foot average landscape setback. The City has also requested the Project applicant remove the Variance from the Project and redesign the Site Plan so the setback from the proposed car wash building complies with the City's Municipal Code standard of a minimum of 20 feet when adjacent to a residential use and so the Project includes the required 45-foot average landscape setback from Arrow Route. As such, the Project Site Plan was updated to shift the proposed car wash building further to the west to accommodate for a 20-foot setback with the residential use to the east. The Site Plan was also updated to include a 45-foot landscape setback. Finally, the proposed concrete block wall around the Project was changed from 8-feet to 6-feet tall. These changes are reflected in Exhibits 3 through 5 below and resulted in a reduction in the size of the proposed car wash building and detail center building, an increase in the amount of proposed

landscaping, and a reduction in the proposed number of employee-customer parking stalls. These minor design changes will not result in any new or more severe environmental impacts than were previously analyzed in the Draft IS/MND that was circulated for public review and comment.

# 2 Project Description

## *2.1 – Project Title*

Arbor Express Car Wash

## *2.2 – Lead Agency Name and Address*

City of Rancho Cucamonga
Planning Department
10500 Civic Center Drive
Rancho Cucamonga, California 91730
909-477-2750

## *2.3 – Contact Person and Phone Number*

Tabe Van der Zwaag, Associate Planner
909-477-4316

## *2.4 – Project Location*

The Project site is located approximately 2.45 miles to the south of Interstate 210 (I-210), approximately 3.02 miles to the west of Interstate 15 (I-15), and approximately 2.18 miles to the north of Interstate 10 (I-10) in the City of Rancho Cucamonga, San Bernardino County, California (See Exhibit 1, Regional Context Map). The Project site is comprised of two parcels totaling 1.36 acres located on the north side of Arrow Route, just east of Archibald Avenue (See Exhibit 2, Project Vicinity Map). Parcel 1 is located at 9744 Arrow Route (APN# 208-291-06 and Parcel 2 is located at 9760 Arrow Route (APN# 208-291-03). The Project Site will be developed with the proposed car wash development (See Section 2.8, below, for detailed Project description). As part of a gas station project that was recently approved by the City at the northeast corner of Arrow Route and Archibald Avenue (8477 Archibald Avenue), Parcel 1 has previously undergone a General Plan Amendment and Zone Change from Low Medium Residential to General Commercial. Parcel 2 will undergo an identical change from Low Medium Residential to General Commercial as part of the Project. Two additional parcels (Parcel 3 and Parcel 4), located immediately east of the Project site at 9786 and 9872 Arrow Route (APN# 0208-291-02 & 0208-291-01) will undergo a General Plan Amendment and Zone Change from Low Medium Residential to Medium Residential. However, no physical changes to Parcel 3 or Parcel 4 are proposed.

- Latitude 34° 5’ 58.85” North, Longitude 117° 35’ 32.14” West

## *2.5 – Project Sponsor’s Name and Address*

Southwest Design Group, LLC
12223 Highland Avenue, Suite #106-201
Rancho Cucamonga, California 91739

## *2.6 – General Plan Land Use Designation*

Parcel 1: General Commercial
Parcel 2: Low Medium Residential
Parcel 3: Low Medium Residential
Parcel 4: Low Medium Residential

## *2.7 – Zoning District*

Parcel 1: General Commercial (GC)
Parcel 2: Low Medium Residential (4-8 du/ac)
Parcel 3: Low Medium Residential (4-8 du/ac)
Parcel 4: Low Medium Residential (4-8 du/ac)

## *2.8 – Project Description*

As previously described, the Project is comprised of two adjacent parcels along Arrow Route east of Archibald Avenue. Parcels 1 and 2 encompass approximately 1.36 acres, or 59,297 square feet. Parcel 1 is undeveloped while Parcel 2 contains an occupied single-family home. The single-family residence on Parcel 2 is currently used as a rental unit and will be demolished as part of the Project. As previously mentioned, Parcel 1 is currently zoned for General Commercial use as a result of a previously approved gas station Project. Parcel 2 is currently zoned for Low Medium Density Residential. As such, the Project includes a similar General Plan Amendment and Zone Change on Parcel 2 from Low Medium Density Residential to General Commercial. This would bring the entire Project site into conformance for commercial uses in order to allow for the car wash use. The car wash development includes the construction of an automated express car wash building, a detail center building, shaded vacuum canopies/stalls, and associated parking and landscaping on Parcels 1 and 2 (See Exhibit 3, Site Plan). The 5,078-square foot car wash structure will have two floors (See Exhibit 4, Floor Plan). The first floor will include an enclosed 140-foot long car wash tunnel, enclosed area for mechanical equipment, restrooms, office space, cashier space, and storage space. The second floor will include an equipment room, an office and restrooms. The detail center building will be 1,296 square feet and consist of a single floor. The detail center will be used for auto detailing, which will be a separate service from the automated car wash and will contain restrooms and an office. Three separate shaded vacuum canopy areas will be included in the parking lot area, totaling 32 stalls. An additional 8 customer-employee parking stalls will also be provided, including one clean air vehicle stall and one Americans with Disabilities Act (ADA) accessible parking stall.

The proposed General Plan Amendment and Zone Change on Parcel 2 from Low Medium Residential (4-8 du/ac) to General Commercial would result in the redesignation of land for residential uses to commercial uses. The redesignation of Parcel 2, which is 0.85 acres in area, would subsequently result in the loss of residential development capacity of between 3 and 6 dwelling units. As previously mentioned, the Project application also includes a General Plan Amendment and Zone Change to Parcels 3 and 4, which are 0.43 and 0.79 acres in area, respectively. As shown in Table 1, Residential Density Capacity, with a maximum density of 4-8 dwelling units per acre (du/ac), Parcel 2 (0.85 acres), Parcel 3 (0.43 acres), and Parcel 4 (0.79 acres) currently have a combined residential development capacity of between 8 and 16 dwelling units. With the loss of residential development capacity from the conversion of Parcel 2 from residential to commercial, and the additional subsequent increase of the maximum density on Parcels 3 and 4 from 4-8 du/ac to 8-14 du/ac, Parcels 3 and 4 would have a maximum residential development capacity of between 9 and 17 dwelling units. Therefore, this would be enough to offset the loss of residential development capacity on Parcel 2.

**Table 1**
**Residential Density Capacity**

| **Parcel #** | **2** | **3** | **4** |
|---|---|---|---|
| **Existing Zoning (Low Medium)** | | | |
| Existing DU/AC | 4-8 | 4-8 | 4-8 |
| Acres | 0.85 | 0.43 | 0.79 |
| Existing Capacity | 3-6 units | 2-4 units | 3-6 units |
| **Combined Existing Capacity** | **8-16 units** | | |
| **Proposed Zoning (Medium)** | | | |
| Proposed DU/AC | 0 | 8-14 | 8-14 |
| Acres | 0.85 | 0.43 | 0.79 |
| Proposed Capacity | 0 units | 3-6 units | 6-11 |
| **Combined Proposed Capacity** | **9-17 units** | | |

Access to the site will be provided via a 50-foot wide common-approach driveway on Arrow Route with one inbound lane and one outbound lane. This will be a shared driveway with the parcel to the west of the Project site on the northeast corner of Arrow Route and Archibald Avenue, which is currently being developed with a gas station. Upon entering the site, three lanes are provided for cars to line up at three automated cashier pay stations with barrier gate arms to pay for their wash and wait their turn. The automated barrier gate arms would allow one vehicle through the car wash tunnel at a time. Upon exiting the car wash tunnel, cars will be directed to the covered vacuum stations via a one-way interior lane. To exit the site, cars would continue on the one-way lane and loop back out to the driveway onto Arrow Route. Three ADA accessible pedestrian walkways will be provided on the site: one between the car wash building and the detail center, one between the car wash building and the vacuum canopy areas and trash enclosure on the western side of the site, and one from the car wash building to the sidewalk on Arrow Route. The Project will also include LED site and building lighting as well as solar roof panels.

Architecturally, the proposed car wash structure would be comprised of a terra cotta tile roof, stucco exterior walls with stone veneer accents, recessed faux window arches, decorative doors and columns, and lattice covers to replicate the design of the historic vineyards in the area (see Exhibit 5, Elevations). The detail center building will be of similar architectural design as the car wash building. Various shades of brown and tan as well as stone accents are utilized to provide contrast and visual interest. The covered vacuum canopies will consist of "Alumawood" arbors, with bronze framing and shade fabric with color accents. The car wash development will also include a monument sign and decorative grape arbor with columns along the southern edge of the site to provide for an aesthetic appeal along Arrow Route and replicate the grape vineyards that once occupied that area.

*Express Car Wash System*

The express car wash will include a New Wave Industries, Inc. *PurClean* Spot Free Rinse System and *PurWater* Water Recovery System. The PurWater Reclaim System consists of two primary components: the underground reclaim tank(s) and the above ground *PurWater* unit. The below ground tanks are normally supplied by a local concrete vault vendor, with their capacity and lay-out per *PurWater* specifications. The primary purpose of the reclaim system is to provide quality water to the wash so that the water can be re-used within the wash and still provide a clean car. The re-use of the water allows the operator to minimize the amount of incoming fresh water to the wash and the amount that is discharged from the wash to the municipal sewer system. The reclaim system is not designed to meet a specific effluent quality of the discharge, although in many cases the water discharged from the system goes directly to sewer or a leach field. However, the system will allow for up to 86% water recycling, which will limit the amount of discharge into the municipal system at any given time. In addition, all cleaning products proposed to be used during operation of the Project would be biodegradable and environmentally friendly.

As the primary purpose of the *PurWater* Reclaim System is to provide quality water for re-use within the wash, the system is designed to separate settleable solids (typically sand, grit) and free hydrocarbons, from fat oil and greases, from the water going to the wash. These solids and oils can affect the wash quality, and increase the maintenance on wash pumps, piping, and nozzles. The large settleable solids (60-70 micron and larger) are settled within the underground tanks prior to entering the above ground *PurWater* unit. The *PurWater* unit uses high efficiency cyclones to remove down to 5 micron settleable solids prior to the wash. The solids-laden water from the *PurWater* unit is re-introduced into the reclaim water at the front end of the underground tanks, where some solids settle, and some continue with the water phase to be retreated or go out with the effluent. The free oils (60-70 micron and larger) float to the surface within the underground tanks and are trapped within the tanks. Accumulated settleable solids and free oils are periodically (normally every 3- 6 months) removed from the reclaim system by pumping out the underground tanks and replacing with fresh water. Some amount of water is continuously discharged from the reclaim system in order to satisfy the water balance for the wash. The volume of discharge is dependent on the amount of fresh water used by the wash, less any water that is lost to evaporation and carry-out. Depending upon local municipal requirements, the discharge can be sent directly to sewer or to a leach field or may require additional treatment before final discharge. As each municipality will have its own discharge requirements, it is important to understand what contaminants the *PurWater* Reclaim System can and cannot affect.

The *PurWater* Reclaim system uses two processes to reduce contaminant loading. The first is physical separation using centrifugal force (the cyclones) and gravity settling (the reclaim tanks). Physical separation will directly affect the amount of

free oil & grease (FOG) and total suspended solids (TSS) left in the discharge water, and indirectly affect the BOD / COD level as it removes oil & grease. The second process is chemical, oxidation using ozone. Ozone will affect the bacterial count, BOD/ COD, total suspended solids (primarily bacterial), and some dissolved oils and chemicals. From field testing and experience, the *PurWater* Reclaim system has been shown to produce effluent qualities as follows: TSS, FOG, and BOD are typically the main concerns by municipalities receiving an effluent from a car wash. Given the type of processes used by the *PurWater* Reclaim system, there is no effect on total dissolved solids (TDS), pH, or temperature. There may also be little to no effect on certain chemicals dissolved in the water, emulsified or dissolved oils, and non-settleable solids. No heavy metals are used in the process so the *PurWater* system will not add or impact existing heavy metals.

The above effluent qualities are going to be similar for other types of systems that incorporate physical separation (plate separators, screen / bag filters, media filters, etc.) and chemical oxidation. Biological processes, when operating properly, may produce lower TSS, FOG, and BOD levels than the above, but still will not affect dissolved minerals and some dissolved chemicals in the water. The above effluent quality estimates are based on normal contaminant loadings seen by car washes. The estimates are not a guarantee of performance. The estimated discharge quality from the *PurWater* Reclaim System may or may not be acceptable for direct discharge to sewer or a leach field. Local authorities and municipalities should be consulted to determine whether additional treatment is required to meet discharge permits. The second component of the reclaim system is the above ground treatment system, which further removes solids from the reclaim water so that it is acceptable for the high-pressure pumps and nozzles within the wash. The *PurWater* reclaim unit has a suction pump that brings water up from the reclaim tank to be treated. The pump speed is controlled by a Variable Frequency Drive (VFD) to either continuously recirculate water (low speed) or to provide water to the wash (high speed). Several pump speeds can be programmed into the VFD to meet various or multiple demands. The *PurWater* unit uses high efficiency cyclones to remove down to 5 micron settleable solids prior to the wash. The cyclones create nearly 1000 G's of centrifugal force to obtain this fine particle separation. The treated (cleaned) water is sent to the wash and / or back to the reclaim tank as part of its continual recirculation mode. The solids-laden water from the *PurWater* unit is re-introduced into the reclaim water at the front end of the underground tanks, where some solids settle, and some continue with the water phase to be re-treated or go out with the effluent.

The above ground reclaim system also has the function of providing odor control for the reclaim water. Reclaim water is a great environment for growing bacteria which can create plugging and odor problems. Typically, anaerobic bacteria (bacteria that grow in the absence of oxygen) will grow beneath the settled solids in the reclaim water tank. This type of bacteria produces hydrogen sulfide which produces an odor similar to rotten eggs. To control this bacterial growth, the *PurWater* reclaim system continuously recirculates water through the tanks to keep the water moving so that it does not go septic. The *PurWater* system also incorporates one of three odor control devices to further keep the bacterial growth in check. The first method uses an Air Sparger, which brings in air as the recirculation water passes through it. This puts oxygen in the water stream and helps control the anaerobic bacteria. The second method adds an enzyme into the recirculation water, plus uses the Air Sparger. The enzyme breaks down the dissolved organic material in the water, which takes away the bacteria's food source to keep their population controlled. The third method used is the addition of ozone, which is a powerful disinfectant similar to chlorine. The ozone kills the bacteria to provide a nearly-bacteria free water. Also, ozone oxidizes dyes in the water, so it will remove the color created by wash chemicals (i.e., triple foams).

*Stormwater*

Stormwater would be collected on site and conveyed to the existing storm drain system under Arrow Route. The car wash development would consist of approximately 22,343 square feet of landscaped area along the boundaries of the site and in landscaped planters in the interior of the site, comprising approximately 38% of the overall site total. A 20-foot landscaping setback will be included along the Project's eastern boundary (between Parcel 2 and 3) and a 45-foot landscaping setback will be provided along the Project's southern boundary. An additional 10-foot landscaping dedication will be included along the Project's southern boundary with the sidewalk on Arrow Route, totaling 2,660 square feet of additional landscaping. These landscaped areas would serve as bio swales for runoff collection and treatment. In addition, the car wash development includes a water runoff retention basin near the south-central portion of the site that will act to treat flows before being discharged into the Municipal storm drain system.

**Project Construction Details**

Default assumptions for construction phases were used, and construction of the proposed car wash is anticipated to take approximately four to six months to complete. Soil cut and fill will be balanced on site. Details about construction (e.g. start date, schedule, number of workers, number and type of equipment) are not available at this time; therefore, default construction details were used where necessary throughout the analysis. The proposed development will connect to existing water, sanitary sewer, electricity, and gas facilities. Water and sewer service are provided by the Cucamonga valley Water District. Electricity would be provided by Southern California Edison and natural gas will be provided by the Southern California Gas Company. Utility undergrounding would be required. The start date for construction is not currently known as of the circulation of this document. As such, CalEEMod default settings for construction were utilized to provide an estimate of construction phasing, scheduling, equipment, etc. (See Appendix A). As shown in the CalEEMod output file in Appendix A of this document, construction was estimated to begin on January 1, 2020 and conclude June 10, 2020 for an approximately 6-month construction length. As shown in Table 2, *Construction Schedule*, construction will include a demolition phase, site preparation phase, grading phase, building construction phase, paving phase, and architectural coating phase. Demolition activities will include use of concrete saws, rubber-tired dozers, and tractor/loaders. Site Preparation activities will include use of graders, rubber-tired dozers, and tractor/loaders. Grading activities will include use of graders, rubber-tired dozers, and tractor/loaders. Building Construction activities will include use of a crane, forklifts, generator sets, tractor/loaders, and welders. Paving activities will include use of cement and mortar mixers, pavers, rollers, and tractor/loaders. Architectural Coating activities will include use of air compressors. Construction activities will be limited to the hours of 7:00 a.m. to 8:00 p.m. on weekdays, including on Saturdays, with no activity allowed on Sundays and holidays. The number of construction workers is not known at this time.

**Table 2**
**Construction Schedule**

| Construction Phase | Start Date | End Date | No. Days | Construction Equipment |
|---|---|---|---|---|
| Demolition | 1/1/2019 | 1/1/2019 | 1 | Concrete Saw, Rubber-Tired Dozer, Tractor/Loader |
| Site Preparation | 1/2/2019 | 1/2/2019 | 1 | Grader, Rubber-Tired Dozer, Tractor/Loader, Water Truck |
| Grading | 1/3/2019 | 1/7/2019 | 3 | Grader, Rubber-Tired Dozer, Tractor/Loader, Water Truck |
| Building Construction | 1/8/2019 | 5/27/2019 | 100 | Crane, Forklift, Generator Set, Tractor/Loader, Welder |
| Paving | 5/28/2019 | 6/3/2019 | 5 | Cement Mixer, Paver, Roller, Tractor/Loader |
| Architectural Coatings | 6/4/2019 | 6/10/2019 | 5 | Air Compressor |

## *2.9 – Surrounding Land Uses*

The Project site is bounded by commercial uses to the west and south, residential uses to the east, and an early education center to the north. A gas station project is currently under construction immediately to the west of the Project site at the northeast corner of Arrow Route and Archibald Avenue. To the west of the gas station, on the northwest corner of Arrow Route and Archibald Avenue is vacant land designated for office professional uses. Immediately to the east of the Project site are single-family homes. To the south of the Project site, on the south side of Arrow Route, is a strip-mall retail center with various businesses. Surrounding uses are summarized in Table 3, *Surrounding Land Uses*.

**Table 3**
**Surrounding Land Uses**

| Direction | General Plan Designation | Zoning District | Existing Land Use |
|---|---|---|---|
| Project Site | Parcel 1: General Commercial<br>Parcel 2: Low Medium Residential | Parcel 1: General Commercial (GC)<br>Parcel 2: Low Medium Residential (4-8 du/ac) | Parcel 1: Vacant Land<br>Parcel 2: Single Family Home |
| North | Low Medium Residential | Low Medium Residential (4-8 du/ac) | Mulberry Early Education Center |
| South | General Commercial/<br>Low Medium Residential | General Commercial (GC)/<br>Low Density Residential (2-4 du/ac) | Strip Mall/<br>Single Family Homes |
| East | Low Medium Residential | Low Medium Residential (4-8 du/ac) | Single Family Home |
| West | General Commercial/<br>Office | General Commercial (GC)/<br>Office Professional (OP) | Gas Station Under Construction/<br>Vacant Land |

## *2.10 – Environmental Setting*

The Project is located on two parcels (one vacant) in a developed area in the City of Rancho Cucamonga, San Bernardino County, California. The Project site is surrounded by commercial and residential uses and the area is built-out and urbanized. Disturbed non-native vegetation and limited pavement is located on the site. The Project site is bounded by commercial uses to the west and south, vacant land and residential uses to the east, and an early education center to the north. The Project site is relatively flat with an elevation ranging between approximately 1,153 to 1,162 feet above mean sea level (AMSL).

- The site contains a local landmark known as the Beverly Hills House. The Beverly Hills House includes limited historic landscaping in the immediate vicinity of the structure.
- The site does not contain scenic resources.
- The site is not currently being used for agricultural purposes.
- On-site vegetation consists of disturbed non-native vegetation and pavement and does not provide suitable habitat for any sensitive, or special status species.
- There are no on-site water features indicative of potential riparian habitat or wetlands.

## *2.11 – Required Approvals*

The City of Rancho Cucamonga is the only land use authority for this Project requiring the following approvals:

- Conditional Use Permit
- Design Review
- General Plan Amendment
- Zone Change

## *2.12 – Other Public Agency Whose Approval is Required*

None

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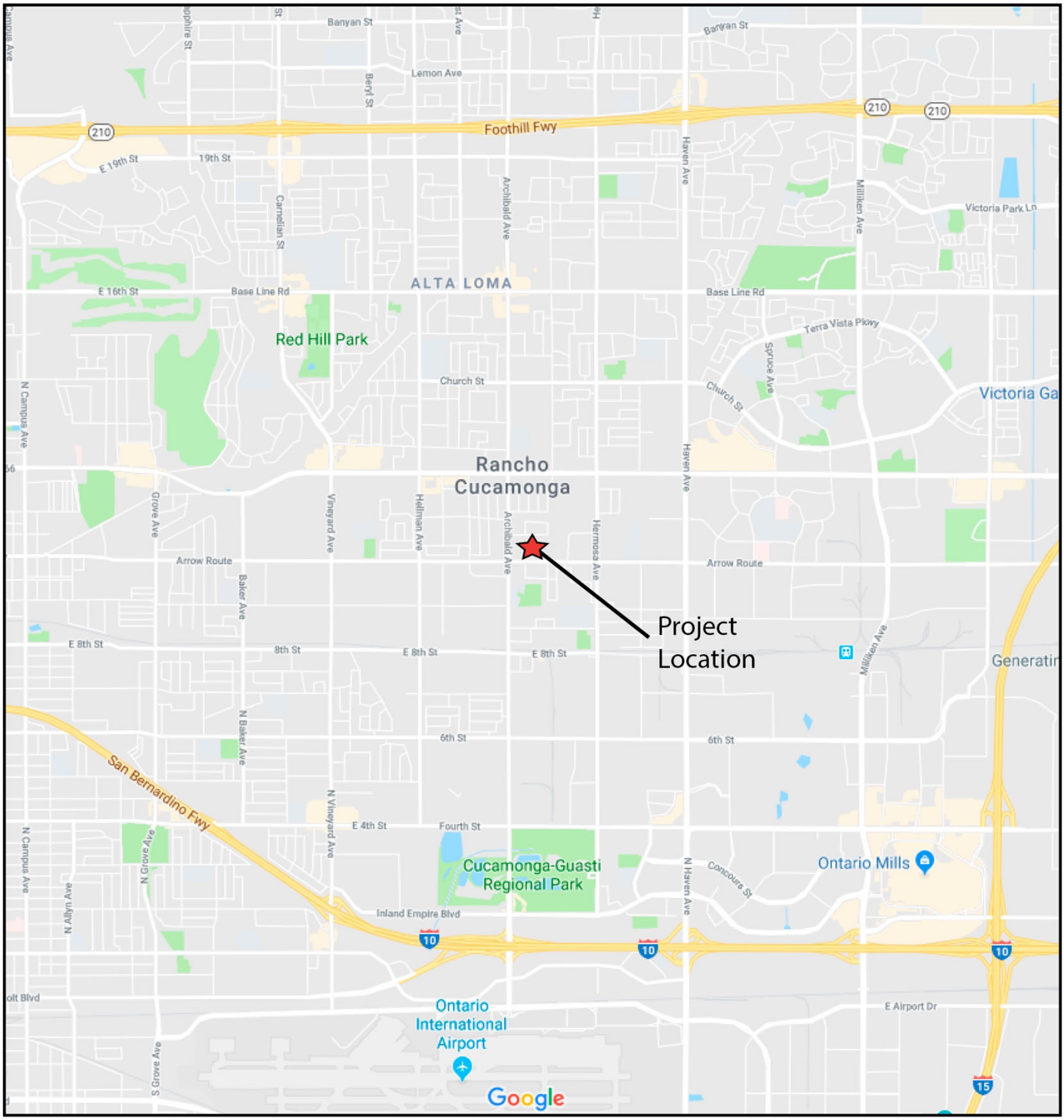


Source: Google Maps

Not to Scale

# Exhibit 1 Regional Context Map

## Arbor Express Car Wash Project
Rancho Cucamonga, California

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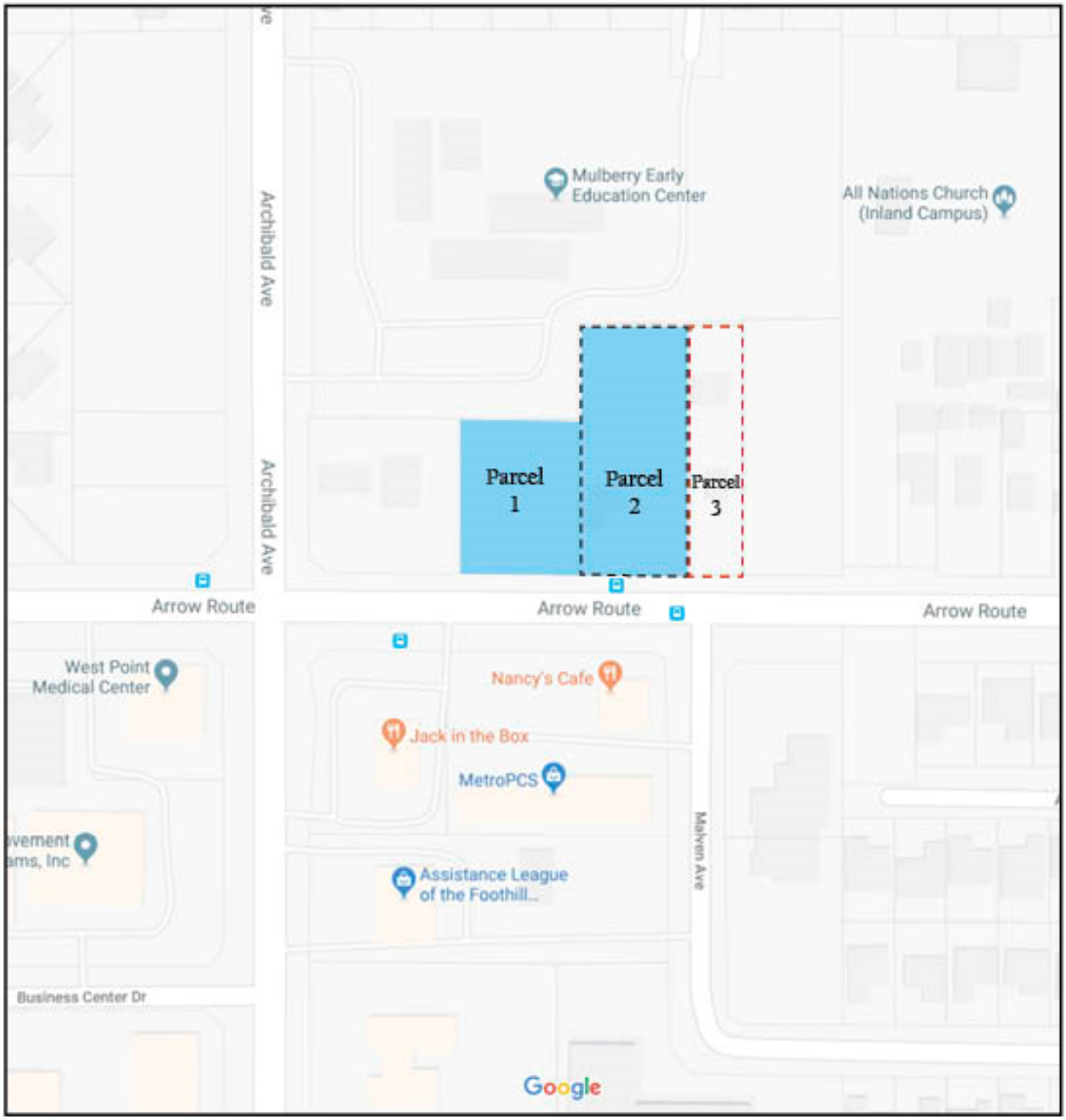


- Express Car Wash Site

- Change from Low Medium Residential to General Commercial

- Change from Low Medium Residential to Medium High Residential

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# Exhibit 2 Project Vicinity Map

Arbor Express Car Wash Project
Rancho Cucamonga California

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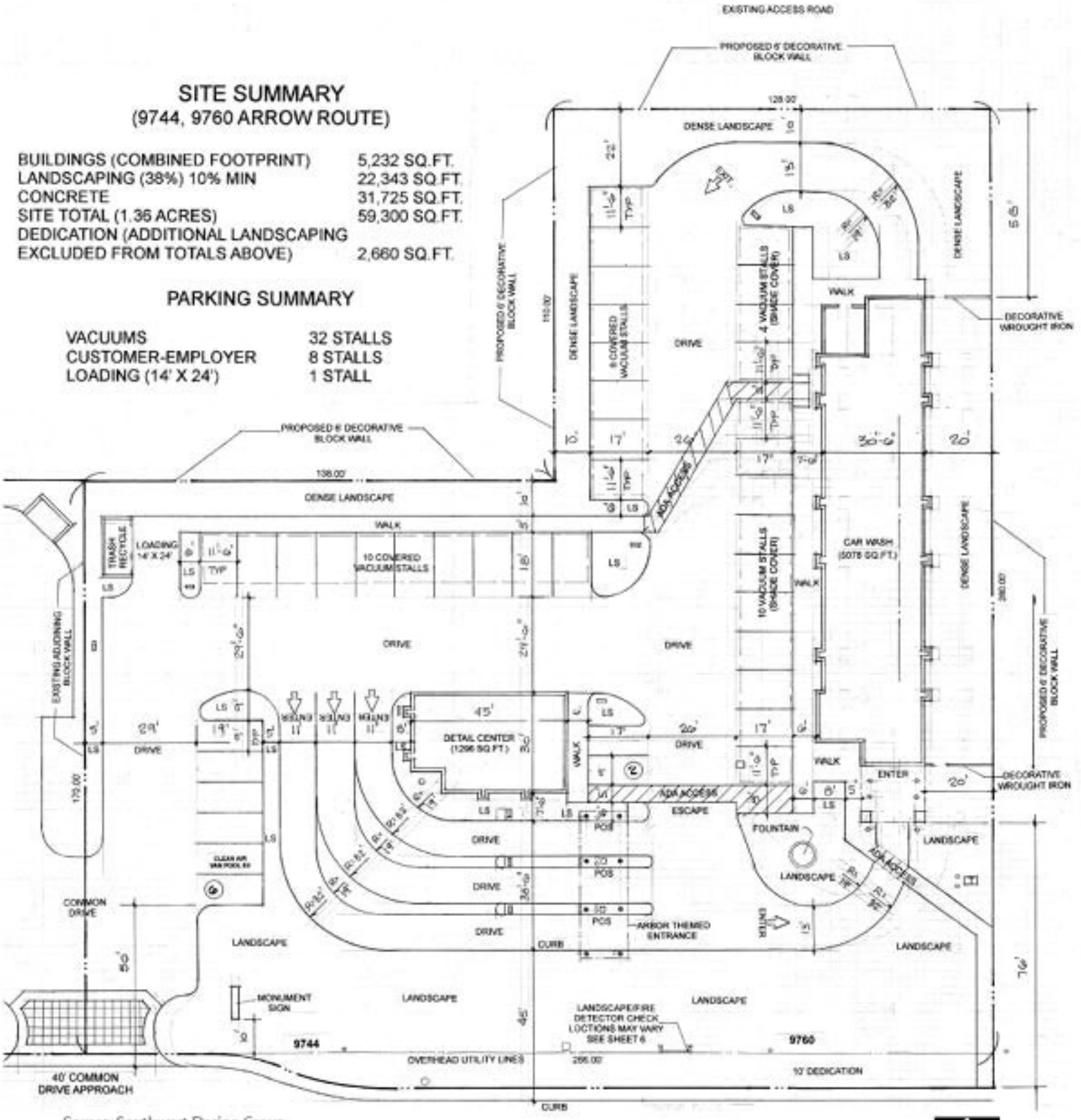
## SITE SUMMARY
(9744, 9760 ARROW ROUTE)

| | |
|---|---|
| BUILDINGS (COMBINED FOOTPRINT) | 5,232 SQ.FT. |
| LANDSCAPING (38%) 10% MIN | 22,343 SQ.FT. |
| CONCRETE | 31,725 SQ.FT. |
| SITE TOTAL (1.36 ACRES) | 59,300 SQ.FT. |
| DEDICATION (ADDITIONAL LANDSCAPING EXCLUDED FROM TOTALS ABOVE) | 2,660 SQ.FT. |

## PARKING SUMMARY

| | |
|---|---|
| VACUUMS | 32 STALLS |
| CUSTOMER-EMPLOYER | 8 STALLS |
| LOADING (14' X 24') | 1 STALL |




Source: Southwest Design Group

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# Exhibit 3 Site Plan

Arbor Express Car Wash Project
Rancho Cucamonga, California

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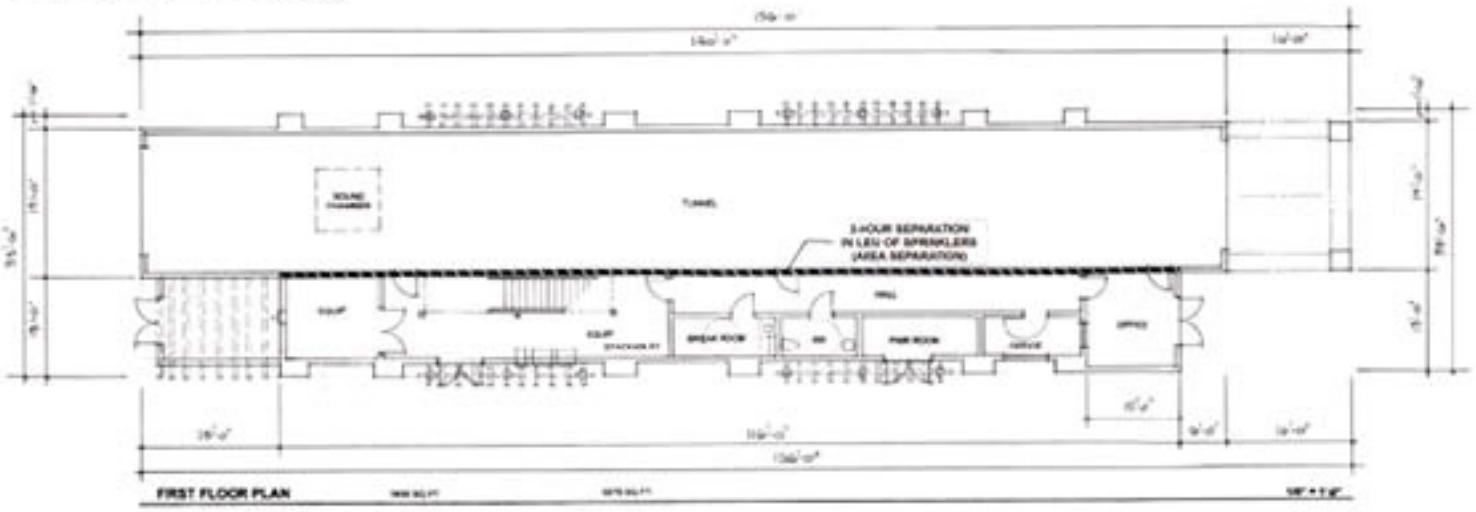
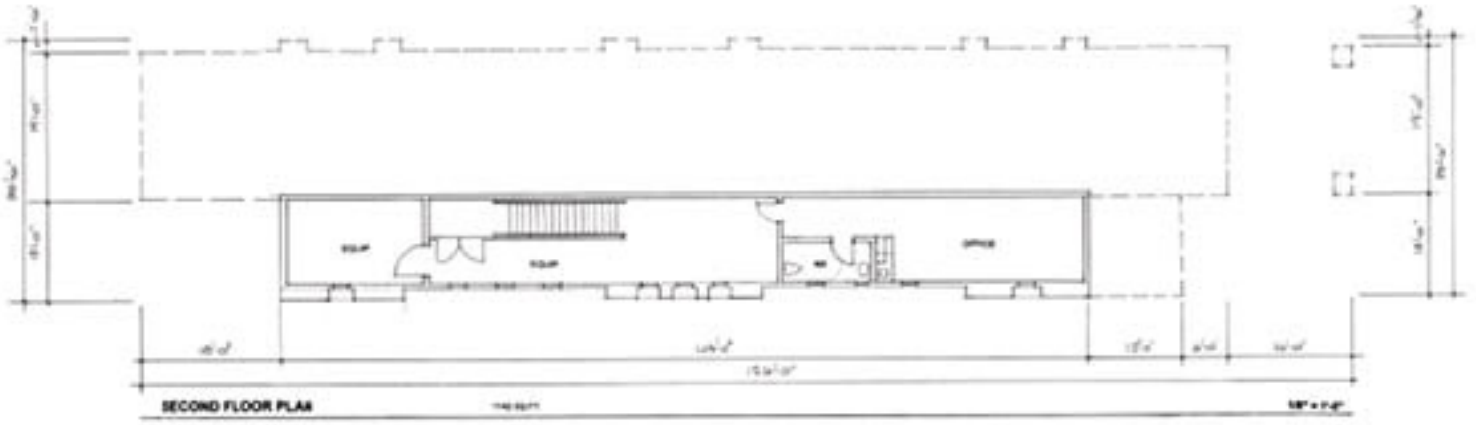
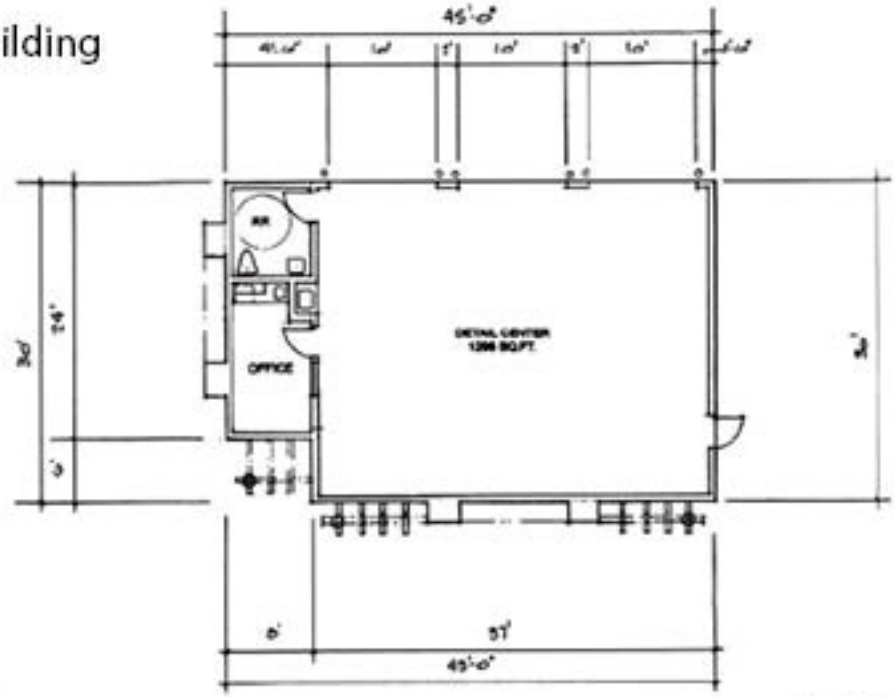
## Car Wash Building




## Detail Center Building




Source: Southwest Design Group

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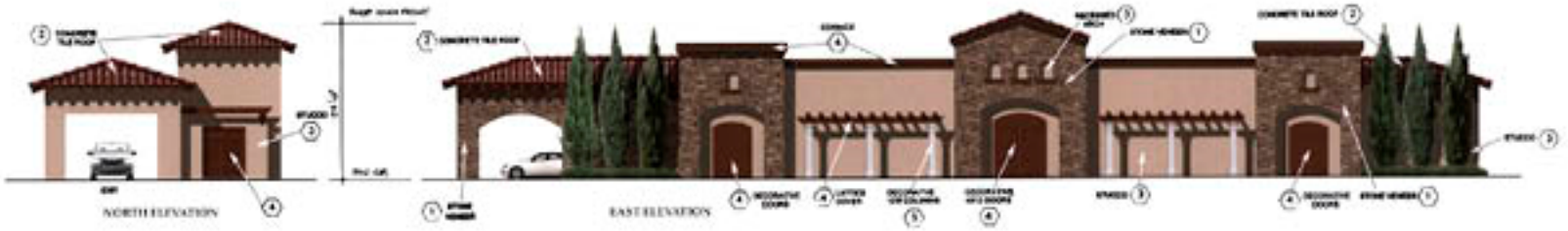
## Car Wash Building


**COLORS**

1. STONE: ELDORADO VENETO FIELDLEDGE
2. ROOF: EAGLE SAN MIGUEL BLEND
3. STUCCO: DUNN EDWARDS SEDONA TAN DEC 746
4. TRIM: DUNN EDWARDS MESA TAN DEC718
5. COLUMNS: DUNN EDWARDS TASTE WHITE DE6204
6. WINDOW FRAME: DESERT SUEDE
7. WINDOW AND COLUMN: BRONZE
8. GLASS: MEDIUM BRONZE
9. CANOPY FABRIC: CAYENNE

## Detail Center Building





Source: Southwest Design Group
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# Exhibit 5 Elevations

Arbor Express Car Wash Project
Rancho Cucamonga, California

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# 3 Determination

## *3.1 – Environmental Factors Potentially Affected*

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a 'Potentially Significant Impact' as indicated by the checklist on the following pages.

| | | | | | |
|---|---|---|---|---|---|
| ☐ | Aesthetics | ☐ | Agriculture Resources | ☐ | Air Quality |
| ☐ | Biological Resources | ☐ | Cultural Resources | ☐ | Geology /Soils |
| ☐ | Greenhouse Gas Emissions | ☐ | Hazards & Hazardous Materials | ☐ | Hydrology / Water Quality |
| ☐ | Land Use / Planning | ☐ | Mineral Resources | ☐ | Noise |
| ☐ | Population / Housing | ☐ | Public Services | ☐ | Recreation |
| ☐ | Transportation/Traffic | ☐ | Tribal Cultural Resources | ☐ | Utilities / Service Systems |
| ☐ | Mandatory Findings of Significance | | | | |

## *3.2 – Determination*

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

Name: Tabe Van der Zwaag, Associate Planner

Date

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## *4.1 – Aesthetics*

Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | ☐ | ☑ |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway? | ☐ | ☐ | ☐ | ☑ |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | ☐ | ☐ | ☑ | ☐ |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | ☐ | ☐ | ☑ | ☐ |

A Cultural Resources Assessment and Historical Resources Evaluation report was prepared by BCR Consulting and dated April 6, 2020. The report is attached as Appendix B.

a) **No Impact.** Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). According to the City of Rancho Cucamonga 2010 General Plan Update Managing Land Use, Community Design and Historic Resources chapter, the primary scenic resources within the City include the San Gabriel Mountains and the foothills.[1] The Project site is relatively flat with an elevation ranging between approximately 1,153 to 1,162 feet above mean sea level. The Project is located on two adjacent parcels (one undeveloped parcel and one parcel with an occupied single-family home), within a fully urbanized area, visually dominated by commercial uses, residential uses, and surface streets. This site is not considered to be within or to comprise a portion of a scenic vista.[2] Compliance with Municipal Code guidelines and regulations restricting height would ensure that views of scenic resources, including views of the San Bernardino Mountains to the north, would be preserved through standard height restrictions. Views of the surrounding hillsides from the Project site are obstructed by existing development and landscaping and are limited. The proposed car wash building would be developed at a maximum height of 24 feet at its highest point, which complies with the City's Zoning Code (Section 17.36.030) restrictions for building height. The Project will include a 6-foot concrete wall between the car wash and the Beverly Hills House; however, this wall will not block existing views of scenic vistas to the north. Because the proposed development would not result in structures greater in height than currently exists in the vicinity, development of the Project and accessory landscaping elements would have no effect on a scenic vista. The Project Application also includes a Zone Change and General Plan Amendment to the two parcels immediately east of the Project site located at 9786 and 9872 Arrow Route. While the change from Low Medium Residential to Medium Residential would lead to a higher residential density capacity on the parcel, any future proposed development on the parcel would be required to analyze potential impacts to scenic vistas at such time that an application is submitted to the City, pursuant to CEQA. Further, any future development on the parcel would be subject to the City's Municipal Code height restrictions for residential uses. As such, the Project would result in no direct or indirect impact with respect to view of a scenic vista.

b) **No Impact.** The Project is located in an urbanized area and not adjacent to a designated state scenic highway or eligible state scenic highway as identified on the California Scenic Highway Mapping System.[3] Additionally, as discussed in Section 4.1.c. below, the Beverly Hills House would not be directly or indirectly impacted by the proposed Project, as construction and operation of the proposed Project would not result in any changes or damage to the Beverly House (Please also see discussion of vibration-related impacts in Section 4.1.2 (Noise) of this document). Because the Project is not located adjacent to a designated or eligible state scenic highway, and the Beverly Hills House would not be directly or indirectly impacted by the proposed Project, no impact to scenic resources visible from a state scenic highway or local scenic road would occur.

c) **Less than Significant Impact.** Development of the Project could result in a significant impact if it resulted in substantial degradation of the existing visual character or quality of the site and its surroundings. Degradation of visual character or quality is defined by substantial changes to the existing site appearance through construction of structures such that they are poorly designed or conflict with the site's existing surroundings.

Construction of the proposed Project would result in short-term impacts to the existing visual character and quality of the area. Construction activities would require the use of equipment and storage of materials within the Project site. However, construction activities are temporary and would not result in any permanent visual impact.

Upon Project completion, the Project would consist of one car wash facility that includes a car wash tunnel, office, restrooms, vacuum area, and parking. Access to the site will be provided via a shared 50-foot driveway on Arrow Route. The building heights will not exceed 24 feet at its highest point. The proposed car wash building would be developed at a maximum height of 24 feet at its highest point, which complies with the City's Zoning Code (Section 17.36.030) restrictions for building height. Architecturally, the proposed car wash structure would be comprised of a terra cotta tile roof, stucco exterior walls with stone veneer accents, recessed faux window arches, decorative doors and columns, and lattice covers to replicate the design of the historic vineyards in the area. The detail center building will be of similar architectural design as the car wash building. Various shades of brown and tan as well as stone accents are utilized to provide contrast and visual interest. The covered vacuum canopies will consist of "Alumawood" arbors, with bronze framing and shade fabric with color accents. The car wash development will also include a monument sign and decorative grape arbor with columns along the southern edge of the site to provide for an aesthetic appeal along Arrow Route and replicate the grape vineyards that once occupied that area.

Parcel 1 is undeveloped, while Parcel 2 contains a single-family residence. Project construction would result in demolition of the vacant single-family home. While no direct or indirect changes to the single-family residence located to the east of the site (the Beverly Hills House) would occur as a result of construction of the proposed Project, the General Plan Amendment and Zone Change from Low Medium Residential to General Commercial could alter the visual character of the Project site and its surroundings. According to the Cultural Resources Assessment and Historical Resources Evaluation report, the residence directly to the east of the Project site, dubbed the Beverly Hills House, has been designated in the City's Historic Landmarks Points of Interest as City Landmark #32. According to the report, the Beverly Hills House was constructed between 1927 and 1932, and was subsequently relocated from Beverly Hills to its present-day location. Evaluations performed during the Cultural Resources Assessment for the proposed Project recommended the property as eligible for listing in the California Register; therefore, the Beverly Hills House is recommended a historical resource (i.e., significant) under CEQA.

Preservation in place is the preferred manner of mitigating impacts to historical resources under CEQA. Preservation is anticipated at 9786 Arrow Route (the Beverly Hills House), since project-related impacts are not proposed within the boundaries of this property and no direct or indirect impacts from construction and operation of the car wash development would occur. Should any alterations be proposed to the Beverly Hills House in the future, they will take place pursuant to the U.S. Secretary of the Interior Standards for Rehabilitation, under the supervision of a professional that meets the U.S. Secretary of the Interior Professional Qualification Standards for Historic Architecture. Although the house itself will not be moved or altered, the Project will substantially alter the historic property's setting. Setting is one of the seven aspects of integrity, and while it is particularly important to integrity of historic districts, it is less important for an individual landmark. This house was moved in the 1950s and lost its original integrity of location and setting. A building that has been moved, however, may retain sufficient integrity to qualify for historic listing after it has been moved if, like this house, its primary significance is architecture or design (Criterion C). Therefore, the proposed alteration to the current setting will not have a substantial impact

on the building's integrity, since it is able to convey its important architectural features even though its circa 1928 setting and location are no longer present. The proposed Project will therefore not result in a substantial negative impact to the visual character of the site or its surroundings.

The Project is adjacent to a gas station at the northeast corner of Arrow Route and Archibald Avenue, as well as strip-mall type commercial uses on the south side of Arrow Route, across from the proposed Project. Surrounding uses are generally one to two stories in height, which is similar to the proposed car wash building. The surrounding area is not visually distinct and does not portray a particular architectural theme or aesthetic. However, there is a historical theme relating to the region's agricultural past, that the City encourages in proposed development projects. These themes have been incorporated into the proposed Project. Therefore, the car wash development would represent a new commercial feature within a primarily commercial area. Because of the commercial uses in the immediate vicinity of the Project site, the addition of the Project would provide a new architectural aesthetic in an area that is older in character and would not conflict with the existing character. With specified design features included, the car wash development and General Plan Amendment and Zone Change from Low Medium Residential to General Commercial would have less than significant impacts on the visual character of the site and the surroundings. Additionally, any future proposed development on the parcel would be required to analyze potential impacts to impacts to the visual character of the site and its surroundings at such time that an application is submitted to the City, pursuant to CEQA. Further, any future development on the parcel would be subject to the City's Municipal Code and General Plan Design Guidelines for residential uses. Impacts will be less than significant.

d) **Less than Significant Impact.** Excessive or inappropriately directed lighting can adversely impact night-time views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists). Sources of daytime glare are typically concentrated in commercial areas and are often associated with retail uses. Glare results from development and associated parking areas that contain reflective materials such as hi-efficiency window glass, highly polished surfaces, and expanses of pavement.

There are lighting sources adjacent to this site, including free-standing street lights, light fixtures on buildings, and pole-mounted lights. The car wash development includes interior lighting and outdoor security lighting. Light spillover and glare would be avoided by requiring that light be designed to Project downward and prohibiting the creation of glare on adjacent properties per the requirements of Municipal Code Section 17.58.050.A-D (General Lighting Requirements). The Project also includes solar roof panels; however, solar roof panels are designed to absorb light and would not cause glare. Compliance with the Municipal Code standards for lighting and glare during construction and operation of the proposed Project would ensure that lighting and glare impacts would be less than significant.

**Cumulative Impacts**

The potential aesthetic impacts related to views and aesthetics are generally site specific. As discussed above, Project-related impacts would be less than significant. Lighting and sources of glare, while not always site-specific, would be consistent with the majority of the surrounding urban area and would be used during similar hours as surrounding uses. While the Project plus cumulative development would change the appearance of the site and surrounding area, all development Projects would be expected to be conditioned to follow applicable local planning and design guidelines as specified in Section 17.58.050 of the City's Municipal Code. Therefore, aesthetic impacts are not expected to be cumulatively considerable and no adverse impacts would occur.

## *4.2 – Agriculture and Forest Resources*

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ☑ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☑ |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))? | ☐ | ☐ | ☐ | ☑ |
| d) Result in loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☑ |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☑ |

a) **No Impact.** The Project would be located in a fully developed, urbanized area that does not contain agriculture or forest uses. The Important Farmland in California (2014) prepared by the Department of Conservation identifies the Project site as Urban and Built-Up Land and does not identify the Project site as being Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[4] Therefore, there would be no conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to a non-agricultural use as a result of construction of the proposed Project. No impact would occur.

b) **No Impact.** No Williamson Act contracts are active for the Project site.[5] Therefore, there would be no conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

c) **No Impact.** Public Resources Code § 12220(g) identifies forest land as *land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.* The Project site and surrounding properties are not currently being managed or used for forest land as identified in Public Resources Code § 12220(g). The Project site has already been disturbed by previous development and is surrounded by residential and commercial uses. Therefore, development of this Project would have no impact to any timberland zoning.

d) **No Impact.** The Project site is partially developed, disturbed land with limited non-native vegetation; thus, there would be no loss of forestland or conversion of forestland to non-forest use as a result of this Project. No impact would occur.

e) **No Impact.** The Project site is a partially developed site within an urban environment. The Project is surrounded by commercial and residential uses and surface streets. None of the surrounding sites contains existing forest uses. Development of the proposed Project would not change the existing environment in a manner that would result in the conversion of forestland to a non-forest use. No impact would occur.

**Cumulative Impacts**

The Project would have a less than significant impact on agricultural and forestry resources. Development of the Project would not preclude or hinder existing or future agricultural operations in the surrounding area. Therefore, the Project would not contribute to a cumulatively considerable impact.

## *4.3 – Air Quality*

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☑ | ☐ |
| b) Violate any air quality standard or contribute substantially to an existing or Projected air quality violation? | ☐ | ☐ | ☑ | ☐ |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | ☐ | ☐ | ☑ | ☐ |
| d) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☑ | ☐ |
| e) Create objectionable odors affecting a substantial number of people? | ☐ | ☐ | ☑ | ☐ |

a) **Less than Significant Impact.** A significant impact could occur if the Project conflicts with or obstructs implementation of the South Coast Air Basin 2016 Air Quality Management Plan (AQMP). Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the South Coast Air Basin 2016 AQMP is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP.[6] Consistency review is presented below:

(1) The Project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD, as demonstrated herein; therefore, the Project would not result in an increase in the frequency or severity of any air quality standards violation and would not cause a new air quality standard violation.

(2) The CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and *significant Projects*. *Significant Projects* include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and off-shore drilling facilities. This Project is considered *significant* because it includes a General Plan Amendment. This Consistency Criterion refers to the growth forecasts and associated assumptions included in the 2016 AQMP. The 2016 AQMP was designed to achieve attainment for all criteria air pollutants within the Basin while still accommodating growth in the region. Projects that are consistent with the AQMP growth assumptions would not interfere with attainment of air quality standards, because this growth is included in the projections used to formulate the AQMP. Therefore, if the growth under the Project is consistent with the regional population, housing, and employment forecasts identified by SCAG in the RTP/SCS, plan

implementation would be consistent with the AQMP, even if emissions could potentially exceed the SCAQMD's recommended daily emissions thresholds.

The proposed Project would result in the loss of one (1) single-family residential unit with a decrease of between two (2) and six (6) residents. The Project will also result in an increase of employees in the area by approximately three (3) to six (6) employees. The 2016 RTP/SCS population and employment projections for the City of Rancho Cucamonga, as well as the decrease in population and increase in employment that would occur with the implementation of the proposed General Plan Amendment and Zone Change, are shown in Table 4 (RTP/SCS and Specific Plan Growth Assumptions).

**Table 4**
**RTP/SCS and Specific Plan Growth Assumptions**

| Proposed Project | Population | Employment |
|---|---|---|
| *Arbor Car Wash and GPA/ZCA* | *-2 to -6* | *3 to 6* |
| **RTC/SCS Growth 2012 - 2040** | **34,200** | **34,700** |
| **Within Growth Assumptions?** | **Yes** | **Yes** |
| Source: SCAG 2016.[7] | | |

As shown in Table 4, the implementation of the proposed Project would not exceed the growth assumptions contained in the AQMP. Impacts will be less than significant.

b) **Less than Significant Impact.** A project may have a significant impact if Project-related emissions would exceed federal, state, or regional standards or thresholds, or if Project-related emissions would substantially contribute to existing or Project air quality violations. The Project is located within the South Coast Air Basin, where efforts to attain state and federal air quality standards are governed by the South Coast Air Quality Management District (SCAQMD). Both the state of California (state) and the federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as 'criteria pollutants'). These pollutants include ozone ($O_3$), carbon monoxide (CO), nitrogen dioxide ($NO_2$), sulfur dioxide ($SO_2$), inhalable particulate matter with a diameter of 10 microns or less ($PM_{10}$), fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$), and lead (Pb). The state has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, California AAQS are more stringent than the national AAQS (except for Federal $NO_2$ standards which are stricter). Air pollution levels are measured at monitoring stations located throughout the air basin. Areas that are in nonattainment with respect to federal or state AAQS are required to prepare plans and implement measures that will bring the region into attainment. Table 5, *South Coast Air Basin Attainment Status*, summarizes the attainment status in the Project area for the criteria pollutants. Discussion of potential impacts related to short-term construction impacts and long-term area source and operational impacts are presented below.

**Table 5**
**South Coast Air Basin Attainment Status**

| Pollutant | Federal | State |
|---|---|---|
| $O_3$ (1-hr) | -- | Nonattainment |
| $O_3$ (8-hr) | Nonattainment | Nonattainment |
| $PM_{10}$ | Attainment | Nonattainment |
| $PM_{2.5}$ | Nonattainment | Nonattainment |
| CO | Attainment | Attainment |
| $NO_2$ | Attainment | Attainment |
| $SO_2$ | Attainment | Attainment |
| Pb | Nonattainment | Attainment |
| Source: ARB, 2020. See Appendix A. | | |

## Construction Emissions

Short-term criteria pollutant emissions will occur during demolition, site preparation, grading, building construction, paving, and architectural coating activities related to development of the proposed car wash. Emissions will occur from use of equipment, worker, vendor, and hauling trips, and disturbance of onsite soils (fugitive dust). To determine if construction of the Project could result in a significant air quality impact, the California Emissions Estimator Model (CalEEMod) Version 2016.3.2 has been utilized. CalEEMod defaults have generally been used as construction inputs into the model (see Appendix A), with modifications to the model described in detail below. The methodology for calculating emissions is included in the CalEEMod *User Guide,* freely available at http://www.caleemod.com. The "Automobile Care Center" land use category was used in the model to represent the proposed car wash and detail center, and a total of 7,292 square feet of floor area was included. A total of 39,254 square feet of the "Other Asphalt Surfaces" land use category was used in the model to account for on-site surface parking and the covered vacuum stalls. Finally, a total of 18,267 square feet of landscaping was also included in the model as "Other Non-Asphalt Surfaces". Demolition of the single-family home on Parcel 2 would occur as a result of Project construction; therefore, a total of 1,912 square feet of demolition was included in the model. Soils imports and exports will balance on site. Construction activities are anticipated to start in January 2019 and be completed by summer 2019. As such, the first full operational year for the Project will be 2020. CalEEMod defaults for equipment needs were utilized. Based on the results of the model, maximum daily emissions from the construction of the car wash would not result in excessive emissions of criteria pollutants. As indicated in Table 6, *Car Wash Maximum Daily Construction Emissions (lbs./day)*, emissions of criteria pollutants would not exceed SCAQMD daily construction thresholds. Impact would be less than significant.

**Table 6**
**Car Wash Maximum Daily Construction Emissions (lbs/day)**

| Source | ROG | $NO_X$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| *Summer* | | | | | | |
| 2019 | 17.01 | 25.40 | 16.01 | 0.03 | 3.82 | 2.19 |
| *Winter* | | | | | | |
| 2019 | 17.01 | 25.44 | 16.00 | 0.03 | 3.82 | 2.19 |
| **Threshold** | **75** | **100** | **550** | **150** | **150** | **55** |
| **Substantial?** | **No** | **No** | **No** | **No** | **No** | **No** |

Source: MIG, 2018. See Appendix A.

## Operational Emissions

Operation of the proposed car wash facility would result in long-term criteria air pollutant emissions. Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions would result from vehicle sources associated with daily trips to and from the proposed car wash. Area source emissions are the combination of many small emission sources that include use of outdoor landscape maintenance equipment, use of consumer products, and periodic repainting of the small structure. Energy demand emissions result from use of electricity and natural gas. The proposed car wash consists of one automated tunnel designed to reclaim and recycle water. According to the International Carwash Association, "self-serve" automatic car washes use approximately 30 gallons of freshwater per vehicle.[8] As such, water use for the proposed car wash was estimated at 30 gallons per vehicle – though each individual vehicle washed would require more water, the Project Proponent estimates that the car wash would recycle up to 86% of all water used. As such, 30 gallons per vehicle is likely an overestimation for total water usage. Number of vehicles washed was estimated at 350 per day, based on the Project proponent's estimates of similar developments. With a resulting total of 127,750 vehicles washed annually, total water demand is estimated at 3,832,500 gallons per year. Because data are not widely available on energy consumption by the type of vacuums used at these types of facilities, the default energy use amounts were. CalEEMod was utilized to estimate mobile source emissions. Project trip generation rates were taken from the Project Traffic Impact Analysis, performed by Trames Solutions, Inc. in September 2018 (See Appendix G).[9] CalEEMod also includes default outdoor water demand for landscape irrigation. Default inputs for all operational sources were used for the Project. Daily operational emissions as estimated by CalEEMod are summarized in Table 7, *Car Wash Operational Daily Emissions*. Operational emissions generated by operation of the car wash would not exceed the thresholds established by SCAQMD. Impacts will be less than significant.

**Table 7**
**Car Wash Operational Daily Emissions (lbs/day)**

| Source | ROG | $NO_X$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| *Summer* | | | | | | |
| Area Sources | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy Demand | 0.01 | 0.06 | 0.05 | 0.00 | 0.00 | 0.00 |
| Mobile Sources | 1.24 | 5.70 | 14.55 | 0.05 | 3.72 | 1.03 |
| *Summer Total* | *1.43* | *5.76* | *14.61* | *0.05* | *3.72* | *1.03* |
| *Winter* | | | | | | |
| Area Sources | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy Demand | 0.01 | 0.06 | 0.05 | 0.05 | 0.00 | 0.00 |
| Mobile Sources | 1.20 | 5.81 | 13.91 | 0.05 | 3.72 | 1.03 |
| *Winter Total* | *1.39* | *5.87* | *13.97* | *0.05* | *3.72* | *1.03* |
| **SCAQMD Daily Threshold** | **55** | **55** | **550** | **150** | **150** | **55** |
| **Potentially Significant?** | **No** | **No** | **No** | **No** | **No** | **No** |

Source: MIG, 2018. See Appendix A.

c) **Less than Significant Impact.** Cumulative short-term, construction-related emissions from the Project will not contribute considerably to any potential cumulative air quality impact because short-term Project emissions will be less than significant and other concurrent construction Projects in the region will be required to implement standard air quality regulations and mitigation pursuant to State CEQA requirements, just as this Project has. The SCAQMD CEQA Air Quality Handbook identifies methodologies for analyzing long-term cumulative air quality impacts for criteria pollutants for which the Basin is nonattainment. These methodologies identify three performance standards that can be used to determine if long-term emissions will result in cumulative impacts. Essentially, these methodologies assess growth associated with a land use Project and are evaluated for consistency with regional Projections. These methodologies are outdated and are no longer recommended by SCAQMD. SCAQMD allows a project to be analyzed using the Projection method such that consistency with the AQMP will indicate that a project will not contribute considerably to cumulative air quality impacts. As discussed in AQMP Consistency, the Project is consistent with growth assumptions in the AQMP and would not exceed any applicable SCAQMD thresholds for short- and long-term emissions. Therefore, the Project will not contribute to any potential cumulative air quality impacts.

d) **Less than Significant Impact.** Sensitive receptors are those segments of the population that are most susceptible to poor air quality such as children, the elderly, the sick, and athletes who perform outdoors. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Sensitive receptors in the vicinity of the proposed Project include residences to the east and the early childhood education center to the north of the site.

## Localized Significance Thresholds

As part of SCAQMD's environmental justice program, attention has recently been focusing more on the localized effects of air quality. Although the region may be in attainment for a particular criteria pollutant, localized emissions from construction activities coupled with ambient pollutant levels can cause localized increases in criteria pollutant that exceed national and/or State air quality standards.

### Construction LST's

Construction-related criteria pollutant emissions and potentially significant localized impacts from the proposed car wash were evaluated pursuant to the SCAQMD Final Localized Significance Thresholds Methodology. This methodology provides screening tables for one through five-acre Project scenarios, depending on the amount of site disturbance during a day using the Fact Sheet for equipment usage in CalEEMod.[10] Daily oxides of nitrogen ($NO_X$), carbon monoxide (CO), and particulate matter ($PM_{10}$ and $PM_{2.5}$) emissions will occur during site preparation and grading activities on the site. Table 8, *Car Wash Localized Significance Threshold Analysis (lbs/day)*, summarizes on- and off-site emissions as compared to the local

thresholds established for Source Receptor Area (SRA) 32 (Northwest San Bernardino Valley). The car wash site is approximately 1.36-acres in size; therefore, the 1-acre threshold was used. A 25-meter receptor distance was used to reflect the proximity of the single-family home located just to the east of the Project site. This receptor is the closest to the Project site; therefore, would have the highest noise impacts.

**Table 8**
**Car Wash Localized Significance Threshold Analysis (lbs/day)**

| Phase | CO | $NO_X$ | $PM^{10}$ | $PM^{2.5}$ |
|---|---|---|---|---|
| Demolition | 14.89 | 22.68 | 2.13 | 1.33 |
| Site Preparation | 7.89 | 19.48 | 3.73 | 2.17 |
| Grading | 6.61 | 16.04 | 3.01 | 1.82 |
| Building Construction | 13.49 | 15.98 | 0.92 | 0.88 |
| Paving | 8.90 | 9.17 | 0.52 | 0.48 |
| Architectural Coating | 1.84 | 1.84 | 0.13 | 0.13 |
| **Threshold** | **863** | **118** | **5** | **4** |
| **Potentially Substantial?** | **No** | **No** | **No** | **No** |
| Source: MIG, 2018. See Appendix A. | | | | |

As shown in Table 7, emissions of NOX and CO will be greatest during demolition, site preparation, grading, and building construction activities associated with the proposed car wash. Emissions of particulate matter will be greatest during site preparation and grading activities. It should be noted that the CalEEMod results summarized in Table 8 include application of SCAQMD Rule 403 and require the utilization of applicable best management practices to minimize fugitive dust emissions. A 50 percent reduction in fugitive dust emissions is assumed based on rule requirements (while the Project Construction Noise Analysis states that water trucks would not be used during construction, such trucks will in fact be used to control fugitive dust during Project construction- See Section 4.12 for Noise Analysis). Based on CalEEMod calculations, and assuming that exposed areas will be watered two times daily during construction activities, localized emissions of criteria pollutants will not exceed the SCAQMD thresholds during construction of the proposed car wash. Impacts will be less than significant.

**Operation LST's**

Operation-related LSTs become of concern when there are substantial on-site stationary sources such as smoke stacks or furnaces that could impact surrounding receptors. The Project does not include such on-site operations, and the General Plan Amendment and Zone Change would not permit such operations; therefore, impacts related to operational LSTs will not occur.

## Carbon Monoxide Hot Spots

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential to violate State and Federal CO standards at intersections, even if the broader Basin is in attainment for Federal and State levels. The California Department of Transportation Project-Level Carbon Monoxide Protocol (Protocol) screening procedures have been utilized to determine if the Project could potentially result in a CO hotspot. Based on the recommendations of the Protocol, a screening analysis should be performed for the Project to determine if a detailed analysis will be required. The California Department of Transportation notes that because of the age of the assumptions used in the screening procedures and the obsolete nature of the modeling tools utilized to develop the screening procedures in the Protocol, they are no longer accepted. More recent screening procedures based on more current methodologies have been developed. The SCAQMD has not developed a screening threshold. The Sacramento Metropolitan Air Quality Management District (SMAQMD) developed a screening threshold in 2011, which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. In addition, the Bay Area Air Quality Management District developed a screening threshold in 2010, which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis. Additionally, a CMP Intersection refers to the intersection of two CMP roadways, of which both Arrow Highway and Archibald are considered CMP roadways.[11] However, the Project's operations would not generate 31,600 or 44,000 vehicle trips per hour. The Project would also not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where

vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway). Finally, the Project is consistent with the applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans. Therefore, the Project passes the screening analysis and impacts are deemed less than significant. Based on the local analysis procedures, the Project would not result in a CO hotspot, and would not expose sensitive receptors to substantial pollutant concentrations.

e) **Less than Significant Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The proposed Project does not include any of the above noted uses or processes. While short-term odors could be generated during construction as a result of activities like asphalt laying and application of architectural coatings, these impacts will be temporary and will cease upon Project completion. Less than significant impacts would occur.

**Cumulative Impacts**

No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds the SCAQMD construction and/or operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact. As described in this section, the proposed car wash operational emissions would not exceed thresholds. Therefore, the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

## *4.4 – Biological Resources*

Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☑ | ☐ |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☑ |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | ☐ | ☐ | ☐ | ☑ |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | ☐ | ☑ | ☐ | ☐ |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☐ | ☐ | ☑ |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | ☐ | ☐ | ☐ | ☑ |

a) **Less than Significant Impact.** According to the California Department of Fish and Wildlife BIOS viewer, a total of six sensitive wildlife species and no sensitive plant species were identified as occurring within the Guasti 7.5-Minute Quadrangle, within which the Project site is located.[12] However, given the previously disturbed nature of the site and surrounding area, it is highly unlikely that any plant or wildlife species listed by the State and/or Federal government as endangered or threatened occur at the Project site. Based on site visits there is limited ornamental landscaping and trees on site; however, there is no identifiable natural habitat on site. Construction of the car wash will include replacement of existing ornamental landscaping with similar landscaping upon Project completion. Therefore, less than significant impacts would occur with construction of the Project.

b-c) **No Impact.** The Project site consists of two parcels: one undeveloped parcel and one parcel containing a single-family home. According to the federal National Wetlands Inventory, the Project site does not contain any riparian habitat or wetlands and the Project would not disturb any offsite wetlands.[13] There is no vegetation or on-site water features indicative of potential wetlands. No impact would occur.

d) **Less than Significant with Mitigation Incorporated.** The Project site consists of two parcels: one undeveloped parcel and one parcel containing a single-family home. The site is bounded by roadways to the west and south, a school to the north, and residential uses to the east, preventing the use of the Project site and surrounding area as a wildlife corridor. There are no substantial vegetated areas or waterbodies located onsite that could serve as habitat. However, there are a number of trees on the Project site that have the potential to provide habitat for nesting birds. Vegetation communities on the Project Site have the potential to provide nesting habitat for bird species protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC) Sections 3503 and 3513. There is potential for ground- and tree-nesting birds to establish nests on the Project Site prior to project construction. Destruction of, or disturbance to, an active nest is prohibited. Construction activities including site mobilization, tree removal other vegetation clearing activities, grubbing, grading, and noise/vibration from the operation of heavy equipment also has the potential to result in significant direct (i.e., death or physical harm) and/or indirect (i.e., nest abandonment) impacts to nesting birds. Implementation of Mitigation Measure BIO-1 would be required to reduce potential impacts to nesting birds to a less than significant level.

Mitigation Measures

**BIO-1:** **Pre-Construction Nesting Bird Survey.** If vegetation removal is scheduled during the nesting season (typically February 1 to September 1), then a focused survey for active nests shall be conducted by a qualified biologist (as determined by a combination of academic training and professional experience in biological sciences and related resource management activities) no more than five (5) days prior to the beginning of project-related activities (including but not limited to equipment mobilization and staging, clearing, grubbing, vegetation removal, and grading). Surveys shall be conducted in proposed work areas, staging and storage areas, and soil, equipment, and material stockpile areas. For passerines and small raptors, surveys shall be conducted within a 250-foot radius surrounding the work area (in areas where access is feasible). For larger raptors, such as those from the genus *Buteo*, the survey area shall encompass a 500-foot radius. Surveys shall be conducted during weather conditions suited to maximize the observation of possible nests and shall concentrate on areas of suitable habitat. If a lapse in project-related work of five (5) days or longer occurs, an additional nest survey shall be required before work can be reinitiated. If nests are encountered during any preconstruction survey, a qualified biologist shall determine if it may be feasible for construction to continue as planned without impacting the success of the nest, depending on conditions specific to each nest and the relative location and rate of construction activities. If the qualified biologist determines construction activities have potential to adversely affect a nest, the biologist shall immediately inform the construction manager to halt construction activities within minimum exclusion buffer of 50 feet for songbird nests, and 200 to 500 feet for raptor nests, depending on species and location. Active nest(s) within the Project Site shall be monitored by a qualified biologist during construction if work is occurring directly adjacent to the established no-work buffer. Construction activities within the no-work buffer may proceed after a qualified biologist determines the nest is no longer active due to natural causes (e.g. young have fledged, predation, or other non-anthropogenic nest failure).

e) **No Impact.** The Project site consists of two parcels: one undeveloped parcel and one parcel containing a single-family home. The Project includes the removal of five trees. The proposed Project will comply with the provisions of the City of Rancho Cucamonga Municipal Code (Section 17.80, Tree Preservation), which prohibits the removal of a City tree by any person or entity other than the City of Rancho Cucamonga. There are no City trees on the Project site. Therefore, development of the proposed express car wash and adoption of the General Plan Amendment and Zone Change will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impact will occur.

f) **No Impact.** The Project site is not within any Habitat Conservation Plan area and no impacts would occur.[14]

**Cumulative Impacts**

As discussed above, impacts related to Biological Resources are anticipated to be less than significant. Similar to the proposed car wash development, all cumulative Projects would be subject to individual project review and conformance with conservation plans and standard provisions for compliance with state and federal protection laws. Since Project-related impacts would be less than significant and because cumulative Project-related impacts would be reduced to less than significant levels through mitigation, the cumulative impact from other past, present, and reasonably foreseeable projects, would be expected to be less than significant. Therefore, cumulative impacts would be less than significant.

## *4.5 – Cultural Resources*

Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5? | ☐ | ☐ | ☑ | ☐ |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5? | ☐ | ☑ | ☐ | ☐ |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | ☐ | ☑ | ☐ | ☐ |
| d) Disturb any human remains, including those interred outside of dedicated cemeteries? | ☐ | ☑ | ☐ | ☐ |

A Cultural Resources Assessment and Historical Resources Evaluation report was prepared by BCR Consulting and dated April 6, 2020 and provides the basis for the analysis in this Section.

a) **Less than Significant Impact.** The Project site encompasses approximately 1.36 acres and is bounded by Arrow Route to the south, an educational center to the north, and a privately-owned residential property to the east. To the west of the site is a parcel currently being developed with a gas station. As discussed in the Historical Resources Evaluation, a cultural resources records search, additional research, intensive-level pedestrian field survey, Sacred Lands File search with the Native American Heritage Commission (NAHC), and vertebrate paleontological resources assessment were conducted for the project. The records search revealed that 23 previous cultural resources studies have taken place, and 24 cultural resources (22 historic-period buildings, one historic road, and one historic district) have been recorded within one-mile of the Project site. None of the previous studies has assessed the Project site, and no cultural resources have been previously recorded within its boundaries. During the field survey, BCR Consulting personnel identified two historic-period residential buildings within the Project site boundaries. The first historic-period residential building was located at 9760 Arrow Route. It is recommended not eligible for listing in the California Register of Historical Resources (California Register). As such, it is not a recommended "historical resource" under CEQA and does not warrant further consideration. The residential building located at 9786 Arrow Route (Parcel 3) is known as the Beverly Hills House. The Beverly Hills House was designated as City Landmark #32 in 1989. The listing criteria was requested and not available to the applicant. Access issues to the Beverly Hills house prevented a full evaluation of this property. However, it is presumed eligible for listing in the California Register. Therefore, the Beverly Hills House is presumed a historical resource (i.e., significant) under CEQA.

CEQA guidelines state "a project that may cause a substantial adverse change in the significance of a historical resource…may have a significant effect on the environment." Furthermore, substantial adverse change is defined by the California Public Resource Code as "demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired" (PRC §5020.1[q]). Any project that proposes such impacts would result in a loss of integrity and as such would constitute a "substantial adverse change in the significance of a historical resource." The Project includes demolition of the existing single-family home on Parcel 2, construction of an express car wash and detail center, and associated parking and landscaping improvements and a General Plan Amendment and Zone Change from Low Medium Residential to General Commercial on Parcel 2. The Project has been designed to include a 6-foot concrete-block wall and 20-foot setback to provide a buffer along the eastern and northern edges of the development. Construction of the car wash development will involve

minimal ground disturbing activities. The Project Application also includes a General Plan Amendment and Zone Change to the two parcels immediately to the east of the Project site from Low Medium Residential to Medium Residential. This change would not authorize any development on this parcel and, pursuant to CEQA, any future proposed development would be required to analyze potential impacts to historical resources at such time that an application is submitted to the City. Further, any future development on the parcel would be subject to review and approval by the City's Historic Preservation Commission. No physical changes to the Beverly Hills House would occur with development of the car wash and there are no direct impacts to the Beverly Hills House from the car wash development. The Project will not result in demolition, destruction, relocation, or alteration such that the significance of the resource would be impaired.

Preservation in place is the preferred manner of mitigating impacts to historical resources under CEQA. Preservation is anticipated at 9786 Arrow Route (the Beverly Hills House), since Project-related impacts are not proposed within the boundaries of this property. Should any alterations be proposed to the Beverly Hills House, they would take place pursuant to the U.S. Secretary of the Interior Standards for Rehabilitation, under the supervision of a professional that meets the U.S. Secretary of the Interior Professional Qualification Standards for Historic Architecture. The Project proposes to construct an express carwash adjacent to the house at 9786 Arrow Route, "The Beverly Hills House." The Project will take place on parcels adjacent to the Beverly Hills House property, and the house will be preserved in place. Although the house itself will not be moved or altered, the Project will substantially alter the historic property's setting. Setting is one of the seven aspects of integrity, and while it is particularly important to integrity of historic districts, it is less important for an individual landmark. This house was moved in the 1950s and lost its original integrity of location and setting. A building that has been moved, however, may retain sufficient integrity to qualify for historic listing after it has been moved if, like this house, its primary significance is architecture or design (Criterion C). Therefore, the proposed alteration to the current setting will not have a substantial impact on the building's integrity, since it is able to convey its important architectural features even though its c1928 setting and location are no longer present. The proposed Project will therefore not result in a significant adverse to a historical resource.

The proposed Project does not include any direct or indirect changes to the Beverly Hills House and is therefore preserving the house and property as they currently exist. According to the Historical Resources Evaluation, construction and operation of the express car wash development would not cause a substantial adverse change in the Beverly Hills House. There would be no direct impact on the resource; therefore, there would be no adverse impact. In the future should any physical changes be proposed for the Beverly Hills House, the City would require completion of an evaluation to determine eligibility for listing in the California Register. Any applicant(s) for future development at 9786 Arrow Route would be required to conduct a full historic resource impact analysis on the Beverly Hills House prior to receipt of demolition permits. The analysis would include the following: 1) a full California Register eligibility evaluation of the Beverly Hills House, 2) an analysis of direct and indirect construction and operation impacts of the proposed development on the Beverly Hills House, and 3) recommendations for mitigation measures, if necessary. If it is determined that the development would result in demolition, destruction, relocation, or alteration of the Beverly Hills House, such that the significance of the resource would be impaired, the applicant would be required to implement the recommended mitigation measures to the satisfaction of the City's Community Development Director and/or Historic Preservation Commission. Mitigation measures shall include, but not be limited to, data collection, preservation of the resource in place, or resource relocation. Should the property be determined to be eligible, a report would be prepared indicating options for mitigation in priority preference order of Preservation, Data Collection, and Resource Relocation. As such, the Project will have a less than significant impact.

b) **Less than Significant Impact with Mitigation Incorporated.** Based on the cultural resources records search and field survey, findings for archaeological resources were negative. Given the urbanized nature of the Project vicinity, previously recorded archaeological resources are not anticipated to be uncovered during Project construction activities. However, formal mitigation was requested during consultation with local Native American Tribes. Specifically, the San Manuel Band of Mission Indians (SMBMI) requested incorporation of Mitigation Measures SMBMI-1 and SMBMI-2 to reduce impacts to archaeological resources. In addition, the Gabrieleño Band of Mission Indians-Kizh Nation (GBMIKN) requested inclusion of Mitigation Measures GBMIKN-1 through GBMIKN-3 to reduce impacts buried archaeological resources. With implementation of Mitigation Measures SMBMI-1 and SMBMI-2 and GBMIKN-1 through GBMIKN-3, impacts to archaeological resources will be less than significant.

Mitigation Measures

**SMBMI-1:** In the event that pre-contact cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within SMBI-4, if any such find occurs and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

**SMBMI-2:** If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within SMBI-4. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

**GBMIKN-1:** **Retain a Native American Monitor/Consultant:** The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

**GBMIKN-2:** **Unanticipated Discovery of Tribal Cultural and Archaeological Resources:** Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and archaeological resources.

**GBMIKN-3:** **Public Resources Code Sections 21083.2(b) for unique archaeological resources.** Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

c) **Less than Significant Impact with Mitigation Incorporated.** The Project site consists of two previously disturbed parcels. One of the parcels is currently undeveloped (Parcel 1) and one contains a single-family residence (parcels 2). The Project will include demolition of the existing single-family home on parcel 2 and construction of an express car wash and associated parking and landscaping improvements. The Project also includes a General Plan Amendment and Zone Change from residential to commercial on Parcel 2. Any buried paleontological resources would have already been uncovered or destroyed at the time of initial grading of the Project site. However, in the event that paleontological materials are uncovered, Mitigation Measures CUL-1 through CUL-4 are required to reduce potentially significant impacts to previously undiscovered paleontological resources and/or unique geological features that may be accidentally encountered during Project implementation to a less than significant level. Mitigation Measure CUL-1 requires that a paleontological sensitivity training for construction personnel be conducted before commencement of excavation activities. Mitigation Measure CUL-2 requires that a qualified paleontologist conduct periodic paleontological spot checks to determine if excavations have extended into older Pleistocene alluvial deposits as well as the presence of a paleontological monitor during all excavations into the local geologic formation or into older Pleistocene alluvial deposits. Mitigation Measure CUL-3 requires that ground-disturbing activities be halted or diverted away from the vicinity and that a buffer of at least 50 feet be established if paleontological materials are encountered until an appropriate treatment plan is coordinated. Mitigation Measure CUL-4 requires that a professional paleontologist prepare a report summarizing the results of the monitoring efforts, methodology used, and the description of fossils collected and their significance. With implementation of Mitigation Measures CUL-1 through CUL-4, impacts to paleontological resources will be less than significant as a result of construction of the proposed car wash.

Mitigation Measures

**CUL-1:** **Conduct Paleontological Sensitivity Training for Construction Personnel.** The Applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, shall conduct a Paleontological Sensitivity Training for construction personnel prior to commencement of excavation activities. The training will include a handout and will focus on how to identify paleontological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event; the duties of paleontological monitors; notification and other procedures to follow upon discovery of resources; and, the general steps a qualified professional paleontologist would follow in conducting a salvage investigation if one is necessary.

**CUL-2:** **Conduct Periodic Paleontological Spot Checks During Grading and Earth-Moving Activities.** The Applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, shall conduct periodic Paleontological Spot Checks beginning at depths below six (6) feet to determine if construction excavations have extended into older Quaternary deposits. After the initial Paleontological Spot Check, further periodic checks will be conducted at the discretion of the qualified paleontologist. If the qualified paleontologist determines that construction excavations have extended into the older Quaternary deposits, construction monitoring for Paleontological Resources will be required. The Applicant shall retain a qualified paleontological monitor, who will work under the guidance and direction of a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology. The paleontological monitor shall be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into the older Pleistocene alluvial deposits. Multiple earth-moving construction activities may require multiple paleontological monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known paleontological resources and/or unique geological features, the materials being excavated (native versus artificial fill soils), and the depth of excavation, and if found, the abundance and type of paleontological resources and/or unique geological features encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the qualified professional paleontologist.

**CUL-3:** **Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered.** In the event that paleontological resources and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity

of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue until appropriate paleontological treatment plan has been approved by the Applicant and the City. Work shall be allowed to continue outside of the buffer area. The Applicant and City shall coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.

**CUL-4:** **Prepare Report Upon Completion of Monitoring Services.** Upon completion of the above activities, the professional paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted to the Applicant, the City, the Natural History Museums of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

d) **Less than Significant Impact with Mitigation Incorporated.** No known human remains are anticipated to be located on or beneath the Project site. However, formal mitigation was requested during consultation with local Native American Tribes. Specifically, the San Manuel Band of Mission Indians (SMBMI) requested incorporation of Mitigation Measures SMBMI-3 to reduce impacts to previously undiscovered buried human remains. In addition, the Gabrieleño Band of Mission Indians-Kizh Nation (GBMIKN) requested inclusion of Mitigation Measures GBMIKN-4 through GBMIKN-8 to reduce impacts to buried human remains. In the unlikely event that human remains are uncovered the contractor is required to halt work in the immediate area of the find and to notify the County Coroner, in accordance with Health and Safety Code § 7050.5, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, he/she must contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary. Therefore, with implementation of Mitigation Measures SMBMI-3 and GBMIKN-4 through GBMIKN-8, impacts to buried human remains will be less than significant.

Mitigation Measure

**SMBMI-3:** If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

**GBMIKN-4:** **Unanticipated Discovery of Human Remains and Associated Funerary Objects:** Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.

**GBMIKN-5:** **Resource Assessment & Continuation of Work Protocol:** Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

**GBMIKN-6: Kizh-Gabrieleno Procedures for burials and funerary remains:** If the Gabrieleno Band of Mission Indians-Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

**GBMIKN-7: Treatment Measures:** Prior to the continuation of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

**GBMIKN-8: Professional Standards:** Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

**Cumulative Impacts**

With mitigation, the Project would result in no impacts to historical resources and less than significant impacts to known archaeological or paleontological resources and known human remains. The chances of cumulative impacts occurring as a result of Project implementation plus implementation of other Projects in the region is not likely since Projects would be subject to individual Project-level environmental review. Since there would be no Project-related impacts and due to existing laws and regulations in place to protect cultural resources and prevent significant impact to paleontological resources, the potential incremental effects of the Project would not be cumulatively considerable.

## *4.6 – Geology and Soils*

Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | ☐ | ☐ | ☑ | ☐ |
| ii) Strong seismic ground shaking? | ☐ | ☐ | ☑ | ☐ |
| iii) Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☑ | ☐ |
| iv) Landslides? | ☐ | ☐ | ☐ | ☑ |
| b) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ☑ | ☐ |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | ☐ | ☐ | ☑ | ☐ |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property? | ☐ | ☐ | ☑ | ☐ |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | ☐ | ☐ | ☐ | ☑ |

a.i) **Less than Significant Impact.** Although the Project site is located in seismically active Southern California, the site is not located within an Alquist-Priolo Earthquake Fault Zone.[15] No active faults have been identified at the ground surface on the Project site. Impacts would be less than significant.

a.ii) **Less than Significant Impact.** The Project site is located in an area of high regional seismicity. The Red Hill fault is approximately 3 miles northwest of the Project site and the Cucamonga fault is approximately 5.75 miles north of the Project site. Ground shaking originating from earthquakes along other active faults in the region is expected to induce lower horizontal accelerations due to smaller anticipated earthquakes and/or greater distances to other faults. The Project is subject to the seismic design criteria of the California Building Code (CBC). The 2016 California Building Code (California Building Code, California Code of Regulations, Title 24, Volume 2) contains seismic safety provisions with the aim of preventing building collapse during a design earthquake, so that occupants would be able to evacuate after the earthquake. A design earthquake is one with a two percent chance of exceedance in 50 years, or an average return period of 2,475 years. Adherence to these requirements will reduce the potential of the building from collapsing during an earthquake, thereby minimizing injury and loss of life. Although structures may be damaged during earthquakes, adherence to seismic design requirements will minimize damage to property within the structure because the structure is designed not to collapse. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life. Adherence to existing regulations will reduce the risk of loss, injury, and death; impacts due to strong ground shaking would be less than significant with construction of the proposed car wash.

a.iii) **Less than Significant Impact.** Liquefaction generally occurs as a "quicksand" type of ground failure caused by strong ground shaking. The primary factors influencing liquefaction potential include groundwater, soil type, relative density of the sandy soils, confining pressure, and the intensity and duration of ground shaking. The California Geological Survey (CGS) has not yet conducted seismic hazard mapping in the area of the Project site. The San Bernardino County Geologic Hazard Overlay Map does not include the Project site within a liquefaction susceptibility area; therefore, the subsurface conditions at the site are not considered to be conducive to liquefaction.[16] Based on the mapping performed by San Bernardino County and the conditions encountered at the site, which have been discussed in detail in previous sections, adverse impacts due to the risk of liquefaction are less than significant.

a.iv) **No Impact.** Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. The Project site is relatively flat and, according to the San Bernardino County Geologic Hazard Overlay Map, is not located within an area susceptible to landslides. Therefore, there would be no impact from landslides on the Project and no mitigation is required.

b) **Less than Significant Impact.** Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. Little native topsoil is likely to occur on the site because of previous development activities. Construction of the proposed Project would have the potential to expose surficial soils to wind and water erosion during construction activities. Wind erosion would be minimized through soil stabilization measures required by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering. Water erosion would also be prevented through the City's standard erosion control practices (Municipal Code Section 8.21.160) required pursuant to the California Building Code and the National Pollution Discharge Elimination System (NPDES), such as silt fencing or berms. Following Project construction, the site would be covered completely by paving, the car wash structure, and landscaping. Impacts related to soil erosion would be less than significant with implementation of existing regulations.

c) **Less than Significant Impact.** Impacts related to liquefaction and landslides are discussed above in Sections 4.6.a and 4.6.b. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures.

Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e. retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. Due to the absence of any channel within or near the Project site, and the subsurface soil conditions that are not conducive to liquefaction, the potential for lateral spread occurring on the Project site is considered to be negligible. As shown above, the Project site is not identified as being located on a geologic unit or soil that has been identified as being unstable or having the potential to result on-site or off-site landslide, lateral spreading, subsidence,

liquefaction or collapse. The Project site is relatively flat and consists of non-native alluvial soils. The Project is required to be constructed in accordance with the CBC. Compliance with existing CBC regulations would limit hazard impacts arising from unstable soils to less than significant levels. Therefore, the Project would not likely result in landslides, lateral spreading, subsidence, liquefaction or collapse and no mitigation is required.

d) **Less than Significant Impact.** It is unknown whether the Project would be located on expansive soils. In any case, the Project would be required to be in conformance with the California Building Code, City regulations, and other applicable standards. Conformance with standard engineering practices and adherence to design criteria would reduce impacts related to expansive soil potential to a less than significant level.

e) **No Impact.** The Project proposes to connect to the existing municipal sewer system. The Project would connect to this system and would not require use of septic tanks. No impact would occur.

**Cumulative Impacts**

The potential cumulative impact related to earth and geology is typically site-specific. The analysis herein determined that the Project would not result in any significant impacts related to landform modification, grading, or the destruction of a geologically significant landform or feature with implementation of mitigation. Moreover, existing State and local laws and regulations are in place to protect people and property from substantial adverse geological and soils effects, including fault rupture, strong seismic ground shaking, seismic-induced ground failure (including liquefaction), and landslides. Existing laws and regulations also protect people and property from adverse effects related to soil erosion, expansive soils, loss of topsoil, development on an unstable geologic unit or soil type that could result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. These existing laws and regulations would render potentially adverse geological and soil effects of the Project to a level considered less than significant. Moreover, these existing laws and regulations ensure that past, present, and reasonably foreseeable future projects in the Rancho Cucamonga region do not result in substantial adverse geological and soils effects. As a result, the existing legal and regulatory framework would ensure that the incremental geological and soils effects of the Project would not result in greater adverse cumulative effects when considered together with the effects of other past, present, and reasonably foreseeable future projects in the Rancho Cucamonga region. The impacts of the Project-related to geology and soils would be less than cumulatively considerable.

## *4.7 – Greenhouse Gas Emissions*

Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ☐ | ☐ | ☑ | ☐ |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | ☑ | ☐ |

a) **Less than Significant Impact.** Climate change is the distinct change in measures of climate for a long period of time.[17] Climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. Natural changes in climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (e.g., changes in ocean circulation). Human activities can affect the atmosphere through emissions of greenhouse gases (GHG) and changes to the planet's surface. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices.

Greenhouse gases differ from other emissions in that they contribute to the "greenhouse effect." The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature. Greenhouse gases occur naturally and from human activities. Greenhouse gases produced by human activities include carbon dioxide ($CO_2$), methane ($CH_4$), nitrous oxide ($N_2O$), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride ($SF_6$). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of greenhouse gases affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.

The County of San Bernardino adopted its Greenhouse Gas Reduction Plan (GHG Plan) in 2011, which provides guidance on how to analyze GHG emissions and determine significance during the CEQA review of proposed development projects within the County of San Bernardino. The reduction strategies in the GHG Plan correspond to reduction measures. Measurable reductions in GHG emissions are achieved through adherence to the County's DRP procedures. The County's GHG DRP procedures, updated in 2015, are streamlined by 1) applying a uniform set of performance standards to all development project, and 2) utilizing Screening Tables to mitigate project GHG emissions. Projects have the option of preparing a project-specific technical analysis to quantify and mitigate GHG emissions in lieu of the utilizing the Screening Tables. A review standard of 3,000 MT $CO_2e$ per year is used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions.

Projects that exceed the 3,000 $MTCO_2e$ per year are required to either achieve a minimum 100 points per the Screening Tables or a 31% reduction over 2007 emissions levels. Consistent with CEQA guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions.

The car wash project will include activities that emit greenhouse gas emissions over the short- and long-term. While one Project could not be said to cause global climate change, individual Projects contribute cumulatively to greenhouse gas emissions that result in climate change. A greenhouse gas emissions inventory was prepared for the Project and is analyzed below.

## Short-Term Emissions

The Project will result in short-term greenhouse gas emissions from activities associated with construction of the car wash. Construction assumptions for the proposed Project are discussed in Section 4.3 of this document. Greenhouse gas emissions will be released by equipment used for demolition, site preparation, grading, building construction, paving, and architectural coating activities. GHG emissions will also result from worker and vendor trips to and from the site. Table 9, *Car Wash Construction Greenhouse Gas Emissions*, summarizes the estimated yearly emissions from construction activities. Carbon dioxide emissions from construction equipment and worker/vendor trips were estimated utilizing the California Emissions Estimator Model (CalEEMod) version 2016.3.2 (see Appendix A). Construction activities are short-term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends in its draft threshold to amortize construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions in order to generate an approximate Project GHG inventory. Amortized car wash construction emissions are included in Table 9.

**Table 9**
**Car Wash Construction Greenhouse Gas Emissions**

| Construction Year | GHG Emissions (MT/YR) | | | |
|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | TOTAL* |
| 2019 | 126.76 | 0.02 | 0.00 | 127.29 |
| TOTAL | 126.76 | 0.02 | 0.00 | 127.29 |
| *AMORTIZED TOTAL^* | *4.23* | *0.00* | *0.00* | *4.23* |

* MTCO2E
Note: Slight variations may occur due to rounding and variations in modeling software
^ Amortized over 30-years

## Long-Term Emissions

The proposed car wash/detail center activities will result in continuous greenhouse gas emissions from mobile and operational sources. Mobile sources including vehicle trips to and from the development will result primarily in emissions of $CO_2$ with minor emissions of $CH_4$ and $N_2O$. The most significant GHG emission from natural gas usage will be methane. Electricity usage by the Project and indirect usage of electricity for water and wastewater conveyance will result primarily in emissions of carbon dioxide. Disposal of solid waste will result in emissions of methane from the decomposition of waste at landfills coupled with $CO_2$ emission from the handling and transport of solid waste. These sources combine to define the long-term greenhouse gas emissions for construction of the car wash.

To determine long-term emissions, CalEEMod was used. The methodology utilized for each emissions source is based on the CAPCOA *Quantifying Greenhouse Gas Mitigation Measures* handbook.[18] A summary of the car wash's net long-term greenhouse gas emissions is included in Table 10, *Car Wash Operational Greenhouse Gas Emissions*. Mobile sources are based on annual vehicle miles traveled (VMT) based on daily trip generation identified in the Project traffic report.[19] Natural gas usage and electricity usage are based on default demand figures utilized in CalEEMod. Solid waste generation is also based on CalEEMod defaults. Emissions are presented as metric tons of carbon dioxide equivalent (MTCO2E) meaning that all emissions have been weighted based on their Global Warming Potential (GWP) (a metric ton is equal to 1.102 US short tons).

**Table 10**
**Car Wash Operational Greenhouse Gas Emissions**

| Source | GHG Emissions (MT/YR) | | | |
|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | TOTAL* |
| Area | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy | 36.23 | 0.00 | 0.00 | 36.38 |
| Mobile | 766.55 | 0.04 | 0.00 | 767.57 |
| Solid Waste | 5.65 | 0.33 | 0.00 | 14.01 |
| Water/Wastewater | 10.05 | 0.06 | 0.00 | 12.08 |
| *TOTAL* | *818.47* | *0.44* | *0.00* | *830.05* |

* MTCO2E/YR
Note: Slight variations may occur due to rounding

## Greenhouse Gas Emissions Inventory

Table 11, *Car Wash Greenhouse Gas Emissions Inventory*, summarizes the yearly estimated greenhouse gas emissions from construction and operational sources. The total yearly carbon dioxide equivalent emissions for the car wash are estimated at 834.28 MTCO2E. This does not exceed the established GHG emissions threshold of 3,000 MTCO2E per year. Impacts from the proposed car wash development will be less than significant.

**Table 11**
**Car Wash Greenhouse Gas Emissions Inventory**

| Source | GHG Emissions (MT/YR) | | | |
|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | TOTAL* |
| Construction | *4.23* | *0.00* | *0.00* | *4.23* |
| Operation | *818.47* | *0.44* | *0.00* | *830.05* |
| | | | **Total** | **834.28** |
| | | | **Significance Threshold** | **3,000** |
| | | | **Significant Impact?** | **No** |

* MTCO2E/YR
Note: Slight variations may occur due to rounding
^ Construction impacts amortized over 30-years

b) **Less than Significant Impact.** As shown above, the Project would be consistent with the County of San Bernardino GHG Plan. Additionally, the Project's consistency with AB 32 and Senate Bill (SB) 32 are discussed below.

**AB 32 Consistency.** AB 32 was adopted in 2006 and requires California to reduce its GHG emissions to 1990 levels by 2020. CARB identified reduction measures to achieve this goal as set forth in the CARB Scoping Plan. Thus, projects that are consistent with the CARB Scoping Plan are also consistent with AB 32 goal.

The Project would generate GHG emissions, directly and indirectly, from a variety of sources. The CARB Scoping Plan includes strategies for implementation at the statewide level to meet the goals of AB 32. These strategies serve as statewide measures to reduce GHG emissions levels. The Project would be subject to the applicable measures established in the Scoping Plan because these measures are implemented at the state level. Therefore, the Project would not conflict or otherwise interfere with implementation of AB 32.

**SB 32 Consistency.** SB 32 was adopted in 2016 and requires the state to reduce statewide GHG emissions 40% below 1990 levels by 2030. SB 32 codifies the reduction target issued in Executive Order B-30-15. SB 32 builds upon the AB 32 goal of 1990 levels by 2020 and provides an interim goal to achieving Executive Order S-3-05's 2050 reduction goal of 80% below 1990 levels.

The CARB 2017 Scoping Plan identified reduction measures to achieve the SB 32 GHG reduction goal. Like the previously adopted Scoping Plans, the 2017 Scoping Plan includes statewide reduction measures that are implemented at the state level. The Project would be subject to the applicable measures established in the 2017 Scoping Plan because these measures are implemented at the state level.

Additionally, the 2014 Scoping Plan Update indicates "California is on track to meet the near-term 2020 greenhouse gas limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32"; and it recognizes the potential for California to "reduce emissions by 2030 to levels squarely in line with those needed in the developed world and to stay on track to reduce emissions to 80% below 1990 levels by 2050."

Moreover, the Project does not propose facilities or operations that would substantively interfere with any future County-mandated, state-mandated, or federally-mandated regulations enacted or promulgated to legally require development to assist in meeting state-adopted GHG emissions reduction targets, including those established under Executive Order S-3-05, Executive Order B-30-15, SB 32, or the 2017 Scoping Plan.

Therefore, the Project would not conflict with implementation of SB 32 or otherwise interfere with implementation of this or future goals.

**Cumulative Impacts**

GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. As discussed above, the Project's emissions would be below the County's threshold for of 3,000 MT per year of CO2e for commercial projects and would not conflict with applicable plans. Thus, the Project's cumulative contribution of GHG emissions would be less than significant.

## *4.8 – Hazards and Hazardous Materials*

Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☑ | ☐ |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☐ | ☑ | ☐ |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☑ |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☐ | ☑ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area? | ☐ | ☐ | ☑ | ☐ |
| f) For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area? | ☐ | ☐ | ☑ | ☐ |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☑ | ☐ |

Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | ☐ | ☐ | ☐ | ☑ |

a) **Less than Significant Impact.** The Project could result in a significant hazard to the public if it includes the routine transport, use, or disposal of hazardous materials or places housing near a facility, which routinely transports, uses, or disposes of hazardous materials. The Project is located within a commercial and residential area and is bound by surface streets, commercial, uses and vacant land. The Project would not place housing near any hazardous materials facilities. The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses, which require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications. The Project includes an express car wash and a General Plan Amendment and Zone Change from Low Medium Residential to General Commercial. The Project Application also includes a General Plan Amendment and Zone Change from Low Medium Residential to Medium Residential on the two parcels immediately to the east of the Project site and does not propose or facilitate any activity involving significant use, routine transport, or disposal of hazardous substances.

Construction of the car wash would require the use and transport of hazardous materials such as asphalt, paints, and other solvents. Construction activities could also produce hazardous wastes associated with the use of such products. Construction would require ordinary construction activities and would not require a substantial or uncommon amount of hazardous materials to complete. All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and state law. Routine construction practices include good housekeeping measures to prevent/contain/clean-up spills and contamination from fuels, solvents, concrete wastes and other waste materials. Impacts would be less than significant.

With regard to Project operation, widely used hazardous materials common at commercial uses include paints and other solvents, cleaners, and pesticides. Operation of the proposed car wash would involve the use of cleaning solutions for daily operation and paints for routine maintenance and re-coating of structures. The remnants of these and other products are disposed of as household hazardous waste (HHW) that includes used dead batteries, electronic wastes, and other wastes that are prohibited or discouraged from being disposed of at local landfills. Through compliance with existing regulations, use of common household hazardous materials and their disposal does not present a substantial health risk to the community. Impacts associated with the routine transport, use, or disposal of hazardous materials or wastes would be less than significant.

b) **Less than Significant Impact.** According to the State Water Resources Control Board, there are no open cases of leaking underground storage tanks (LUST) within one-quarter mile of the Project site.[20] The property located at the northeast corner of Arrow Route and Archibald that is scheduled to be developed with a gas station, is the site of a former gas station and a former LUST cleanup site. This case has been closed since 2001, and according to the Project Phase I Environmental Site Assessment (ESA), performed by RGS Engineering Geology, the likelihood of petroleum product contamination existing on, or migrating onto the site, is considered low (See Appendix C, Phase I ESA). There would be a less than significant impact related to the release of hazardous materials into the environment as a result of development of the proposed car wash and adoption of the General Plan Amendment and Zone Change.

Construction of the Project would require the use and transport of hazardous materials such as asphalt, paints, and other solvents. Construction activities could also produce hazardous wastes associated with the use of such products. Construction of the proposed express car wash would require ordinary construction activities and would not require a substantial or uncommon amount of hazardous materials to complete. All hazardous materials are required to be utilized and transported in

accordance with their labeling pursuant to federal and state law. Routine construction practices include good housekeeping measures to prevent/contain/clean-up spills and contamination from fuels, solvents, concrete wastes and other waste materials. Impacts would be less than significant.

Activities associated with the demolition of the existing single-family home may pose a hazard with regard to asbestos containing materials (ACM) and lead-based paints. ACM were used on a widespread basis in building construction prior to and into the 1980s; therefore, it is assumed that ACM is present on the Project site and will need to be handled following specific regulations/guidelines described below.

Asbestos generally does not pose a threat when it remains intact. When asbestos is disturbed it becomes airborne. SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) requires work practices that limit asbestos emissions from building demolition and renovation activities, including the removal and disturbance of ACM.[21] This rule is designed to protect uses and persons adjacent to demolition or renovation activity from exposure to asbestos emissions. Rule 1403 requires a certified inspector to survey any facility being demolished or renovated for the presence of all friable and Class I and Class II non-friable ACM. The applicant must also notify SCAQMD of their intent to perform demolition or renovation of any buildings that may contain asbestos prior to demolition and requires that all ACM is removed prior to any demolition. Rule 1403 also establishes notification procedures, removal procedures, handling and clean-up procedures, storage, disposal, landfilling requirements, and warning label requirements, including HEPA filtration, the "glovebag" method, wetting, and some methods of dry removal that must be implemented when disturbing appreciable amounts of ACM (more than 100 square feet of surface area). All ACM shall be disposed of at a waste disposal site operated in accordance with Rule 1403. The applicant will also ensure the safety of construction workers involved in the ACM removal by complying with all California Asbestos Standards in Construction, including, but not limited to minimum air circulations, use of respirators, wetting of materials, clothing laundering, construction and demolition equipment requirements, and shielding specifications. Adherence to SCAQMD Rule 1403 would ensure that impacts related to the release of ACM are less than significant.

Exposure of construction workers to lead-based paint during demolition activities is also of concern, similar to exposure to asbestos. Exposure of surrounding land uses to lead from demolition activities is generally not a concern because demolition activities do not result in appreciable emissions of lead.[22] The primary emitters of lead are industrial processes. Any lead-based paint utilized on the exterior and interior of the existing single-family home would generally remain inside the structure or close to the exterior of the building and would be removed during demolition. Improper disposal of lead-based paint could contaminate soil and subsurface groundwater in and under landfills not properly equipped to handle hazardous levels of this material. Due to the age of the buildings it is assumed that lead-based paint is present. Therefore, 8 CCR Section 1532.1 (California Construction Safety Orders for Lead) must be followed for the demolition of all existing structures requiring exposure assessment and compliance measures to keep worker exposure below action levels. The Project is also subject to Title 22 requirements for the disposal of solid waste contaminated with excessive levels of lead. Testing, monitoring, containment, and disposal of lead-based materials will comply with all Cal/OSHA standards and regulations under California Construction Safety Orders for Lead section 1532. Adherence to standard regulation would ensure that impacts related to the release of lead based paints would be less than significant.

With regard to operation, the proposed car wash would not involve the use of hazardous materials or generate hazardous waste that could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Project operation would involve the use of solvents, cleaners, and waxes used for typical car wash operations, and with compliance with existing regulations, would not pose a significant risk to the environment or humans. Impacts would be less than significant.

c) **Less than Significant Impact.** There is a special education school located approximately 200 feet to the north of the Project site (Mulberry Early Education Center). However, as mentioned above, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts will be less than significant.

d) **No Impact.** The Project is not located on a site listed on the state *Cortese List*, a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses. [23]

Based upon review of the *Cortese List*, the Project site is not:

- listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC),[24]
- listed as a leaking underground storage tank (LUFT) site by the State Water Resources Control Board (SWRCB),[25]
- listed as a hazardous solid waste disposal site by the SWRCB,[26]
- currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB,[27] or
- developed with a hazardous waste facility subject to corrective action by the DTSC.[28]

No impact will occur in relation to hazardous materials sites.

e-f) **No Impact.** There are no public airports, private airstrips, or heliports within two miles of the Project site.[29] The nearest airport is Ontario International Airport, located approximately 3.25- miles to the south. The Project will not exceed 24-feet in height. No impact related to airport operations would occur.

g) **Less than Significant Impact.** Per state Fire and Building Codes, sufficient space will have to be provided around the buildings for emergency personnel and equipment access and emergency evacuation. All Project elements, including landscaping, would be sited with sufficient clearance from existing and proposed structures so as not to interfere with emergency access to and evacuation from the facility. The car wash will be required to comply with the California Fire Code as adopted by the Rancho Cucamonga Municipal Code (Chapter 15.04.010). The car wash site plan includes one ingress/egress access point via a 50-foot wide driveway on Arrow Route. The car wash driveway would be constructed to California Fire Code specifications and would allow emergency access and evacuation from the site. The Project would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan because no permanent public street or lane closures are proposed. Construction work in the street associated with the buildings would be limited to lateral utility connections would be limited to nominal potential traffic diversion. Project impacts would be less than significant.

h) **No Impact.** The Project site is not located within a fire hazard zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE).[30] There are no wildland conditions in the urbanized area where the Project site is located. No impact would occur.

**Cumulative Impacts**

The incremental effects of the Project related to hazards and hazardous materials, if any, are anticipated to be minimal, and any effects would be site-specific. Therefore, the Project would not result in incremental effects to hazards or hazardous materials that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future. The Project would not result in cumulatively considerable impacts to or from hazards or hazardous materials.

## *4.9 – Hydrology and Water Quality*

Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Violate any water quality standards or waste discharge requirements? | ☐ | ☐ | ☑ | ☐ |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | ☐ | ☐ | ☑ | ☐ |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | ☐ | ☐ | ☑ | ☐ |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | ☐ | ☐ | ☑ | ☐ |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | ☐ | ☐ | ☑ | ☐ |
| f) Otherwise substantially degrade water quality? | ☐ | ☐ | ☑ | ☐ |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | ☐ | ☐ | ☐ | ☑ |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | ☐ | ☐ | ☐ | ☑ |

Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | ☐ | ☐ | ☐ | ☑ |
| j) Inundation by seiche, tsunami, or mudflow? | ☐ | ☐ | ☐ | ☑ |

a) **Less than Significant Impact.** A project normally would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Water Code § 13050, or that cause regulatory standards to be violated as defined in the applicable National Pollutant Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact could occur if the proposed Project would discharge water that does not meet the quality standards of the agencies that regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts could also occur if the Project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Stormwater Pollution Prevention Plan (SWPPP) to reduce potential water quality impacts during construction activity (Rancho Cucamonga Municipal Code Section 19.20.190) and the implementation of post-construction best management practices (BMPs) such as detention basins, infiltration ponds, porous pavement, sand and organic filters, etc. (Rancho Cucamonga Municipal Code Section 19.20.110).

*Construction Impacts*

Three general sources of potential short-term, construction-related stormwater pollution associated with the Project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth-moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment. All new development Projects equal to one acre or more are subject to San Bernardino County NPDES Permit No. CAS618036. The car wash development would disturb approximately 1.36 acres of land and therefore will be subject to NPDES permit requirements during construction activities. In addition, pursuant to Municipal Code Section 19.20.190, a Storm Water Pollution Prevention Plan (SWPPP) will be prepared and submitted for the proposed Project. All construction projects must apply BMPs that include drainage controls such as detention ponds, dikes, filter berms, and down drains to prevent runoff, and utilizing plastic covering to prevent erosion. Compliance with City discharge requirements would ensure that construction of the Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. Impacts would be less than significant with implementation of existing regulations.

*Operational Impacts*

An Infiltration Testing Report was prepared by Christopher Krall, P.G. of RGS Engineering Geology, dated September 12, 2018 (See Appendix H). The purpose of the testing was to determine the vertical infiltration rate of stormwater infiltration for the soil below the site in order to include the appropriate storage capacity for the proposed infiltration basin. Proposed construction will increase impervious areas on the Project site as the site currently consists of mostly impervious surfaces. The approximately 1.36-acre site will be replaced with a car wash structure, vacuum area, detail center, and associated paving and landscaping. Runoff from the developed site would result in increased potential water contamination from urban pollutants that are commonly found in surface parking lots, ornamental landscape planters and from atmospheric buildup on rooftops. Runoff from the car wash itself would not occur, as all waste water used in the car wash will be retained in the car wash building and recycled and reused in future car wash operations.

Stormwater would be collected on site and conveyed to the existing storm drain system under Arrow Route. The Project would

be subject to post-construction BMPs to address increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges. A key design criterion is to treat the first ¾-inch rainstorm flows, since the first rains typically carry the most concentrated levels of pollution that have built up since the last storm. Common post-construction BMPs include retaining stormwater on-site to filter back into the groundwater. The car wash development would consist of approximately 15,607 square feet of landscaped area along the boundaries of the site and in landscaped planters in the interior of the site, comprising approximately 26% of the overall site total. An additional 10-foot landscaping dedication will be included along the car wash's southern boundary with the sidewalk on Arrow Route, totaling 2,660 square feet of additional landscaping. These landscaped areas would serve as bio swales for runoff collection and treatment. As previously mentioned, the car wash development includes a water runoff retention basin near the south-central portion of the site that will act to treat flows before being discharged into the Municipal storm drain system.

Landscaped areas and on-site storm drainage facilities will collect stormwater to be conveyed to the bio swales for treatment, and then pumped to the City storm drainage system on Arrow Route. The proposed Project would not generate hazardous wastewater that would require any special waste discharge permits. All wastewater associated with the building's interior plumbing system would be discharged into the local sewer system for treatment at the regional wastewater treatment plant. Although the amount of impervious surface would be greater than existing conditions, runoff would be captured on site and conveyed through a proposed on-site storm drainage system that includes water treatment at the site's various bio swales prior to being discharged into the municipal storm drain at Arrow Route. Impacts associated with operation of the proposed Project would be less than significant with implementation of existing regulations.

b) **Less than Significant Impact.** If the Project removes an existing groundwater recharge area or substantially reduces runoff that results in groundwater recharge such that existing wells would no longer be able to operate, a potentially significant impact could occur. As described in the Infiltration Testing Report, groundwater was encountered in both exploratory trench excavations at a depth of approximately 15 feet below the ground surface corresponding to a depth of more than 10 feet below the proposed infiltration invert. In general, groundwater does not occur in this area within 100 to 200 feet of the ground surface. Project-related grading would only go a few feet below the surface and would not reach the depth of the groundwater table. No disturbance of groundwater is anticipated. The proposed building footprint and pavement area would increase impervious surface coverage on the site, thereby reducing the total amount of infiltration onsite. However, infiltration of irrigation water through soil and water from runoff through soft-bottom channels would ensure continued groundwater recharge in Rancho Cucamonga as impervious surfaces increase. The Project site is not utilized for groundwater recharge and will include landscaped areas that would serve as infiltration. Because this site is not managed for groundwater supplies and would provide landscaped areas for continued infiltration, this change in infiltration would not have a significant effect on groundwater table level. Impacts related to development of the proposed Project would be less than significant.

c) **Less than Significant Impact.** Potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the Project results in substantial on- or off-site erosion or siltation. Stormwater would be collected on site and conveyed to the various on-site bio swales and an infiltration basin for treatment and then conveyed to the City's storm drainage system in Arrow Route. Therefore, the drainage pattern would not be substantially altered in a manner that could cause increases in erosion off-site. Erosion and siltation reduction measures would be implemented during construction. At the completion of construction, the site would consist of impervious surfaces and would therefore not be prone to substantial erosion. No streams cross the Project site; thus, the Project would not alter any stream course. Impacts would be less than significant.

d-e) **Less than Significant Impact.** No streams traverse the Project site; thus, the Project would not result in the alteration of any stream course. During construction, the Project applicant would be required to comply with drainage and runoff guidelines pursuant to Municipal Code Chapter 19.20.

With regard to Project operation, construction of the car wash would increase the net area of impermeable surfaces on the site; therefore, increased discharges to the City's existing storm drain system would likely occur. As shown on the Project site plans, stormwater associated with the proposed Project would be collected on site and conveyed to the various on-site bio

swales for treatment and then conveyed to the City's storm drainage system at Arrow Route. Permits to connect to the existing storm drainage system would be obtained prior to construction. All drainage plans are subject to City review and approval. These requirements would apply to the proposed Project. Therefore, the increase in discharges would not impact local storm drain capacity. The Project is not an industrial use and therefore would not result in substantial pollutant loading such that treatment control BMPs would be required to protect downstream water quality. In addition, as mentioned above, runoff from the car wash itself would not occur, as all waste water used in the car wash will be retained in the car wash building and recycled and reused in future car wash operations. Post-construction BMP's, as described above, would ensure the Project would not result in substantial pollutant loading. Impacts related to the proposed Project Change would be less than significant.

f) **Less than Significant Impact.** The Project does not propose any uses that could have the potential to otherwise degrade water quality beyond those issues discussed in Section 4.9 herein. Impacts would be less than significant.

g & h) **No Impact.** According to flood maps prepared by the Federal Emergency Management Agency, the Project site is not located within a 100-year flood floodplain.[31] No impact would occur.

i) **No Impact.** According to the Rancho Cucamonga General Plan Health and Safety Element, the Project site is not located within a dam inundation area.[32] No impact would result.

j) **No Impact.** The City is not exposed to tsunami hazards due to its inland location. In addition, no large water bodies that would pose potential for seiche are located in the Project area. The potential for mudflows is unlikely given the site's distance from hillside and mountainous terrain. No impact would occur.

**Cumulative Impacts**

The potential impacts related to hydrology and storm water runoff are typically site-specific BMPs are implemented at the project level. The analysis above determined that the implementation of the Project would not result in significant impacts. Therefore, the Project would have a less than significant impact under most hydrology criteria, and therefore could not contribute toward a cumulative impact. In regard to Project impacts that would be considered less than significant, such impacts are not expected to result in compounded or increased impacts when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects, as other projects would be subject to similar laws and requirements regarding hydrology practices.

## *4.10 – Land Use and Planning*

Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Physically divide an established community? | ☐ | ☐ | ☐ | ☑ |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☑ | ☐ |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | ☐ | ☐ | ☐ | ☑ |

a) **No Impact.** The Project is surrounded by commercial uses to the west and south, a school to the north, and residential uses to the east. The site is currently designated in the City's General Plan and Zoning Code for General Commercial uses on Parcel 1, and Low Medium Density Residential on Parcel 2. The Project includes a General Plan Amendment and Zone Change on Parcel 2 from Low Medium Density Residential to General Commercial, bringing the entire Project site under the same General Commercial designation. The Project Application also includes a General Plan Amendment to the two parcels immediately to the east of the Project site from Low Medium Residential to Medium Residential. Therefore, the Project is consistent and compatible with the surrounding land uses. The Project does not involve construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. Therefore, no impact would occur.

b) **Less than Significant Impact.** Parcel 1 is designated as General Commercial in the City's General Plan and is zoned (GC) General Commercial. However, Parcel 2 is designated as Low Medium Density Residential in the General Plan, and zoned (LM) Low Medium (4-8 du/ac) residential. The Project includes a General Plan Amendment and Zone Change for Parcel 2 in order to make the site consistent. Section 17.34 (General Development Standards) of the Rancho Cucamonga Municipal Code provides general site development standards for commercial uses. The primary purpose of the General Commercial zone is to provide for general shopping with a variety of business, retail, personal, and related or similar services. The Project does not conflict with the intent or implementation of this designation as it allows for a variety of businesses and related services, of which a car wash and detail center would be. Furthermore, the Project would maintain the integrity of the commercial areas to the west and south in terms of density, use, and design. As previously mentioned, the Project Application also includes a General Plan Amendment to the two parcels immediately to the east of the Project site from Low Medium Residential to Medium Residential. The Project does not include any feature that would circumvent any mitigating policies in the Rancho Cucamonga General Plan. Impacts would be less than significant.

c) **No Impact.** As discussed in Section 4.4.f above, the Project site is not located within any habitat conservation plan or community conservation plan. Therefore, no impact will occur.

**Cumulative Impacts**
The Project does not conflict with any existing land use regulations and therefore could not contribute towards any cumulative impacts. The Project does not propose any new roadways or other significant infrastructure improvements that would restrict

access or require a diversion for existing travel routes. The Project does not result in an impact on any sensitive plant or animal species covered by a habitat conservation plan or natural community conservation plan, nor does it hinder the implementation or establishing of such plans. For these reasons, the Project would not cumulatively contribute to land use conflicts and potential impacts are considered less than cumulative considerable.

## *4.11 – Mineral Resources*

Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ☑ |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | ☐ | ☐ | ☐ | ☑ |

a-b) **No Impact.** The Project site is located in an almost completely urbanized area characterized by residential and commercial development and some vacant land. The Project site is not shown in the City's General Plan to be within an area defined by regionally significant aggregate resources and there are no mineral extractions or process facilities on or near the site.[33] No mineral resources are known to exist within the vicinity. Impacts related to the proposed car wash and General Plan Amendment and Zone Change would not occur.

**Cumulative Impacts**
The Project would not result in direct or indirect permanent or temporary impacts related to mineral resources. Therefore, the Project would not result in incremental effects to mineral resources that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. Thus, no cumulative impacts related to mineral resources would occur.

## *4.12 – Noise*

Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☑ | ☐ | ☐ |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☑ | ☐ |
| c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project? | ☐ | ☑ | ☐ | ☐ |
| d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project? | ☐ | ☑ | ☐ | ☐ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels? | ☐ | ☐ | ☐ | ☑ |
| f) For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels? | ☐ | ☐ | ☐ | ☑ |

Roadway Construction Noise Modeling was performed and is included as Appendix D. A Project Operational Noise Assessment was prepared by Jeremy Louden, Principal, of Ldn Consulting, Inc. and dated August 28, 2019. A Project Construction Noise Assessment was also prepared by Mr. Louden, and is dated January 7, 2019. These reports are included as Appendix E, *Noise Analyses*.[34] [35]

*Fundamentals of Sound and Environmental Noise*

Noise can be defined as unwanted sound. Sound (and therefore noise) consists of energy waves that people receive and interpret. Sound pressure levels are described in logarithmic units of ratios of sound pressures to a reference pressure, squared. These units are called *bels*. In order to provide a finer description of sound, a *bel* is subdivided into ten *decibels*, abbreviated dB. To account for the range of sound that human hearing perceives, a modified scale is utilized known as the A-weighted decibel (dBA). Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dBA. In fact, they would combine to produce 73 dBA. This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed

of the traffic will increase the traffic noise level by 3 dBA. Conversely, halving the traffic volume or speed will reduce the traffic noise level by 3 dBA. A 3 dBA change in sound is the beginning at which humans generally notice a *barely perceptible* change in sound and a 5 dBA change is generally *readily perceptible*.[36]

Noise consists of pitch, loudness, and duration; therefore, a variety of methods for measuring noise have been developed. According to the California General Plan Guidelines for Noise Elements, the following are common metrics for measuring noise:[37]

**$L_{EQ}$ (Equivalent Energy Noise Level):** The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over given sample periods. $L_{EQ}$ is typically computed over 1-, 8-, and 24-hour sample periods.

**CNEL (Community Noise Equivalent Level):** The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00pm to 10:00pm and after addition of ten decibels to sound levels in the night from 10:00pm to 7:00am.

**$L_{DN}$ (Day-Night Average Level):** The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of ten decibels to sound levels in the night after 10:00pm and before 7:00am.

CNEL and $L_{DN}$ are utilized for describing ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night. $L_{EQ}$ is better utilized for describing specific and consistent sources because of the shorter reference period.

## City of Rancho Cucamonga Municipal Code

The City of Rancho Cucamonga Municipal Code, under Section 17.66.050 – Noise Standards, provides the local government ordinance relative to community noise level exposure, guidelines, and regulations.

Operational Noise Standards

Pursuant to Rancho Cucamonga Municipal Code Section 17.66.050(F), exterior noise levels should not exceed 65 dBA between the hours of 7:00 AM and 10:00 PM at residential uses. The City of Rancho Cucamonga has adopted performance standards for commercial and office uses. All commercial and office uses shall not create any noise that would exceed an exterior noise level of 70 dBA when measured at the adjacent property line between the hours of 7:00 AM and 10:00 PM.

Construction Noise Restrictions

To control noise associated with the construction of the proposed Project the City of Rancho Cucamonga has established permitted hours of operation and noise level limits. According to Section 17.66.050(D)(4)(a) of the City of Rancho Cucamonga Development Code the following activities are exempt from the provisions of the noise standards:

- When adjacent to a residential land use, school, church or similar type of use, the noise generating activity does not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday, and provided that noise levels created do not exceed the base noise level standard of 65 dBA when measured at the adjacent property line.

- When adjacent to a commercial or industrial use, the noise generating activity does not take place between the hours of 10:00 p.m. and 6:00 a.m. on weekdays, including Saturday and Sunday, and provided noise levels created do not exceed the standards of 70 dBA at the adjacent property line.

Based on the nearby residential and school uses, the permitted hours of construction activity at the Project site shall be between 7:00 a.m. to 8:00 p.m. on weekdays, including on Saturdays, with no activity allowed on Sundays and holidays. In addition, the noise level standard of 65 dBA Leq shall apply to noise levels generated by Project construction at the nearby

land uses. If the Project demonstrates compliance with these standards, the construction noise level impacts are considered exempt from the noise standards.

Existing Noise Environment

Noise level measurements were conducted by Ldn Consulting between the hours of 12:00 p.m. and 1:30 p.m. on May 9, 2018. Noise measurements were taken with a Larson Davis Model LxT Type 1 sound level meter set on "slow" response and "A-weighting." The meter was positioned 5 feet above the existing ground elevation at all measurement locations. The sound level meter was calibrated before and after each measurement using a Larson-Davis calibrator, Model CAL 200. Table 12, *Summary of Existing Noise Level Measurements*, provides a summary of the noise level measurement and detailed measurement data is included in Appendix E.

**Table 12**
**Summary of Existing Noise Level Measurements**

| ID | Location Description | Noise Level (dBA) | | |
|---|---|---|---|---|
| | | Leq | Lmin | Lmax |
| 1 | Central of site at northern property line – set back from roadways. | 63.4 | 37.1 | 90.8 |
| Source: Ldn Consulting, Inc. *Arbor Car Wash Facility Operational Noise Assessment*. August 28, 2019. | | | | |

a, c, d) **Less than Significant Impact with Mitigation Incorporated.** The Rancho Cucamonga Municipal Code (Section 17.66.050) sets allowable levels for residential and commercial land uses. Exterior noise exposure for residential use is allowable up to 60 dBA and for commercial uses is allowable up to 65 dBA.

## Construction Noise Levels

As previously mentioned, short-term construction noise impacts were analyzed by Ldn Consulting Inc. and presented in a Noise study dated January 7, 2018. Noise generated by the Project construction equipment will include a rubber tire dozer, a backhoe, power tools, concrete mixers and paving machine that can reach high levels. The number and mix of construction equipment are expected to occur from grading, building construction, and paving activities. This construction noise analysis was prepared using reference noise level measurements taken at similar sites and construction activities to describe the typical construction noise levels for each stage of Project construction. Noise levels generated by heavy construction equipment can range from approximately 65 dBA Leq to in excess of 80 dBA Leq when measured at 50 feet. However, these noise levels diminish with distance from the construction site at a rate of 6 dBA Leq per doubling of distance. For example, a noise level of 80 dBA Leq measured at 50 feet from the noise source to the receiver would be reduced to 74 dBA Leq at 100 feet from the source to the receiver and would be further reduced to 68 dBA Leq at 200 feet from the source to the receiver. According to the project's contractor, grading of the project will occur all in a single phase using a single rubber-tired dozer. No water truck will be required due to the size of the sight, access to a water supply line and the fact that the grading operations will only occur for 2-3 weeks. Trenching and underground earthwork will be completed using a single backhoe. Building construction will consist of concrete trucks and paving activities will utilize a paving machine. To determine the Project construction noise levels, measurements were collected for similar activities at several construction sites. Table 13, *Construction Reference Noise Levels*, provides a summary of the construction reference noise level measurements.

**Table 13**
**Construction Reference Noise Levels**

| Noise Source | Reference Distance from Source (Feet) | Reference Noise Levels @ 50 Feet (dBA Leq) | Reference Noise Levels @ 100 Feet (dBA Leq)[5] |
|---|---|---|---|
| Grading Activities[1] | 50 | 73.5 | 67.5 |
| Foundation Trenching[2] | 50 | 68.2 | 62.2 |
| Building Construction[3] | 50 | 67.2 | 61.2 |
| Paving Activities[4] | 50 | 70.4 | 64.4 |
| [1] As measured by Ldn Consulting on 9/3/15 at a construction site located in the Ramona. | | | |

[2] As measured by Ldn Consulting on 6/20/16 at a construction site located in Corona.
[3] As measured by Ldn Consulting on 4/10/18 at a commercial construction site located in San Jacinto.
[4] As measured by Ldn Consulting on 10/30/18 during roadway construction in San Diego.
[5] Reference noise levels are calculated at 100 feet using a drop off rate of 6 dBA per doubling of distance.

The dozer will be moving along the property line and then moving away from the property line as needed to complete the finished site elevations. Therefore, the dozer would be adjacent to property line for only a short period of time and then moving away from that same location by at least 100-150 feet, in a loop or sweeping motion. The acoustical center of the activities, on an hourly basis, would be in between those two distances from the property line. An example of how the dozer would move around the site is provided in Figure 2 of the Construction Noise Assessment.

Trenching, building construction and paving activities will also move around the site. Typically, the equipment will be more than 50 feet from the nearest sensitive receptors. To be conservative, and average distance of 50 feet was used to determine potential impacts. Utilizing the noise levels from Table 13 above, at an average distance of 50 feet, the construction noise levels from each phase would exceed the City's 65 dBA hourly threshold. Table 14, *Construction Noise Level Reductions Required*, summarizes the maximum noise levels at each of the studied receivers. Therefore, inclusion of Mitigation Measure NOI-1 is required to reduce temporary construction noise impacts to less than significant. Mitigation Measure NOI-1 requires installation of temporary noise attenuation barriers will be installed along the northern and eastern property lines during the grading operations. It is recommended that the temporary barriers stay in place until all construction activities are completed. In addition, Mitigation Measure NOI-1 includes requirements for construction hours, combustion-engine equipment, equipment staging areas, equipment idling, loading and unloading of materials, public communication. These measures are discussed in more detail below

**Table 14**
**Construction Noise Level Reductions Required**

| Noise Source | Reference Noise Levels @ 50 Feet (dBA Leq) | Noise Reduction Needed to Achieve 65 Decibels (dBA)[1] | Resultant Noise Levels (dBA) |
|---|---|---|---|
| Grading Activities[1] | 73.5 | -8.5 | 65 |
| Foundation Trenching[2] | 68.2 | -3.2 | 65 |
| Building Construction[3] | 67.2 | -2.2 | 65 |
| Paving Activities[4] | 70.4 | -5.4 | 65 |

[1] Temporary noise barrier needed to achieve additional reductions.

Construction Noise Mitigation

The Fresnel Diffraction Method was utilized for determining the relative noise reduction associated with a temporary wooden noise attenuation wall. The proposed noise attenuation wall would need to be 6-foot high and located at the property line to break the line of sight from the equipment at the adjacent property. The attenuation wall would reduce mid octave-band (250-Hz and 500-Hz) sound levels associated with typical construction activities between 8.5 dB and 10.1 dB. The reduction is dependent upon the source elevation and the topography between the source and receptor. The effective mitigated sound level at the nearest occupied residential area is therefore anticipated to be at or below 65 decibels (73.5 dB minus 8.5 dB) with the incorporation of the 6-foot high temporary noise attenuation barrier. Impacts are anticipated to be less than significant with inclusion of the temporary noise attenuation barrier and no further mitigation is required for the proposed grading activities.

Mitigation Measures

**NOI-1:** The following measures are required during construction to reduce noise impacts associated with construction:

- Temporary noise barriers will be constructed along the northern and eastern property lines. Temporary noise barriers must be constructed of material with a minimum weight of 3 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, hay bales, or any other suitable material such that a minimum reduction

of 8.5 dBA is achieved at the nearest sensitive land use. These barriers will need to be a minimum of 8-feet in height.

The following measures are required of all construction projects implemented under the Proposed Plan to reduce noise associated with construction:

- Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall only occur between the hours of 7:00 a.m. to 8:00 p.m. on weekdays, including on Saturdays, with no activity allowed on Sundays and holidays.
- All internal combustion-engine-driven equipment will be equipped with mufflers that are in good operating condition and appropriate for the equipment.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site (i.e., to the center) during construction.
- Unnecessary idling of internal combustion engines (i.e., in excess of 5 minutes) will be prohibited.
- The Project will designate a "construction liaison" that will be responsible for responding to any local complaints about construction noise. The liaison will determine the cause of the noise complaints (starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. A telephone number for the liaison will be conspicuously posted at the construction site.
- If a noise complaint(s) is registered, the liaison or project representative will retain a noise consultant to conduct noise measurements at the location where the complaint was registered. The noise measurements will be conducted for a minimum of 1 hour and will include 1-minute intervals. The consultant will prepare a letter report summarizing the measurements and potential measures to reduce noise levels to the maximum extent feasible. The letter report will include all measurement and calculation data used in determining impacts and resolutions.

## Operational Noise levels

Pursuant to Rancho Cucamonga Municipal Code Section 17.66.050(F), exterior noise levels should not exceed 65 dBA between the hours of 7:00 AM and 10:00 PM at residential uses. The City of Rancho Cucamonga has adopted performance standards for commercial and office uses. All commercial and office uses shall not create any noise that would exceed an exterior noise level of 70 dBA when measured at the adjacent property line between the hours of 7:00 AM and 10:00 PM. As previously mentioned, long-term operational noise impacts were analyzed by Ldn Consulting Inc., and presented in a Noise study dated August 28, 2019. A substantial increase in ambient noise is an increase that is *barely perceptible* (3 dBA). The applicant proposes to place a carwash along with blower fans for drying vehicles along the eastern edge of Parcel 2. The applicant proposes to utilize a Peco Automated Car Wash system. The car wash entrance and exist would be oriented from the south to the north and the blowers would be located on the northern end of the building. The blowers would be located at least 8 feet in the tunnel and would be partially blocked by the building. The blowers would be located approximately 85 feet from the property line to the north. The location of the blowers is shown in Figure 3 of the Operational Noise Assessment. The applicant proposes to utilize a central vacuum unit, a VacuTech (60 HP Turbine Vacuum Producer), or equivalent, placed at the northwestern end of the building. The modeling includes a 6-foot high wall located around the central vacuum. Rooftop mechanical ventilation units (HVAC) will be installed on the proposed buildings. In order to evaluate the HVAC noise impacts, the analysis utilized reference noise level measurements provided by Trane. The unshielded noise levels for the HVAC units was found to be 78-80 dBA (See Appendix E). Receptors used in the noise modeling (Figure 4 of the Noise Study) do not represent actual noise sensitive land uses. The receptor locations that were chosen for the analysis are located on the Project site and are for noise modeling purposes only. However, these receptor locations are located closer to the Project site than actual existing noise sensitive receptors located at the residential uses to the east and the elementary school to the north.

Noise levels from the proposed operation activities were modeled with SoundPLAN Essential, version 4.1, a three-dimensional acoustical modeling software package (NAVCON 2017). Propagation of modeled stationary noise sources was based on ISO

Standard 9613-2, "Attenuation of Sound during Propagation Outdoors, Part 2: General Method of Calculation." The model includes digital terrain modeling, which allows the calculation to take topography into account. The terrain model was developed from project specific topographical data. The ISO Standard 9613-2 assumes that all receptors would be downwind of stationary sources. This is a worst-case assumption for total noise impacts, since, in reality, only some receptors will be downwind at any one time due to the fact that wind patterns fluctuate. Typical increases or decreases of sound levels depend on the ground absorption factor between the source and receiver. Acoustically hard sites include surfaces, such as pavement, bare hard ground, water, and ice, with high reflectivity (i.e., 0.0 absorption). A higher ground factor defines more absorptive ground, such as vegetation or tilled and loose soil (typically 0.5 to 1.0). Based on field observations, portions of the site and off-site uses are considered acoustically soft, or absorptive, therefore, an acoustic ground factor of 0.5 was used for modeling. Elevations were taken from the project plans. The modeled source noise levels are presented in Table 15, *Operational Reference Noise Levels(dBA)*, below.

**Table 15**
**Operational Reference Noise Levels (dBA)**

| Noise Source | Number of Sources | Reference Sound Power Level[1] |
|---|---|---|
| **Car Wash Blowers** | **3** | **90.5** |
| **Central Vacuum** | **1** | **89.7** |
| **3-Ton HVAC** | **2** | **78.0** |
| **5-Ton HVAC** | **4** | **80.0** |
| **[1] Reference Noise Level provided in Operational Noise Assessment Attachments.** | | |

The results of the noise modeling at specific modeled receptor locations are shown in Table 16, *Operational Noise Levels (dBA)*, below. The results of the noise modeling along with the modeled receptor locations are shown in Figure 4 of the Operational Noise Analysis. As shown in Table 16, noise levels would not exceed the City's standard of 65 dBA at the modeled receptor locations with incorporation of Mitigation Measure NOI-1. Because the nearest sensitive receptors are located further away than the modeled receptor locations, noise levels would be even lower at these locations due to distance attenuation. Therefore, with mitigation incorporated, operational noise levels would not exceed City standards at nearby sensitive land uses.

**Table 16**
**Operational Noise Levels (dBA)**

| Modeled Receptor Location | With Mitigation Measures |
|---|---|
| R-1 | 60 |
| R-2 | 59 |
| R-3 | 42 |
| R-4 | 33 |
| R-5 | 37 |
| R-6 | 34 |
| R-7 | 43 |
| R-8 | 40 |
| * Noise levels are hourly averages ($L_{eq}$) | |

Mitigation Measures

**NOI-2:** The car wash dryer system shall not exceed 82.5 dBA at a distance of five (5) feet and shall be set back within the car wash tunnel approximately eight (8) feet from the exit allowing the tunnel structure to function as a sound attenuation barrier. All car wash supporting equipment including pumps, compressors, vacuum motors, and canister system shall be installed within a dedicated equipment room equipped with passive rooftop ventilation. The car wash shall cease daily operation activities no later than 10:00 p.m.

b) **Less than Significant Impact.** Vibration is the movement of mass over time. It is described in terms of frequency and amplitude and unlike sound; there is no standard way of measuring and reporting amplitude. Vibration can be described in units of velocity (inches per second) or discussed in decibel (dB) units in order to compress the range of numbers required to describe vibration. Vibration impacts to buildings are generally discussed in terms of peak particle velocity (PPV) that describes particle movement over time (in terms of physical displacement of mass). For purposes of this analysis, PPV will be used to describe all vibration for ease of reading and comparison. Vibration can impact people, structures, and sensitive equipment.[38] The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Vibration with high enough amplitudes can damage structures (such as crack plaster or destroy windows). Groundborne vibration can also disrupt the use of sensitive medical and scientific instruments such as electron microscopes. Common sources of vibration within communities include construction activities and railroads. Operation of the Project does not include uses that cause vibration.

Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities. Next to pile driving, grading activity has the greatest potential for vibration impacts if large bulldozers, large trucks, or other heavy equipment are used. The construction of the car wash would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. According to the Caltrans vibration manual, large bulldozers, vibratory rollers (used to compact earth), and loaded trucks utilized during grading activities can produce vibration, and depending on the level of vibration, could cause annoyance at uses within the Project vicinity or damage structures. Caltrans has developed a screening tool to determine of vibration from construction equipment is substantial enough to impact surrounding uses. The Caltrans vibration manual establishes thresholds for vibration impacts on buildings and humans. These thresholds are summarized in Tables 17, *Vibration Damage Potential Threshold Criteria*, and Table 18 *Vibration Annoyance Potential Threshold Criteria*.

**Table 17**
**Vibration Damage Potential Threshold Criteria**

| Structural Integrity | Maximum PPV (in/sec) | |
|---|---|---|
| | Transient | Continuous |
| Historic and some older buildings | 0.50 | 0.25 |
| Older residential structures | 0.50 | 0.30 |
| New residential structures | 1.00 | 0.50 |
| Modern industrial and commercial structures | 2.00 | 0.50 |
| *Source: Caltrans 2013* | | |

**Table 18**
**Vibration Annoyance Potential Threshold Criteria**

| Human Response | PPV Threshold (in/sec) | |
|---|---|---|
| | Transient | Continuous |
| Barely perceptible | 0.035 | 0.012 |
| Distinctly perceptible | 0.24 | 0.035 |
| Strongly perceptible | 0.90 | 0.10 |
| Severely perceptible | 2.00 | 0.40 |
| *Source: Caltrans 2013* | | |

Construction of the car wash would not require rock blasting, or pile driving, but could require use a vibratory roller, small bulldozer, loaded trucks, and jackhammer. Construction activities that use vibratory rollers and bulldozers are repetitive sources of vibration; therefore, the *continuous* threshold is used. Commercial and residential uses adjacent to the Project site are located to the north and east, respectively. As a worst-case scenario, the *historic and some older buildings* threshold is used. Based on the threshold criteria summarized in Tables 17 and 18, vibration from use of heavy construction equipment for the Project would be below the thresholds to cause damage to nearby structures at the receptors shown in Table 19, *Construction Vibration Impacts*. This includes the Beverly Hills House, which will not be directly or indirectly impacted by

construction vibration. With regard to long-term operational impacts, activities associated with the car wash would not result in any excessive vibration-related impacts to adjacent or on-site properties. All of the receptors will experience *barely perceptible* vibration from the use of this equipment (See Appendix F, *Vibration Calculations*). Furthermore, pursuant to the Rancho Cucamonga Municipal Code, these construction activities will be limited to the hours of 7:00 AM to 8:00 PM. Therefore, the Project would not result in excessive, strongly perceptible vibration. Impacts will be less than significant.

**Table 19**
**Construction Vibration Impacts**

| Receptors | Equipment | PPVref | Distance (feet)* | PPV |
|---|---|---|---|---|
| 1 – Single-Family Residence (E) | Vibratory Roller | 0.21 | 82 | 0.0448 |
| 2 – Mulberry Ed. Center (N) | Vibratory Roller | 0.21 | 205 | 0.0136 |
| 1 – Single-Family Residence (E) | Large Bulldozer | 0.089 | 82 | 0.0190 |
| 2 – Mulberry Ed. Center (N) | Large Bulldozer | 0.089 | 205 | 0.0058 |
| 1 – Single-Family Residence (E) | Small Bulldozer | 0.003 | 82 | 0.0006 |
| 2 – Mulberry Ed. Center (N) | Small Bulldozer | 0.003 | 205 | 0.0002 |
| 1 – Single-Family Residence (E) | Loaded Truck | 0.076 | 82 | 0.0162 |
| 2 – Mulberry Ed. Center (N) | Loaded Truck | 0.076 | 205 | 0.0049 |
| 1 – Single-Family Residence (E) | Jackhammer | 0.035 | 82 | 0.0075 |
| 2 – Mulberry Ed. Center (N) | Jackhammer | 0.035 | 205 | 0.0023 |

Source: MIG 2018. See Appendix E.
* Actual distance from center of Project site to receptor.

e,f) **No Impact.** There are no public airports, private airstrips, or heliports within two miles of the Project site.[39] The nearest airport is Ontario International Airport, located approximately 3.25-miles to the south. The Project will not exceed 24-feet in height. No impact related to airport operations would occur.

**Cumulative Impacts**
Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the Project and other projects in the vicinity. A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level threshold. The combined effect compares the "cumulative with Project" condition to existing conditions. Although there may be a significant noise increase due to the Project in combination with other related projects (combined effects), it must also be demonstrated that the Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the Project. The following criteria were utilized to evaluate the combined effect of the cumulative noise increase.

- Combined Effect. The cumulative with Project noise level "Future With Project" would cause a significant cumulative impact if a 3.0 dB increase over existing condition occurs AND the resulting noise level exceeds the applicable exterior standard at a sensitive use.
- Incremental Effect. The "Future With Project" causes a 1.0 dBA increase in noise over the "Future Without Project" noise level.
- A significant impact would result only if both the combined and incremental effects criteria have been exceeded.

As discussed in Section 4.12.a. above, the proposed Project would not exceed the applicable City exterior noise standard at nearby sensitive uses. Therefore, none of the roadway segments would exceed both the Combined Effect and Incremental Effect criteria because the Combined Effect criteria requires a project to result in noise levels that exceed the applicable exterior noise standard. Therefore, the Project in combination with cumulative background traffic noise levels would result in a less than significant cumulative impact.

## *4.13 – Population and Housing*

Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | ☐ | ☐ | ☐ | ☑ |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☑ | ☐ |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☑ | ☐ |

a) **No Impact.** The Project would employ between three and six employees and would not induce population growth. No new expanded infrastructure is proposed that could accommodate additional growth in the area that is not already possible with existing infrastructure. No impact would occur.

b) **Less than Significant Impact.** The Project site consists of two parcels: one undeveloped parcel and one parcel containing a single-family home. The single-family residence is currently used as a rental property and would be demolished in order to develop the car wash. There is more than enough housing stock in the City to account for the loss of a single residence. The Project would not displace substantial numbers of residential units necessitating the construction of replacement housing elsewhere. Less than significant impact would occur.

c) **Less than Significant Impact.** Displacement, in the context of housing, can generally be defined as persons or groups of persons who have been forced or obliged to flee or to leave their homes or places of habitual residence.[40] There is a single-family home located on the site that is currently used as a rental property by one family. There is more than enough housing stock in the City to account for the loss of a single residence. The Project would not displace substantial numbers of people necessitating the construction of replacement housing elsewhere. Less than significant impact would occur.

**Cumulative Impacts**

The Project would not result in direct or indirect permanent or temporary impacts related to population or housing. Therefore, the Project would not result in incremental effects to population and housing that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. As a result, no cumulative impacts related to population and housing would occur.

## *4.14 – Public Services*

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Fire protection? | ☐ | ☐ | ☑ | ☐ |
| b) Police protection? | ☐ | ☐ | ☑ | ☐ |
| c) Schools? | ☐ | ☐ | ☐ | ☑ |
| d) Parks? | ☐ | ☐ | ☐ | ☑ |
| e) Other public facilities? | ☐ | ☐ | ☑ | ☐ |

a) **Less than Significant Impact.** The Rancho Cucamonga Fire Protection District (RCFPD) provides fire protection services for the City. The RCFPD employs over 120 full time and part time employees that serve nearly 170,000 residents in a 50 square mile area. Fire, rescue, emergency medical and hazardous materials incidents are coordinated by an on-duty Battalion Chief supervising cross-trained firefighter/paramedics and firefighter/emergency medical technicians (EMTs) responding from seven fire stations. The RCFPD located closest to the Project site is Fire Station 172, located approximately 0.65 miles north of the Project site at 9612 San Bernardino Road. Development of the car wash as proposed by the Project may incrementally increase the demand for fire protection services. However, development would not increase to a substantial level considering the site's location and surrounding area of similar uses, and incremental impacts would be offset with payment of Development Impact Fees. Therefore, impacts would be less than significant and no mitigation is required.

b) **Less than Significant Impact.** Police protection services would be provided by the San Bernardino County Sheriff's Department. The closest sheriff's station is located at 10510 Civic Center Drive in the City of Rancho Cucamonga, approximately 1.00 miles east of the Project site. Although a new car wash development would be constructed and operated on the Project site, the Project is in a currently developed area currently served by the County Sheriff's Department. The Project is not anticipated to increase response times to the Project site or surrounding area. As required for a development of this type, the Project is subject to a law enforcement Development Impact Fee as imposed by the City of Rancho Cucamonga. The Project does not propose or require new or physically altered police protection facilities. Therefore, impacts would be less than significant, and no mitigation is required.

c) **No Impact.** The Project is a non-residential land use. The Cucamonga School District will require development impact fees be paid by the applicant. With payment of the required fees, no significant impact to school services or facilities would occur and no mitigation is required.

d) **No Impact.** The City has established park impact fees to offset the costs associated with increased maintenance and the addition of park facilities resulting from new development. The City's park impact fees are generated based on the number of residential units in either subdivision or non-subdivision developments. The Project includes development of a car wash and

does not have a residential component. As such, the Project would not create a significant increased demand or need for the construction of park facilities. Therefore, the impact would be less than significant, and no mitigation is required.

e) **Less than Significant Impact.** The City requires that certain types of development pay impact fees to compensate for additional services provided by public facilities as a result of implementation of their project. The City of Rancho Cucamonga requires development impact fees for libraries and animal centers; however, the Project would not be subject to these impact fees as they are based on the number of residential units proposed by the development. The Project does not include residential uses and would not result in a direct increase in population within the City or surrounding area. Therefore, no impacts to other public facilities would occur with Project implementation and no mitigation is required.

**Cumulative Impacts**

The Project would not result in a significant impact to any public services or facilities. Therefore, the Project would not result in incremental effects to public services or facilities that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. The Project would not result in cumulatively considerable impacts to public services or facilities.

## *4.15 – Recreation*

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | ☐ | ☐ | ☐ | ☑ |
| b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | ☐ | ☐ | ☐ | ☑ |

a) **No Impact.** The Project does not include development of any residences that could directly generate increased demand for parks and recreational facilities. Implementation of the Project would not generate an increase in demand on existing public or private parks or other recreational facilities that would either result in or increase physical deterioration of the facility. Furthermore, as the Project does not include residential uses, the Project would not be subject to a park impact fee. Therefore, no impact would result from the Project and no mitigation is required.

b) **No Impact.** As previously addressed, the Project does not include residential development and would not create a significant increased demand or need for the construction of park facilities. The Project does not include recreational facilities, nor would it require the construction or expansion of recreational facilities. Therefore, no impact would result from the Project and no mitigation is required.

**Cumulative Impacts**
The Project would not result in an increased use of recreational facilities or require construction or expansion of existing recreational facilities. Therefore, no cumulative impacts on recreational facilities would result from Project implementation.

## *4.16 – Transportation and Traffic*

Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | ☐ | ☐ | ☐ | ☐ |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | ☐ | ☐ | ☑ | ☐ |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | ☐ | ☐ | ☐ | ☑ |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ☑ | ☐ |
| e) Result in inadequate emergency access? | ☐ | ☐ | ☑ | ☐ |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | ☐ | ☐ | ☑ | ☐ |

a) **No Determination.** A traffic impact study was prepared for the Project by Trames Solutions, dated March 20, 2019 (See Appendix G).[41] According to the traffic impact study, the Project is estimated to generate 909 additional daily trips, with 50 AM peak hour trips and 89 PM peak hour trips. Based on the analysis conducted for the proposed Project, no study area intersections were determined to have a direct significant impact due to the proposed Project. However, the following intersection improvements were recommended to address cumulative impacts during the peak hours:

- **Archibald/Arrow Route** - Widen the de-facto westbound right turn lane at the intersection of Archibald Avenue / Arrow Route to provide an exclusive right turn lane with overlap phasing. The estimated cost for this improvement is approximately $40,000 based on the San Bernardino County CMP Preliminary Construction Cost Estimates for Congestion Management Plan. It should be noted that this intersection is currently operating at an unacceptable level of service during the peak hour. Since the project does not directly cause a significant impact at this location, the project should contribute to the improvement on a fair share basis. Furthermore, the development on the northeast corner (DRC 2015-00682 (8477 Archibald) – Gas Station/C-Store/Car Wash – 8 Fueling Positions) is anticipated to construct the northside of Arrow Route to its ultimate width.
- **Malvern/Arrow Route** - Install a channelized median at the intersection of Malven Avenue / Arrow Route to restrict northbound left turns. The estimated cost for this improvement is approximately $5,000. Since the project does not directly cause the need for this improvement, the project should contribute to the improvement on a fair share basis.

The traffic Study area was established in consultation with City of Rancho Cucamonga staff through the Scoping Letter Agreement process. The traffic study area includes four intersections as listed below:

1. Archibald Avenue/ Arrow Route
2. Malven Avenue/ Arrow Route
3. Hermosa Avenue/ Arrow Route
4. West Project Driveway (Car Wash)/ Arrow Route
5. East Project Driveway (Car Wash)/ Arrow Route

Morning and evening peak hour traffic conditions were analyzed for the following scenarios:

- Existing (2018) Traffic
- Opening Day + Ambient + Cumulative (ODAC 2019)
- Opening Day + Ambient + Cumulative + Project (ODACP 2019)
- Horizon Year (2040) Without Project
- Horizon Year (2040) With Project

Future traffic analysis is based on a background (ambient) growth of 2% per year, along with traffic generated by other future developments in the surrounding area.

*Intersection Operations Analysis Methodology*

The City of Rancho Cucamonga requires the use of the Transportation Research Board - Highway Capacity Manual (HCM), 2016 Update, or most recent release. The HCM defines level of service (LOS) as a qualitative measure, which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted. The HCM methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control.

The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The HCM methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control. The LOS results in this study are determined using the HCM methodology. For signalized intersections, average total delay per vehicle for the overall intersection is used to determine LOS. The study area intersections which are stop sign controlled with stop control on the minor street only have been analyzed using the unsignalized intersection methodology of the HCM. For these intersections, the calculation of LOS is dependent on the occurrence of gaps occurring in the traffic flow of the main street. Using data collected describing the intersection configuration and traffic volumes at the study area locations; the LOS has been calculated.

The LOS criteria for this type of intersection analysis is based on average total delay per vehicle for the worst minor street movement(s).

For all way stop (AWS) controlled intersections, the ability of vehicles to enter the intersection is not controlled by the occurrence of gaps in the flow of the main street. The AWS controlled intersections have been evaluated using the HCM methodology for this type of multi-way stop controlled intersection configuration. The LOS criteria for this type of intersection analysis is based on average total delay per vehicle. Peak hour factors (PHF), where known from existing traffic counts, have been used to assess intersection operations. The LOS are defined for the various analysis methodologies as follows:

| LEVEL OF SERVICE | AVERAGE TOTAL DELAY PER VEHICLE (SECONDS) | |
|---|---|---|
| | SIGNALIZED | UNSIGNALIZED |
| A | 0 to 10.00 | 0 to 10.00 |
| B | 10.01 to 20.00 | 10.01 to 15.00 |
| C | 20.01 to 35.00 | 15.01 to 25.00 |
| D | 35.01 to 55.00 | 25.01 to 35.00 |
| E | 55.01 to 80.00 | 35.01 to 50.00 |
| F | 80.01 and up | 50.01 and up |

*Significance Criteria*

The City of Rancho Cucamonga General Plan has established LOS "D" as the target along all City maintained intersections, roads and conventional state highways. Therefore, LOS "E" or "F" is considered unacceptable and requires improvements measures if the project causes significant impacts. However, pursuant to recent CEQA court case rulings, LOS is no longer considered a significant impact. As such, no impact determination has been made, and the findings of the LOS based traffic impact study prepared by Trames Solutions have been included in this section of the Initial Study Checklist for informational purposes.

*Existing Conditions (2018) Delay and Level of Service*

As shown in Table 20, *Existing (2018) Conditions*, the study area intersections are currently operating at an acceptable level of service (LOS "D" or betted) during the peak hours with the existing geometry and traffic controls.

**Table 20**
**Existing (2018) Conditions**

| Intersection | Traffic Signal[1] | Delay (Seconds)[2] | | Level of Service | |
|---|---|---|---|---|---|
| | | AM | PM | AM | PM |
| 1. Archibald Ave./Arrow Route | TS | 51.9 | 54.7 | D | D |
| 2. Malven Ave./Arrow Route | CSS | 28.0 | 24.3 | D | C |
| 3. Hermosa Ave./Arrow Route | TS | 37.4 | 27.5 | D | D |
| 4. Project Driveway/Arrow Route | -- | -- | -- | -- | -- |

*Source: Trames Solutions, Inc., 2019*
*[1] TS=Traffic Signal; CSS=Cross Street Stop*
*[2] Delay and Level of Service Calculated using the following software: Synchro 10 HCM6*
***BOLD**=Unacceptable Level of Service*

*Ambient Growth Rate*

Some traffic volume increases on roadways can be attributed to vehicles originating outside of the study area. These types of trips either end up within the study area or pass-through onto an outside destination. Therefore, to account for these trips (termed "ambient growth"), a growth rate can be applied to existing traffic volumes. To account for traffic not attributed to the project or

other planned developments within the study area, linear growth between 2018 traffic volumes and San Bernardino Traffic Analysis Model (SBTAM) 2040 forecast has been utilized to estimate ambient growth for opening year (2019) conditions. The City of Rancho Cucamonga Transportation Department staff has previously reviewed and approved this rate.

*Project Trip Generation*

Trip generation represents the amount of traffic which is attracted and produced by a development. The trip generation for the project is based upon the specific land use which has been planned for this development. The land use category for an automated car wash facility (7,293 sf) with a 140-foot long car wash tunnel was used. The number of vehicular trips generated by a project is typically determined from the trip rates included in the ITE Trip Generation manual. The latest version (10th edition) only provides the PM peak hour rate for one observation for a car wash facility. Therefore, due to the small data set collected by ITE for an automated car wash, empirical count data has been collected at a Fast 5 Xpress car wash in the City of Murrieta (Murrieta Hot Springs Road at Jackson Ave.) to determine the amount of peak hour and daily vehicles that occur at this facility. Trip generation rates for the proposed development are driven by the number of cars that can be washed during the peak hour. It is our understanding that a higher number of cars can be washed as the length of the service tunnel is increased. Therefore, the peak hour and daily trip rates shown in Table 4-1 of the Traffic Study were based on tunnel length. The daily and peak hour trip generations for the Project are shown in Table 21, *Project Trip Generation Summary*. The proposed Project is projected to generate a total of approximately 710 new trip-ends per day with 37 new vehicle trips per hour during the AM peak hour and 66 new vehicle trips per hour during the PM peak hour. It should be noted that a pass by reduction (AM-37%, PM-35%) and a 5% internal trip reduction (with the adjacent gas station) was assumed for the car wash. The pass-by reduction percentages were based on a survey conducted at the Lighting Express Car Wash (17111 Hawthorne Blvd., Lawndale, CA).

*Project Trip Distribution and Assignment*

Trip distribution represents the directional orientation of traffic to and from the project site. The Project's trip distribution patterns are based on the proximity of the Project to the proposed driveway locations, the surrounding trip attractors, and the regional freeway interchanges. The trip distribution patterns for the Project are illustrated on Figures 4-A and 4-B of the Project Traffic Study.

**Table 21**
**Project Trip Generation Summary**

| Land Use | Quantity | Peak Hour | | | | | | Daily |
|---|---|---|---|---|---|---|---|---|
| | | AM | | | PM | | | |
| | | In | Out | Total | In | Out | Total | |
| Express Car Wash | 140 Feet | 35 | 29 | 64 | 53 | 57 | 111 | 1,183 |
| *Pass-by Reduction (AM–37%:PM–35%)[1]* | -- | -13 | -11 | -24 | -19 | -20 | -39 | -414 |
| *Internal Trip Reduction (5%)* | -- | -2 | -1 | -3 | -3 | -3 | -6 | -59 |
| Car Wash Subtotal | | *20* | *17* | *37* | *31* | *34* | *66* | *710* |
| **Total Project Trips** | | **29** | **21** | **50** | **40** | **48** | **89** | **909** |

*Source: Trames Solutions, Inc., 2018*
*1 Pass-by reduction percentages were based on surveys at Lightning Express Car Wash. 1711 Hawthorne Blvd., Lawndale, CA*
*TSF = thousand square feet*

*Other Trip Generation Factors*

The project land use is comprised of primary, pass-by and internal traffic. Primary traffic refers to trips that are intending to go to the project as their primary destination. Pass-by traffic consists of vehicles that stop at the site on their way to a primary destination. Internal traffic consists of trips that are anticipated to occur between the future gas station and those that go to the project. A 5% reduction in traffic has been assumed for these trips. Pass-by reductions have been based on the surveys conducted at the Lightning Express Car Wash, 17111 Hawthorne Blvd, Lawndale, CA during the AM and PM peak hours. Based on the surveys, a pass-by rate of 37% and 35% were observed for the AM and PM peak hours, respectively.

*Cumulative Traffic Trip Generation*

To assess Opening Day Plus ambient plus cumulative plus Project traffic conditions, Project traffic was combined with existing traffic, area-wide growth and other future developments which are approved or being processed concurrently in the study area. Developments that are being processed concurrently in the study area have been provided by the City of Rancho Cucamonga staff. The location of the cumulative projects provided by the City are shown on Figure 4-D of the Traffic Study. According to the Project Traffic Study, cumulative developments are projected to generate a total of approximately 5,485 trips per day with 489 trip ends per hour during the AM peak hour and 518 trip ends per hour during the PM peak hour.

*Method of Projection*

To assess Opening Day Plus ambient plus cumulative plus project traffic conditions, project traffic is combined with existing traffic, area-wide growth and other future developments which are approved or being processed concurrently in the study area. Developments which are being processed concurrently in the study area have been provided by the City of Rancho Cucamonga staff.

*Other Approved or Proposed Development Project*

The locations of the cumulative projects provided by the City are shown on Figure 4-D of the Traffic Study and include the following projects:

- DRC 20118-000119 (9000 Hellman Ave.) – 174,745 sf Industrial Warehouse
- DRC 2013-00565 (NE of Archibald/7th) – 171,941 General Industrial
- DRC 2017-00654 (SW of Haven/26th) – 207 MFDU/14,300 sf Retail
- DRC 2016-00695 (8th/Industrial) – 150,003 sf General Industrial
- DRC 2015-00682 (8477 Archibald) – Gas Station/C-Store/Car Wash – 8 Fueling Positions

*Other Approved Project Trip Generation*

The cumulative developments are projected to generate a total of approximately 5,485 trips per day with 489 trip ends per hour during the AM peak hour and 518 trip ends per hour during the PM peak hour.

*Other Approved Development Trip Distribution and Assignments*

Figures 4-E through 4-I contains the directional distribution and assignment of the cumulative development traffic.

*Opening Day Plus Ambient Plus Cumulative (ODAC 2019) Conditions*

The results of the Opening Day Plus Ambient Plus Cumulative (ODAC 2019) conditions intersection analysis are summarized in Table 22, *Opening day (2019) Plus Ambient Growth Plus Cumulative Conditions*, below. As shown on Table 22, the study area intersections are projected to continue to operate at an acceptable level of service (LOS "D" or better) during the peak hours with existing geometry and traffic controls, except for the intersection of Archibald Ave./Arrow Route (#1). However, the improvement of widening the de-facto westbound right turn lane at the intersection with striping to provide an exclusive right turn lane with overlap phasing is anticipated to improve the intersection LOS to an acceptable level of service (LOS "D" or better).

**Table 22**
**Opening Day Plus Ambient Plus Cumulative (ODAC 2019) Conditions**

| Intersection | Traffic Signal[1] | Delay (Seconds)[2] | | Level of Service | |
|---|---|---|---|---|---|
| | | AM | PM | AM | PM |
| 1. Archibald Ave./ Arrow Route | TS | **55.9** | **62.7** | **E** | **E** |
| - With Improvements | TS | 53.7 | 51.3 | D | D |
| 2. Malven Ave./ Arrow Route | CSS | 30.6 | 26.3 | D | D |
| 3. Hermosa Ave./ Arrow Route | TS | 38.0 | 28.6 | D | C |

| | | | | | |
|---|---|---|---|---|---|
| 4. W. Project Driveway/ Arrow Route | CSS | 13.7 | 13.4 | B | B |
| 5. E. Project Driveway/ Arrow Route | Future Intersection | | | | |

*Source: Trames Solutions, Inc., 2018*
*[1] TS=Traffic Signal; CSS=Cross Street Stop*
*[2] Delay and Level of Service Calculated using the following software: Synchro 10 HCM6*
***BOLD**=Unacceptable Level of Service*

*Opening Day Plus Ambient Plus Cumulative Plus Project (ODACP 2019) Conditions*

The results of the Opening Day Plus Ambient Plus Cumulative Plus Project (ODACP 2019) conditions intersection analysis are summarized in Table 23, *Opening Day Plus Ambient Plus Cumulative Plus Project (ODACP 2019) Conditions*, below. As shown on Table 23, most study area intersections are anticipated to continue to operate at an acceptable level of service (LOS "D" or better) during peak hours with existing geometry and traffic controls. Archibald Ave./Arrow Route (#1) will continue to operate at an unacceptable level of service with existing geometry. However, the same improvement measure under ODAC conditions (widening the de-facto westbound right turn lane at the intersection with striping to provide an exclusive right turn lane with overlap phasing) is anticipated to improve the intersection LOS to an acceptable level of service (LOS "D" or better).

**Table 23**
**Opening Day (2019) Plus Ambient Growth Plus Cumulative Plus Project Conditions**

| Intersection | Traffic Signal[1] | Delay (Seconds)[2] | | Level of Service | |
|---|---|---|---|---|---|
| | | AM | PM | AM | PM |
| 1. Archibald Ave./ Arrow Route | TS | **57.7** | **65.9** | **E** | **E** |
| - With Improvements | TS | 54.5 | 54.3 | D | D |
| 2. Malven Ave./ Arrow Route | CSS | 32.8 | 29.0 | D | D |
| 3. Hermosa Ave./ Arrow Route | TS | 41.3 | 38.8 | D | D |
| 4. W. Project Driveway/ Arrow Route | CSS | 14.6 | 15.1 | B | C |
| 5. E. Project Driveway/ Arrow Route | CSS | 14.0 | 13.6 | B | B |

*Source: Trames Solutions, Inc., 2018*
*[1] TS=Traffic Signal; CSS=Cross Street Stop*
*[2] Delay and Level of Service Calculated using the following software: Synchro 10 HCM6*
***BOLD**=Unacceptable Level of Service*

*Horizon Year (2040) Without Project Conditions*

The results of the Horizon Year (2040) Without Project conditions intersection analysis are summarized in Table 24, *Horizon Year (2040) Without Project Conditions*, below. As shown on Table 24, the following study intersections are projected to operate an unacceptable level of service (LOS "E" or worse) during the peak hours with the existing geometry and traffic controls:

- Archibald Avenue / Arrow Route (#1)
- Malven Avenue / Arrow Route (#2)

For the intersection of Archibald Avenue / Arrow Route (#1), the separate westbound right turn with overlap phasing improvement identified under ODAC conditions is anticipated to improve the intersection LOS to an acceptable level of service (LOS "D" or better).

For the intersection of Malven Avenue / Arrow Route (#2), restricting the northbound approach to right turns only is anticipated to improve the intersection to operate at an acceptable level of service (LOS "D" or better). However, this improvement will shift the northbound traffic heading west on Arrow to instead, turn right and make a U-turn at Ramona Avenue. The peak hour operations at Ramona Avenue/Arrow Route have been evaluated for 2040 conditions and are presented in Table 24.

It should be noted however that the intersection of Ramona Avenue/Arrow Route is anticipated to operate at an unacceptable level of service (LOS "E" or worse) during the peak hours even without and with the shifted northbound left turn volumes from

Malven Avenue. As shown in Table 24, restricting northbound left turns at Malven Avenue/Arrow Route (#2) and northbound/southbound left turns at Ramona Avenue/Arrow Route (#3) during peak hours are anticipated improve both intersections to operate at an acceptable LOS.

**Table 24**
**Horizon Year (2040) Without Project Conditions**

| Intersection | Traffic Signal[1] | Delay (Seconds)[2] | | Level of Service | |
|---|---|---|---|---|---|
| | | AM | PM | AM | PM |
| 1. Archibald Ave./ Arrow Route | TS | **70.3** | **56.8** | **E** | **E** |
| - With Improvements | TS | 54.2 | 53.6 | D | D |
| 2. Malven Ave./ Arrow Route | CSS | **53.8** | **35.2** | **F** | **E** |
| - Without NB left turn during peak hours | CSS | 17.6 | 17.1 | C | C |
| 3. Hermosa Ave./ Arrow Route | TS | 46.6 | 45.5 | D | D |
| 4. W. Project Driveway/ Arrow Route | CSS | 15.2 | 13.9 | C | B |
| 5. E. Project Driveway/ Arrow Route | Future Intersection | | | | |
| 6. Ramona Ave./ Arrow Route | CSS | **>100** | **>100** | **F** | **F** |
| - Without NB/SB left turns during peak hours | CSS | 15.8 | 16.1 | C | C |

*Source: Trames Solutions, Inc., 2018*
*[1] TS=Traffic Signal; CSS=Cross Street Stop*
*[2] Delay and Level of Service Calculated using the following software: Synchro 10 HCM6*
***BOLD**=Unacceptable Level of Service*

*Horizon Year (2040) With Project Conditions*

The results of the Horizon Year (2040) With Project conditions intersection analysis are summarized in Table 25, *Horizon Year (2040) With Project Conditions*, below. As shown on Table 25, the Project Driveway / Arrow Route (#4) intersection is anticipated to operate at an unacceptable level of service (LOS "E" or worse), in addition to the deficient intersections previously identified under Horizon Year (2040) Without Project conditions. As shown in Table 25, the improvements identified previously under Horizon Year (2040) Without Project conditions are anticipated to improve the deficient intersections to operate at an acceptable level of (LOS "D" or better).

**Table 25**
**Horizon Year (2040) With Project Conditions**

| Intersection | Traffic Signal[1] | Delay (Seconds)[2] | | Level of Service | |
|---|---|---|---|---|---|
| | | AM | PM | AM | PM |
| 1. Archibald Ave./ Arrow Route | TS | **72.5** | **58.9** | **E** | **E** |
| - With Improvements | TS | 54.4 | 54.8 | D | D |
| 2. Malven Ave./ Arrow Route | CSS | **60.4** | **40.4** | **F** | **E** |
| - Without NB left during peak hours | CSS | 18.1 | 17.7 | C | C |
| 3. Hermosa Ave./ Arrow Route | TS | 46.7 | 45.8 | D | D |
| 4. W. Project Driveway/ Arrow Route | CSS | 16.3 | 15.7 | C | C |
| 5. E. Project Driveway/ Arrow Route | CSS | 15.0 | 14.3 | B | B |
| - With Improvements | CSS | 15.7 | 14.6 | C | B |
| 6. Ramona Ave./ Arrow Route | CSS | **>100** | **>100** | **F** | **F** |
| - Without NB/SB left turns during peak hours | CSS | 16.1 | 16.5 | C | C |

*Source: Trames Solutions, Inc., 2018*
*[1] TS=Traffic Signal; CSS=Cross Street Stop*
*[2] Delay and Level of Service Calculated using the following software: Synchro 10 HCM6*
***BOLD**=Unacceptable Level of Service*

Findings

For Existing (2018) conditions the study area intersections are operating at an acceptable level of service (LOS "D" or better) during the peak hours with existing geometry and traffic controls.

For ODAC (2019) and ODACP (2019), the intersection of Archibald Avenue / Arrow Route (#1) is anticipated to operate at an unacceptable level of service (LOS "E" or worse) during the peak hours. Providing a separate westbound right turn with striping and overlap phasing is anticipated to improve the intersection LOS to acceptable conditions.

For Horizon Year (2040) Without Project conditions, the intersection of Archibald Avenue / Arrow Route (#1) and Malven Avenue / Arrow Route (#2) are anticipated to operate at an unacceptable level of service (LOS "E" or worse) during the peak hours. For the intersection of Archibald Avenue / Arrow Route (#1), providing a separate westbound right turn with striping and overlap phasing is anticipated to improve the intersection LOS to acceptable conditions. For the intersection of Malven Avenue / Arrow Route (#2), restricting the northbound approach to right turns only during the peak hours is anticipated to improve the intersection to acceptable LOS. This improvement will in turn affect Ramona Avenue at Arrow Route, and in order to mitigate the secondary effects, the same treatment will be required to be installed during the peak hours at the intersection of Ramona Avenue and Arrow Route.

Because LOS is no longer considered a significant impact pursuant to CEQA, the Project is not required to incorporate mitigation measures that would alleviate the above-described impacts. The Project traffic impact study provides the following recommendations, again provided for informational purposes only:

Recommendations

1. On-Site. Construction of on-site improvements shall occur in conjunction with adjacent project development activity or as needed for project access purposes. The recommended on-site roadway improvements are described below:

    - Provide stop sign control at the project driveways.
    - Provide signage to restrict access to right turns in/out only to/from the project driveways.
    - On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.
    - Verify that minimum sight distance is provided at the project driveways.

2. Off-Site. The recommended on-site roadway improvements are described below:

    - Widen the de-facto westbound right turn lane at the intersection of Archibald Avenue / Arrow Route with striping to provide an exclusive right turn lane with overlap phasing. The estimated cost for this improvement is approximately $40,000 based on the San Bernardino County CMP Preliminary Construction Cost Estimates for Congestion Management Plan. It should be noted that this intersection is currently operating at an acceptable level of service during the peak hours. However, this location is projected to operate deficiently under ODAC and 2040 without and with project conditions. The improvements will be conditioned to be constructed by the project. Furthermore, the development on the northeast corner (DRC 2015-00682 (8477 Archibald) – Gas Station/CStore/ Car Wash – 8 Fueling Positions) is anticipated to construct the northside of Arrow Route to its ultimate width.

    - Install signs to restrict northbound left turns left turns during peak hours at both Malven Avenue and Ramona Avenue along Arrow Route during peak hours (7:00 – 9:00 AM and 4:00 – 6:00 PM). This impact will only be present for 2040 conditions and the project should contribute to the improvement on a fair share basis. The estimated cost for this improvement is approximately $500 per location. The project fair share percentages are as follows:

| *Malven Ave./ Arrow Route* | | |
|---|---|---|
| | AM | PM |
| Project Traffic | 49 | 84 |
| Existing Traffic | 2,148 | 2,309 |
| 2040 Traffic | 2,654 | 2,787 |
| New Traffic | 506 | 478 |
| **Project Percentage** | **9.7% (49/506)** | **17.6% (84/478)** |
| **Dollar Amount** | **$88** | |
| *Ramona Ave./ Arrow Route* | | |
| | AM | PM |
| Project Traffic | 54 | 79 |
| Existing Traffic | 2,171 | 2,280 |
| 2040 Traffic | 2,621 | 2,770 |
| New Traffic | 450 | 490 |
| **Project Percentage** | **12.0% (54/450)** | **16.1% (79/490)** |
| **Dollar Amount** | **$81** | |
| **Total for Project** | **$169** | |

b) **Less than Significant Impact.** The Project could result in significant impacts if it conflicts with the San Bernardino County Congestion Management Program (CMP) through reducing the Level of Service of a non-exempt segment to fall to "F". If LOS for a non-exempt segment is reduced to "F", a deficiency plan outlining specific mitigation measure and a schedule for mitigating the deficiency will be required. The nearest affected CMP designated arterials within the Project vicinity are Arrow Route and Archibald Avenue. As shown above, the Project will not reduce the Level of Service for a non-exempt CMP segment to LOS "F". While the Project will add new vehicle trips to the local roadway system, impacts to CMP designated roadways would be less than significant. Impacts to CMP designated freeways will be less than significant.

c) **No Impact.** A significant impact would occur if the Project caused a change in air traffic patterns that would result in a substantial safety risk. The Project site is not located within an airport land use plan and does not include any structures that would change air traffic patterns or uses that would generate air traffic. Therefore, no impacts related to a change in air traffic patterns would occur.

d) **Less than Significant Impact.** A significant impact would occur if the Project substantially increased an existing hazardous design feature or introduced incompatible uses to the existing traffic pattern. Access to the Project site is proposed via a 50-foot shared driveway on Arrow Route. The design of the Project would comply with all applicable City regulations. Furthermore, the Project does not involve changes in the alignment of Arrow Route, other than to widen the westbound right-turn lane, and the proposed car wash is consistent with existing commercial uses adjacent to the Project site on the west and south. The Project would not result in a traffic safety hazard due to any design features. No impact would occur.

e) **Less than Significant Impact.** A significant impact would occur if the design of the Project would not satisfy emergency access requirements of the Rancho Cucamonga Fire Protection District or in any other way threaten the ability of emergency vehicles to access and serve the Project site or adjacent uses. The Project would not result in inadequate emergency access. As discussed above, access to the Project site is proposed via a shared driveway on Arrow Route. The driveway width, 50 feet, is sufficient to provide access to fire and emergency vehicles and is consistent with the California Fire Code requiring a minimum of 20 feet. All access features are subject to and must satisfy the City of Rancho Cucamonga design requirements, including the Fire Department's requirements. The Project would result in less than significant impacts with regard to emergency access.

f) **Less than Significant Impact.** Public bus transit service in the Project vicinity is currently provided by the OmniTrans Route 66. Route 66 stops along a route to include the following stops: Montclair Plaza, Central & Foothill, Upland High School, San Antonio Hospital, Rancho Cucamonga Civic Center, Victoria Gardens, Juniper and Foothill, and Fontana Metrolink Transit

Center.[42] Pedestrian and bicycle facilities will also not be affected by the proposed Project. The Project would not conflict with or decrease the performance or safety of these services. Impacts would be less than significant.

**Cumulative Impacts**

The traffic study addresses both the Project-specific and the Project's contribution to cumulative impacts. The Project would have a significant impact to the intersections of Archibald Avenue and Arrow Route during Horizon Year (2040) conditions. However, this impact would occur without development of the Project and mitigation is not feasible given existing geometry and traffic conditions. Therefore, impacts from the Project are considered less than significant and no cumulatively considerable impact will occur.

## *4.17 – Tribal Cultural Resources*

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Listed or eligible for listing in the California Register of Historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or | ☐ | ☑ | ☐ | ☐ |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | ☐ | ☑ | ☐ | ☐ |

a -b) **Less than Significant Impact with Mitigation Incorporated.** Assembly Bill (AB) 52 specifies that a project that may cause a substantial adverse change to a defined Tribal Cultural Resources (TCR) may result in a significant effect on the environment. AB 52 requires tribes interested in development Projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future Projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the Project. AB 52 identifies examples of mitigation measures that will avoid or minimize impacts to TCR. The bill makes the above provisions applicable to Projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration circulated on or after July 1, 2015. AB 52 amends Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California Public Resources Code (PRC), relating to Native Americans.

A cultural resources records search, additional research, intensive-level pedestrian field survey, Sacred Lands File search with the Native American Heritage Commission (NAHC), and vertebrate paleontological resources assessment were conducted for the project in partial fulfillment of the California Environmental Quality Act (CEQA). As part of the findings process, the City sent an email to the NAHC requesting a consultation list of tribes with traditional lands or cultural places located within San Bernardino County. A response from the NAHC was received on September 7, 2018. The following tribes were listed by the NAHC as having traditional lands or cultural places within the County: Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrieleno Band of Mission Indians-Kizh Nation, Gabrieleno/Tongva Nation, San Manuel Band of Mission Indians, Morongo Band of Mission Indians, and Serrano Nation of Mission Indians. Further, MIG sent a request to the NAHC on September 26, 2018 to search their SLF to ascertain whether their files contained any new information relating to the presence of Native American cultural resources within the Project area generally and on the Project site specifically. A response letter was received indicating the absence of documentation of tribal resources in the Project area or on the Project site. However, in accordance with Assembly Bill 52 (AB 52), which added various provisions to the California Public Resources

Code (PRC) that concern Tribal Cultural Resources, including Section 21080.3.1(d), the City contacted local tribes requesting to be notified of Projects. Responses were received from three local tribes: the Morongo Band of Mission Indians (MBMI), The San Manuel Band of Mission Indians (SMBMI), and the Gabrieleño Band of Mission Indians-Kizh Nation (BBMIKN). The Morongo Band of Mission Indians had no information to provide and did not request formal consultation or mitigation. The San Manuel Band of Mission Indians requested incorporation of Mitigation Measures SMBMI-4and SMBMI-5 to reduce impacts to archaeological resources. As such, Mitigation Measures SMBMI-4 and SMBMI-5 have been incorporated herein. The Gabrieleño Band of Mission Indians-Kizh Nation requested inclusion of Mitigation Measures GBMIKN-1 through GBMIKN-3 to reduce impacts buried archaeological resources and Mitigation Measures GBMIKN- 4 through GBMIKN-8 to reduce impacts to buried human remains. These measures are incorporated into the Cultural Resources section of this document. In addition, Mitigation Measures TCR-1 through TCR-4 are incorporated herein to further address potential impacts related to TCR's encountered during Project implementation. Mitigation Measure TCR-1 requires that a qualified tribal representative conduct tribal cultural resources sensitivity training for construction personnel. Mitigation Measure TCR-2 requires that a qualified Native American monitor be present during all construction excavations into non-fill sediments. If tribal cultural resources are encountered, Mitigation Measure TCR-3 requires that all ground-disturbing activities must be halted or diverted away from the find and that a buffer of at least 50 feet be established around the find until an appropriate treatment plan is coordinated. Mitigation Measure TCR-4 requires that the Native American monitor prepare a final report at the conclusion of monitoring activities. With implementation of Mitigation Measures SMBMI-1 through SMBMI-5, GBMIKN-1 through GBMIKN-8, and TCR-1 through TCR-4, impacts to Tribal Cultural Resources will be less than significant.

Mitigation Measures

**SMBMI-4:** The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in SMBI-1, of any pre-contact resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBM and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

**SMBMI-5:** Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.

**TCR-1:** **Conduct Tribal Cultural Resources Sensitivity Training for Construction Personnel.** The Applicant shall retain a qualified professional Tribal monitor who meets U.S. Secretary of the Interior's Professional Qualifications and Standards, to conduct Tribal Cultural Resources Sensitivity Training for construction personnel prior to commencement of excavation activities. The training session shall be carried out by a Tribal monitor, under the direction of a qualified professional archaeologist who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. The training session will include a handout and will focus on how to identify tribal cultural resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of Tribal monitors, and, the general steps a qualified professional Tribal monitor would follow in conducting a salvage investigation if one is necessary.

**TCR-2:** **Conduct Periodic Tribal Cultural Resources Spot Checks During Grading and Earth-Moving Activities.** The Applicant shall retain a qualified professional who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards to conduct periodic Tribal Cultural Resource Spot Checks beginning at depths below two (2) feet to determine if construction excavations have exposed or have a high probability of exposing tribal cultural resources. After the initial Spot Check, further periodic checks will be conducted at the discretion of the qualified Tribal monitor. If the qualified Tribal monitor determines that construction excavations have exposed or have a high probability of exposing Tribal artifacts, construction monitoring for tribal cultural

resources will be required. The Applicant shall retain a qualified Tribal monitor, who will work under the guidance and direction of a professional archaeologist, who meets the qualifications set forth by the U.S. Secretary of the Interior's Professional Qualifications and Standards. The Tribal monitor shall be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into non-fill sediments. Multiple earth-moving construction activities may require multiple Tribal monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known tribal cultural resources, the materials being excavated (native versus artificial fill soils), the depth of excavation, and if found, the abundance and type of tribal cultural resources encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the Project Tribal monitor.

**TCR-3:** **Cease Ground-Disturbing Activities and Implement Treatment Plan if Tribal Cultural Resources Are Encountered.** In the event that tribal cultural resources are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities will not be allowed to continue until a qualified Tribal monitor has examined the newly discovered artifact(s) and has evaluated the area of the find. Work shall be allowed to continue outside of the buffer area. All tribal cultural resources unearthed by Project construction activities shall be evaluated by a qualified professional who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. Should the newly discovered artifacts be determined to be prehistoric, Native American Tribes/Individuals should be contacted and consulted, and Native American construction monitoring should be initiated. The Applicant and City shall coordinate with the Tribal monitor to develop an appropriate treatment plan for the resources. The plan may include implementation of Tribal data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis.

**TCR-4:** **Prepare Report Upon Completion of Monitoring Services.** The Tribal monitor, under the direction of a qualified professional archaeologist who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards, shall prepare a final report at the conclusion of Tribal monitoring (if required). The report shall be submitted to the Applicant, the South Central Costal Information Center, the City, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures. The report shall include a description of resources unearthed, if any, evaluation of the resources with respect to the California Register and CEQA, and treatment of the resources.

**Cumulative Impacts**

With mitigation the Project would result in less than significant impacts to tribal cultural resources. The chances of cumulative impacts occurring as a result of Project implementation plus implementation of other projects in the region is not likely since projects would be subject to individual project-level environmental review. Since there would be no Project-related impacts and due to existing laws and regulations in place to protect tribal cultural resources and prevent significant impact to such resources, the potential incremental effects of the Project would not be cumulatively considerable.

## *4.18 – Utilities and Service Systems*

Would the Project:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | ☐ | ☐ | ☑ | ☐ |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ☑ | ☐ |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ☑ | ☐ |
| d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed? | ☐ | ☐ | ☑ | ☐ |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments? | ☐ | ☐ | ☑ | ☐ |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs? | ☐ | ☐ | ☑ | ☐ |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | ☐ | ☐ | ☐ | ☑ |

a) **Less than Significant Impact.** The Project could affect Regional Water Quality Control Board treatment standards by increasing wastewater production such that expansion of existing facilities or construction of new facilities would be required. Exceeding the RWQCB treatment standards could result in contamination of surface or groundwater with pollutants such as pathogens and nitrates.

New development in the City is required to install wastewater infrastructure concurrent with Project development. Wastewater conveyance is handled by the City of Rancho Cucamonga and Cucamonga Valley Water District (CVWD). Wastewater is processed by CVWD and the Inland Empire Utilities Agency (IEUA). CVWD is one of eight member agencies that operate under the IEUA. IEUA operates 5 interconnected regional water-recycling facilities that treat approximately 60 million gallons per day (mgd) and have a combined permitted capacity of 84.4 mgd (IEUA NPDES No. CA8000409). Two of the five IEUA

treatment plants serve development within the City of Rancho Cucamonga: Regional Plant No. 1 (RP-1) and Regional Plant No. 4 (RP-4). At all IEUA treatment plants, wastewater is subject to tertiary-level water treatment, which produces effluent suitable for reuse (e.g. irrigation, wetlands/wildlife habitat, groundwater recharge).

Per the General Plan Update Draft Program Environmental Impact Report (2010), the treatment plant RP-1 currently has an average excess capacity of approximately 9 mgd (IEUA NPDES No. CA8000409) and the portion of the City served by RP-1 (the western half and southern third) are the more developed areas of the City; therefore, additional development and redevelopment sufficient to exceed the remaining capacity of RP-1 is not anticipated. Wastewater generation more than RP-1's capacity, though considered unlikely, would be diverted to RP-4. RP-4 provides a current excess capacity of 7.9 mgd and a potential excess capacity of 21.9 mgd.[43]

All wastewater generated by the interior plumbing system of the car wash would be discharged into the local sewer main and conveyed for treatment at one of the above facilities. Wastewater flows associated with the car wash would consist of the same kinds of substances typically generated by commercial uses and no modifications to any existing wastewater treatment systems or construction of any new ones would be needed to treat this Project's wastewater. Water use for the car wash was conservatively estimated at 30 gallons per vehicle based on estimates provided by the Applicant. The number of vehicles washed was estimated at 350 per day. With a resulting total of 127,750 vehicles washed annually, total water demand for the car wash is estimated at 3,832,500 gallons per year (10,500 gpd). Outdoor water use for landscaping is estimated at 420,480 gallons per year (1,152 gpd), for a total water use of 2,336,730 gallons per year (6,402 gpd). Wastewater is typically estimated to be 80 percent of total water use. Therefore, estimated wastewater generation from interior demand and outdoor irrigation demand for the proposed car wash development is 1,869,530 (5,122 gpd). This volume is within the remaining capacity of the CVWD's 21.9 mgd total treatment capacity. This Project would thus have a less-than-significant impact on the ability of the CVWD to operate within its established wastewater treatment requirements, which are enforced via the facility's NPDES permit authorized by the Santa Ana Regional Water Quality Control Board (SARWQCB). Therefore, the proposed Project would have a less than significant impact related to wastewater treatment requirements of the SARWQCB.

b) **Less than Significant Impact.** The Cucamonga Valley Water District (CVWD) would supply water to the Project. CVWD's drinking water comes from two primary sources: local groundwater and imported water. CVWD manages its supply and demand with careful analysis regarding customer need and population estimates to ensure there will be an adequate supply of clean, reliable water into the future. CVWD, like most other agencies, creates a Water Supply Master Plan every few years that helps guide our operations and water supply investments. CVWD has a diverse water supply portfolio that helps decrease its dependence on imported water. Finding new sources of water is critical to ensuring water supply reliability for CVWD's customers. CVWD has been building a network of wells to take advantage of local groundwater supplies. The District's diversified supply ensures a reliable water supply during times of drought, regulatory constraints and other emergencies. CVWD maintains 34 reservoirs with a total capacity to store 95 million gallons of water in our service area. Water Code § 10910-10915 require the preparation of a water supply assessment (WSA) demonstrating sufficient water supplies for any subdivision that involves the construction of more than 500 dwelling units, or the equivalent thereof. As the Project is below the established thresholds, no WSA is required.

According to the 2015 Urban Water Management Plan for CVWD, approximately 48 percent of CVWD's overall supply comes from local groundwater wells in the Chino Groundwater Basin and the Cucamonga Basin. CVWD currently operates 20 groundwater wells throughout its service area. Three percent of the water delivered to CVWD consumers is local canyon and tunnel water that flows out of nearby canyons and foothills, often a combination of surface and groundwater. These sources include Cucamonga Canyon, Day Canyon, Deer Canyon, East Etiwanda Canyon, and a number of tunnels in the local mountains. This water is treated at CVWD's Arthur H. Bridge or Lloyd W. Michael Treatment Plants, flows into storage reservoirs, and then into the distribution system to consumers. CVWD purchases 46 percent of its water through the Inland Empire Utilities Agency, who purchases water from the Metropolitan Water District of Southern California (MWD), a regional water wholesaler that delivers imported water from the State Water Project. State Water Project water originates in Northern California in the Sacramento-San Joaquin Delta, and makes a 400 mile journey to the CVWD service area. This water is treated at CVWD's Lloyd W. Michael Water Treatment Plant, the largest conventional treatment plant in the region. The treated water is stored in reservoirs until it is needed by consumers. The water used within the CVWD service area as of 2015 was

approximately 41,451 AFY and is expected to increase to 63,700 AFY (during a normal year) by the year 2035, an increase of 22,249 AFY.[44] Based on the CalEEMod assumptions, the combined estimated water demand for the proposed Project is approximately 7.17 AFY, within the estimated increase in water demand. According to the 2015 Urban Water Management Plan for CVWD, there is sufficient supply to accommodate demand under normal and single- and multiple-dry year conditions utilizing imported water.[45] Local supplies would supplement imported supplies and provide additional supply reliability. Local supplies include groundwater pumped from the Cucamonga and Chino groundwater Basins, desalinated groundwater, and recycled water.

The UWMP is based on area population Projections as provided by SCAG. As discussed in Section 4.13, the Project is consistent with SCAG Projections for the service area. As the estimated increase in water use is within the anticipated increase in the UWMP and the Project is consistent with regional population Projections, impacts would be less than significant.

Regarding wastewater facilities, as discussed in the preceding response, wastewater generated at the Project site is treated at IEUA's Regional Plant No. 1 (RP-1) and Regional Plant No. 4 (RP-4) facilities. The proposed Project is estimated to have a combined wastewater generation of approximately 5,122 gpd. This generation is well within the existing remaining treatment capacity of RP-1 and RP-4. Therefore, the expansion of the existing facility would not be required.

Connections to local water and sewer mains would involve temporary and less than significant construction impacts that would occur in conjunction with other on-site improvements. The Project site is located within the existing service area of CVWD and is surrounded by existing development that is currently connected to existing CVWD water and wastewater lines. No additional improvements are needed to either water lines, sewer lines, or treatment facilities to serve the Project. Standard connection fees would address any incremental impacts of the Project. Therefore, the proposed Project would result in less than significant impacts as a result of new or expanded wastewater treatment facilities.

c) **Less than Significant Impact.** Potentially significant impacts could occur as a result of this Project if storm water runoff was increased to a level that would require construction of new storm drainage facilities. As discussed in the Hydrology section, the Project would not generate any increased runoff from the site that would require construction of new storm drainage facilities. A NPDES permit would be required for the Project and, pursuant to Municipal Code Section 19.20.190, all construction Projects shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP). Best Management Practices (BMPs) that include drainage controls such as detention ponds, dikes, filter berms, and down drains to prevent runoff, and utilizing plastic covering to prevent erosion shall also be applied pursuant to Municipal Code Section 19.20.110. Implementation of BMPs would reduce pollutants in stormwater and urban runoff from the Project site. The proposed storm drainage system and BMPs must be designed to the satisfaction of the City's Public Works Director and in conformance with all applicable permits and regulations. The Project applicant/developer would be required to provide all necessary on-site infrastructure. Impacts would be less than significant, and no mitigation beyond compliance with existing regulations is required. The proposed Project would have a less than significant impact on requiring the construction of new facilities or expansion of existing storm drainage facilities.

d) **Less than Significant Impact.** The Project could result in significant impacts if it required additional water supplies than are currently entitled. Water demand is provided by survey data utilized in the CalEEMod air quality model. Total water demand for the proposed Project is estimated at 2,336,610 gallons per year or 7.17 AFY. This number represents a conservative estimate because the proposed car wash would also utilize recycled water for car wash needs.

Water demand within the EMWD service area is anticipated to increase by 22,249 AFY between 2015 and 2035. The Project's conservative estimated water demand, 7.17 AFY, is well within anticipated increase in demand. Based on the CVWD 2015 UWMP, there are sufficient water supplies to meet the Project's estimated water demand and long-term demand. The proposed Project would not substantially deplete water supplies, and therefore would have a less than significant impact on entitled water supplies.

As summarized above, the 2015 UWMP indicates that there is adequate supply to serve the projected demand. The Project would comply with all water conservation and efficiency standards required by the Rancho Cucamonga Public Works

Department. Therefore, there are sufficient water supplies to meet the Project's estimated water demand and long-term demand. The proposed Project would not substantially deplete water supplies and would have a less than significant impact on entitled water supplies.

e) **Less than Significant Impact.** As detailed in Sections 4.17.a and 4.17.b, the Project would be adequately served by existing facilities. Therefore, a less than significant impact would occur.

f) **Less than Significant Impact.** Significant impacts could occur if the Project would exceed the existing permitted landfill capacity or violates federal, state, and local statutes and regulations. Solid Waste services are provided by the City of Rancho Cucamonga and County of San Bernardino Solid Waste Management Division (SWMD). Solid waste collection and transport in the City of Rancho Cucamonga is handled by contracted private firms that haul collected materials to regional landfills and materials recycling facilities. The County of San Bernardino contracted Burrtec to operate and maintain their solid waste disposal facilities located throughout the County. Solid waste generated in the City is transferred to Burrtec's West Valley Materials Recovery Facility (MRF). Solid waste that is not diverted is primarily disposed at Mid-Valley Landfill, a County Class III (i.e., municipal waste) landfill located at 2390 North Alder Avenue in Rialto (Ceballos 2009). According to the 2010 General Plan Update, Mid Valley Landfill has a daily permitted capacity of 7,500 tons per day (tons/day), a remaining capacity of 670,000 cubic yards (cy), and an anticipated close date of 2033.

Landfill capacity is expected to decrease over time with future growth and development throughout San Bernardino County and surrounding Inland Empire areas. Waste reduction and recycling programs and regulations are expected to reduce this demand and extend the life of existing landfills. Construction and operation of the proposed Project would result in an estimated net increase in solid waste disposal of 27.85 tons per year. This increase is well within the remaining capacity of Mid-Valley Landfill's daily permitted capacity. This nominal incremental increase in solid waste disposal, assuming that all solid waste in the City would be disposed at Mid-Valley Landfill, would not be considered cumulative considerable. Therefore, impacts related to the proposed Project would be less than significant and no mitigation is required. Compliance with County waste reduction programs and policies would reduce the volume of solid waste entering landfills. Individual development projects within the County would be required to comply with applicable state and local regulations, thus reducing the amount of landfill waste by at least 50 percent. The Project would increase the volume of solid waste generated in the County by 27.85 tons per year. According to CalRecycle, solid waste facilities serving San Bernardino County are projected to have a combined annual disposal limit of 3,633,512 tons and an annual remaining lifetime capacity surplus of 154,709,576 tons in the year 2025.[46] Combined remaining capacities at the landfills would be adequate to accommodate the proposed Project. Impacts related to sufficient landfill capacity are anticipated to be less than significant.

g) **No Impact.** The Project is required to comply with all applicable federal, state, County, and City statutes and regulations related to solid waste as a standard Project condition of approval. Therefore, no impact would occur.

**Cumulative Impacts**

The Project would have a less than significant impact with respect to utilities/service systems. The Project would require use of existing water and wastewater infrastructure, as well as existing, available solid waste disposal for building facility operation. Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of development and infrastructure plans is intended to ensure that adequate resources are available to serve both individual projects and cumulative demand for resources and infrastructure as a result of cumulative growth and development in the area. Individual projects are subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility companies would allow for the provision of utility service to the Project and other developments. The Project and other planned projects are subject to connection and service fees to assist in facility expansion and service improvements triggered by an increase in demand. Because of the utility planning and coordination activities described above, no significant cumulative utility impacts are anticipated.

## *4.19 – Mandatory Findings of Significance*

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | ☐ | ☑ | ☐ | ☐ |
| b) Does the Project have impacts that are individually limited, but cumulatively considerable? | ☐ | ☑ | ☐ | ☐ |
| c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☑ | ☐ | ☐ |

a) **Less than Significant with Mitigation Incorporated.** The proposed Project would not substantially impact any scenic vistas, scenic resources, or the visual character of the area, as discussed in Section 4.1 and would not result in excessive light or glare. The Project site is located within a developed area with no natural habitat. The Project would not significantly impact any sensitive plants, plant communities, fish, wildlife or habitat for any sensitive species. There would be no impact to migratory birds. Adverse impacts to historic resources would not occur with mitigation incorporation. Construction-phase procedures would be implemented in the event any important cultural, archaeological, or paleontological resources are discovered during grading, consistent with Mitigation Measures CUL-1 through CUL-9. This site is not known to have any association with an important example of California's history or prehistory. Based on the preceding analysis of potential impacts in the responses to items 4.1 thru 4.17, no evidence is presented that this Project would degrade the quality of the environment. Impacts related to degradation of the environment, biological resources, and cultural resources would be less than significant with mitigation incorporated.

b) **Less than Significant with Mitigation Incorporated.** The Project would result in significant impacts in the following areas: cultural resources, noise, and traffic. A Mitigation Monitoring and Reporting Program has been prepared for each of these environmental issue areas in order to reduce impacts to less than significant levels. Standard conditions would also be imposed upon the Project. Other new development projects within the City would also be subject to these requirements. All other impacts of the Project were determined either to have no impact or to be less than significant, without the need for mitigation. Cumulatively, the Project would not result in any significant impacts that would substantially combine with impacts of other current or probable future impacts. Therefore, the Project, in conjunction with other future projects, would not result in any cumulatively considerable impacts.

c) **Less than Significant with Mitigation Incorporated.** Based on the analysis of the Project's impacts in the responses to items 4.1 thru 4.17, there is no indication that the proposed Project could result in substantial adverse effects on human beings. While there would be a variety of temporary adverse effects during construction related to noise these would be reduced to less than significant levels through mitigation. Long-term effects include increased vehicular traffic, traffic-related noise, use

of household hazardous materials, emissions of criteria pollutants and greenhouse gas emissions, and increased demand on emergency response services. The analysis herein concludes that direct and indirect environmental effects would at worst require mitigation to reduce to less than significant levels. Environmental effects would result in less than significant impacts. Based on the analysis in this Initial Study, the City finds that direct and indirect impacts to human beings would be less than significant with mitigation incorporated.

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**BIO-1:** **Pre-Construction Nesting Bird Survey.** If vegetation removal is scheduled during the nesting season (typically February 1 to September 1), then a focused survey for active nests shall be conducted by a qualified biologist (as determined by a combination of academic training and professional experience in biological sciences and related resource management activities) no more than five (5) days prior to the beginning of project-related activities (including but not limited to equipment mobilization and staging, clearing, grubbing, vegetation removal, and grading). Surveys shall be conducted in proposed work areas, staging and storage areas, and soil, equipment, and material stockpile areas. For passerines and small raptors, surveys shall be conducted within a 250-foot radius surrounding the work area (in areas where access is feasible). For larger raptors, such as those from the genus *Buteo*, the survey area shall encompass a 500-foot radius. Surveys shall be conducted during weather conditions suited to maximize the observation of possible nests and shall concentrate on areas of suitable habitat. If a lapse in project-related work of five (5) days or longer occurs, an additional nest survey shall be required before work can be reinitiated. If nests are encountered during any preconstruction survey, a qualified biologist shall determine if it may be feasible for construction to continue as planned without impacting the success of the nest, depending on conditions specific to each nest and the relative location and rate of construction activities. If the qualified biologist determines construction activities have potential to adversely affect a nest, the biologist shall immediately inform the construction manager to halt construction activities within minimum exclusion buffer of 50 feet for songbird nests, and 200 to 500 feet for raptor nests, depending on species and location. Active nest(s) within the Project Site shall be monitored by a qualified biologist during construction if work is occurring directly adjacent to the established no-work buffer. Construction activities within the no-work buffer may proceed after a qualified biologist determines the nest is no longer active due to natural causes (e.g. young have fledged, predation, or other non-anthropogenic nest failure).

**CUL-1:** **Conduct Paleontological Sensitivity Training for Construction Personnel.** The Applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, shall conduct a Paleontological Sensitivity Training for construction personnel prior to commencement of excavation activities. The training will include a handout and will focus on how to identify paleontological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event; the duties of paleontological monitors; notification and other procedures to follow upon discovery of resources; and, the general steps a qualified professional paleontologist would follow in conducting a salvage investigation if one is necessary.

**CUL-2:** **Conduct Periodic Paleontological Spot Checks During Grading and Earth-Moving Activities.** The Applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, shall conduct periodic Paleontological Spot Checks beginning at depths below six (6) feet to determine if construction excavations have extended into older Quaternary deposits. After the initial Paleontological Spot Check, further periodic checks will be conducted at the discretion of the qualified paleontologist. If the qualified paleontologist determines that construction excavations have extended into the older Quaternary deposits, construction monitoring for Paleontological Resources will be required. The Applicant shall retain a qualified paleontological monitor, who will work under the guidance and direction of a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology. The paleontological monitor shall be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into the older Pleistocene alluvial deposits. Multiple earth-moving construction activities may require multiple paleontological monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known paleontological resources and/or unique geological features, the materials being excavated (native versus artificial fill soils), and the depth of excavation, and if found, the abundance and type of paleontological resources and/or unique geological features encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the qualified professional paleontologist.

**CUL-3:** **Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered.** In the event that paleontological resources and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue until appropriate paleontological treatment plan has been approved by the Applicant and the City. Work shall be allowed to continue outside of the buffer area. The Applicant and City shall coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.

**CUL-4:** **Prepare Report Upon Completion of Monitoring Services.** Upon completion of the above activities, the professional paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted to the Applicant, the City, the Natural History Museums of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

**SMBMI-1:** In the event that pre-contact cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within SMBI-4, if any such find occurs and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

**SMBMI-2:** If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within SMBI-4. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

**SMBMI-3:** If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

**SMBMI-4:** The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in SMBI-1, of any pre-contact resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBM and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

**SMBMI-5:** Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.

**GBMIKN-1: Retain a Native American Monitor/Consultant:** The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

**GBMIKN-2: Unanticipated Discovery of Tribal Cultural and Archaeological Resources:** Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and archaeological resources.

**GBMIKN-3: Public Resources Code Sections 21083.2(b) for unique archaeological resources.** Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

**GBMIKN-4: Unanticipated Discovery of Human Remains and Associated Funerary Objects:** Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.

**GBMIKN-5: Resource Assessment & Continuation of Work Protocol:** Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

**GBMIKN-6:** **Kizh-Gabrieleno Procedures for burials and funerary remains:** If the Gabrieleno Band of Mission Indians-Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

**GBMIKN-7:** **Treatment Measures:** Prior to the continuation of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

**GBMIKN-8:** **Professional Standards:** Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

**NOI-1** The following measures are required during construction to reduce noise impacts associated with construction:

- Temporary noise barriers will be constructed along the northern and eastern property lines. Temporary noise barriers must be constructed of material with a minimum weight of 3 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales. These barriers will need to be a minimum of 8-feet in height.

The following measures are required of all construction projects implemented under the Proposed Plan to reduce noise associated with construction:

- Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall only occur between the hours of 7:00 a.m. to 8:00 p.m. on weekdays, including on Saturdays, with no activity allowed on Sundays and holidays.
- All internal combustion-engine-driven equipment will be equipped with mufflers that are in good operating condition and appropriate for the equipment.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site (i.e., to the center) during construction.
- Unnecessary idling of internal combustion engines (i.e., in excess of 5 minutes) will be prohibited.
- Construction activities, including the loading and unloading of materials and truck movements, will be limited to the hours specified in the City Noise Ordinance.
- The Project will designate a "construction liaison" that will be responsible for responding to any local complaints about construction noise. The liaison will determine the cause of the noise complaints (starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. A telephone number for the liaison will be conspicuously posted at the construction site.
- If a noise complaint(s) is registered, the liaison or project representative will retain a noise consultant to conduct noise measurements at the location where the complaint was registered. The noise measurements will be conducted for a minimum of 1 hour and will include 1-minute intervals. The consultant will prepare a letter report summarizing the measurements and potential measures to reduce noise levels to the maximum extent feasible. The letter report will include all measurement and calculation data used in determining impacts and resolutions.

**NOI-2**: The car wash dryer system shall not exceed 82.5 dBA at a distance of five (5) feet and shall be set back within the car wash tunnel approximately eight (8) feet from the exit allowing the tunnel structure to function as a sound attenuation barrier. All car wash supporting equipment including pumps, compressors, vacuum motors, and canister system shall be installed within a dedicated equipment room equipped with passive rooftop ventilation. The car wash shall cease daily operation activities no later than 10:00 p.m.

**TCR-1:** **Conduct Tribal Cultural Resources Sensitivity Training for Construction Personnel.** The Applicant shall retain a qualified professional Tribal monitor who meets U.S. Secretary of the Interior's Professional Qualifications and Standards, to conduct Tribal Cultural Resources Sensitivity Training for construction personnel prior to commencement of excavation activities. The training session shall be carried out by a Tribal monitor, under the direction of a qualified professional archaeologist who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. The training session will include a handout and will focus on how to identify tribal cultural resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of Tribal monitors, and, the general steps a qualified professional Tribal monitor would follow in conducting a salvage investigation if one is necessary.

**TCR-2:** **Conduct Periodic Tribal Cultural Resources Spot Checks during grading and earth-moving activities.** The Applicant shall retain a qualified professional who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards to conduct periodic Tribal Cultural Resource Spot Checks beginning at depths below two (2) feet to determine if construction excavations have exposed or have a high probability of exposing tribal cultural resources. After the initial Spot Check, further periodic checks will be conducted at the discretion of the qualified Tribal monitor. If the qualified Tribal monitor determines that construction excavations have exposed or have a high probability of exposing Tribal artifacts, construction monitoring for tribal cultural resources will be required. The Applicant shall retain a qualified Tribal monitor, who will work under the guidance and direction of a professional archaeologist, who meets the qualifications set forth by the U.S. Secretary of the Interior's Professional Qualifications and Standards. The Tribal monitor shall be present during all construction

excavations (e.g., grading, trenching, or clearing/grubbing) into non-fill sediments. Multiple earth-moving construction activities may require multiple Tribal monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known tribal cultural resources, the materials being excavated (native versus artificial fill soils), the depth of excavation, and if found, the abundance and type of tribal cultural resources encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the Project Tribal monitor.

**TCR-3:** **Cease Ground-Disturbing Activities and Implement Treatment Plan if Tribal Cultural Resources Are Encountered.** In the event that tribal cultural resources are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities will not be allowed to continue until a qualified Tribal monitor has examined the newly discovered artifact(s) and has evaluated the area of the find. Work shall be allowed to continue outside of the buffer area. All tribal cultural resources unearthed by Project construction activities shall be evaluated by a qualified professional who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. Should the newly discovered artifacts be determined to be prehistoric, Native American Tribes/Individuals should be contacted and consulted, and Native American construction monitoring should be initiated. The Applicant and City shall coordinate with the Tribal monitor to develop an appropriate treatment plan for the resources. The plan may include implementation of Tribal data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis.

**TCR-4:** **Prepare Report Upon Completion of Monitoring Services.** The Tribal monitor, under the direction of a qualified professional archaeologist who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards, shall prepare a final report at the conclusion of Tribal monitoring (if required). The report shall be submitted to the Applicant, the South Central Costal Information Center, the City, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures. The report shall include a description of resources unearthed, if any, evaluation of the resources with respect to the California Register and CEQA, and treatment of the resources.

# 6 References

## *6.1 – List of Preparers*

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## *6.2 – Persons and Organizations Consulted*

None

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# Arbor Express Car Wash

**South Coast Air Basin, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Other Asphalt Surfaces | 39.25 | 1000sqft | 0.90 | 39,254.00 | 0 |
| Other Non-Asphalt Surfaces | 18.27 | 1000sqft | 0.42 | 18,267.00 | 0 |
| Automobile Care Center | 7.29 | 1000sqft | 0.10 | 7,292.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 10 | | | **Operational Year** | 2020 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 702.44 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Land Use Assumptions Based on Site Plan. Landscaping Total Includes Off Site Dedication.

Construction Phase - Project Construction Approximately 6 Months

Demolition - Existing Single-Family Home on Site

Vehicle Trips - Trip Generation Rate per Project TIA and ITE Trip Generation Manual

Energy Use -

Water And Wastewater - Estimate of 15 gallons per car wash and 350 car washes per day for indoor water use. Default outdoor water use used.

Construction Off-road Equipment Mitigation - Twice Daily Watering per SCAQMD Rule 403 (Fugitive Dust)

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 20.00 | 1.00 |
| tblConstructionPhase | NumDays | 2.00 | 1.00 |
| tblConstructionPhase | NumDays | 4.00 | 3.00 |
| tblConstructionPhase | NumDays | 200.00 | 100.00 |
| tblConstructionPhase | NumDays | 10.00 | 5.00 |
| tblConstructionPhase | NumDays | 10.00 | 5.00 |
| tblGrading | AcresOfGrading | 1.13 | 1.50 |
| tblGrading | AcresOfGrading | 0.50 | 1.00 |
| tblLandUse | LandUseSquareFeet | 39,250.00 | 39,254.00 |
| tblLandUse | LandUseSquareFeet | 18,270.00 | 18,267.00 |
| tblLandUse | LandUseSquareFeet | 7,290.00 | 7,292.00 |
| tblLandUse | LotAcreage | 0.17 | 0.10 |
| tblVehicleTrips | PB_TP | 28.00 | 0.00 |
| tblVehicleTrips | PR_TP | 21.00 | 49.00 |
| tblVehicleTrips | ST_TR | 23.72 | 97.37 |
| tblVehicleTrips | SU_TR | 11.88 | 97.37 |
| tblVehicleTrips | WD_TR | 23.72 | 97.37 |
| tblWater | IndoorWaterUseRate | 685,851.27 | 1,916,250.00 |

## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2019 | 17.0092 | 25.3989 | 16.0127 | 0.0327 | 6.4193 | 1.2974 | 7.3023 | 3.0347 | 1.2124 | 3.8471 | 0.0000 | 3,279.9765 | 3,279.9765 | 0.6608 | 0.0000 | 3,296.4975 |
| **Maximum** | **17.0092** | **25.3989** | **16.0127** | **0.0327** | **6.4193** | **1.2974** | **7.3023** | **3.0347** | **1.2124** | **3.8471** | **0.0000** | **3,279.9765** | **3,279.9765** | **0.6608** | **0.0000** | **3,296.4975** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2019 | 17.0092 | 25.3989 | 16.0127 | 0.0327 | 2.9378 | 1.2974 | 3.8209 | 1.3786 | 1.2124 | 2.1911 | 0.0000 | 3,279.9765 | 3,279.9765 | 0.6608 | 0.0000 | 3,296.4975 |
| **Maximum** | **17.0092** | **25.3989** | **16.0127** | **0.0327** | **2.9378** | **1.2974** | **3.8209** | **1.3786** | **1.2124** | **2.1911** | **0.0000** | **3,279.9765** | **3,279.9765** | **0.6608** | **0.0000** | **3,296.4975** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **54.23** | **0.00** | **47.68** | **54.57** | **0.00** | **43.05** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 0.1883 | 6.0000e-005 | 6.6600e-003 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | | 0.0142 | 0.0142 | 4.0000e-005 | | 0.0151 |
| Energy | 7.0000e-003 | 0.0636 | 0.0535 | 3.8000e-004 | | 4.8400e-003 | 4.8400e-003 | | 4.8400e-003 | 4.8400e-003 | | 76.3633 | 76.3633 | 1.4600e-003 | 1.4000e-003 | 76.8171 |
| Mobile | 1.2433 | 5.7012 | 14.5536 | 0.0475 | 3.6694 | 0.0470 | 3.7163 | 0.9817 | 0.0441 | 1.0258 | | 4,829.3922 | 4,829.3922 | 0.2494 | | 4,835.6281 |
| **Total** | **1.4386** | **5.7649** | **14.6137** | **0.0479** | **3.6694** | **0.0518** | **3.7212** | **0.9817** | **0.0489** | **1.0307** | | **4,905.7697** | **4,905.7697** | **0.2509** | **1.4000e-003** | **4,912.4603** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 0.1883 | 6.0000e-005 | 6.6600e-003 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | | 0.0142 | 0.0142 | 4.0000e-005 | | 0.0151 |
| Energy | 7.0000e-003 | 0.0636 | 0.0535 | 3.8000e-004 | | 4.8400e-003 | 4.8400e-003 | | 4.8400e-003 | 4.8400e-003 | | 76.3633 | 76.3633 | 1.4600e-003 | 1.4000e-003 | 76.8171 |
| Mobile | 1.2433 | 5.7012 | 14.5536 | 0.0475 | 3.6694 | 0.0470 | 3.7163 | 0.9817 | 0.0441 | 1.0258 | | 4,829.3922 | 4,829.3922 | 0.2494 | | 4,835.6281 |
| **Total** | **1.4386** | **5.7649** | **14.6137** | **0.0479** | **3.6694** | **0.0518** | **3.7212** | **0.9817** | **0.0489** | **1.0307** | | **4,905.7697** | **4,905.7697** | **0.2509** | **1.4000e-003** | **4,912.4603** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Demolition | Demolition | 1/1/2019 | 1/1/2019 | 5 | 1 | |
| 2 | Site Preparation | Site Preparation | 1/2/2019 | 1/2/2019 | 5 | 1 | |
| 3 | Grading | Grading | 1/3/2019 | 1/7/2019 | 5 | 3 | |
| 4 | Building Construction | Building Construction | 1/8/2019 | 5/27/2019 | 5 | 100 | |
| 5 | Paving | Paving | 5/28/2019 | 6/3/2019 | 5 | 5 | |
| 6 | Architectural Coating | Architectural Coating | 6/4/2019 | 6/10/2019 | 5 | 5 | |

**Acres of Grading (Site Preparation Phase): 1**

**Acres of Grading (Grading Phase): 1.5**

**Acres of Paving: 1.32**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 10,938; Non-Residential Outdoor: 3,646; Striped Parking Area: 3,451 (Architectural Coating – sqft)**

**OffRoad Equipment**

Arbor Express Car Wash - South Coast Air Basin, Summer

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

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Demolition | 5 | 13.00 | 0.00 | 9.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 3 | 8.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 3 | 8.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 7 | 26.00 | 11.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 5 | 13.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 5.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Water Exposed Area

## 3.2 Demolition - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 1.8821 | 0.0000 | 1.8821 | 0.2850 | 0.0000 | 0.2850 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.2950 | 22.6751 | 14.8943 | 0.0241 | | 1.2863 | 1.2863 | | 1.2017 | 1.2017 | | 2,360.7198 | 2,360.7198 | 0.6011 | | 2,375.7475 |
| **Total** | **2.2950** | **22.6751** | **14.8943** | **0.0241** | **1.8821** | **1.2863** | **3.1684** | **0.2850** | **1.2017** | **1.4867** | | **2,360.7198** | **2,360.7198** | **0.6011** | | **2,375.7475** |

## 3.2 Demolition - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0775 | 2.6797 | 0.5361 | 7.0700e-003 | 0.1572 | 0.0100 | 0.1672 | 0.0431 | 9.5800e-003 | 0.0527 | | 765.8097 | 765.8097 | 0.0549 | | 767.1828 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0631 | 0.0442 | 0.5823 | 1.5400e-003 | 0.1453 | 1.1400e-003 | 0.1465 | 0.0385 | 1.0500e-003 | 0.0396 | | 153.4470 | 153.4470 | 4.8100e-003 | | 153.5672 |
| **Total** | **0.1406** | **2.7239** | **1.1184** | **8.6100e-003** | **0.3025** | **0.0112** | **0.3137** | **0.0816** | **0.0106** | **0.0922** | | **919.2567** | **919.2567** | **0.0597** | | **920.7501** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 0.8469 | 0.0000 | 0.8469 | 0.1282 | 0.0000 | 0.1282 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.2950 | 22.6751 | 14.8943 | 0.0241 | | 1.2863 | 1.2863 | | 1.2017 | 1.2017 | 0.0000 | 2,360.7197 | 2,360.7197 | 0.6011 | | 2,375.7475 |
| **Total** | **2.2950** | **22.6751** | **14.8943** | **0.0241** | **0.8469** | **1.2863** | **2.1332** | **0.1282** | **1.2017** | **1.3300** | **0.0000** | **2,360.7197** | **2,360.7197** | **0.6011** | | **2,375.7475** |

## 3.2 Demolition - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0775 | 2.6797 | 0.5361 | 7.0700e-003 | 0.1572 | 0.0100 | 0.1672 | 0.0431 | 9.5800e-003 | 0.0527 | | 765.8097 | 765.8097 | 0.0549 | | 767.1828 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0631 | 0.0442 | 0.5823 | 1.5400e-003 | 0.1453 | 1.1400e-003 | 0.1465 | 0.0385 | 1.0500e-003 | 0.0396 | | 153.4470 | 153.4470 | 4.8100e-003 | | 153.5672 |
| **Total** | **0.1406** | **2.7239** | **1.1184** | **8.6100e-003** | **0.3025** | **0.0112** | **0.3137** | **0.0816** | **0.0106** | **0.0922** | | **919.2567** | **919.2567** | **0.0597** | | **920.7501** |

## 3.3 Site Preparation - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 6.3298 | 0.0000 | 6.3298 | 3.0110 | 0.0000 | 3.0110 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.7123 | 19.4821 | 7.8893 | 0.0172 | | 0.8824 | 0.8824 | | 0.8118 | 0.8118 | | 1,704.9189 | 1,704.9189 | 0.5394 | | 1,718.4044 |
| **Total** | **1.7123** | **19.4821** | **7.8893** | **0.0172** | **6.3298** | **0.8824** | **7.2122** | **3.0110** | **0.8118** | **3.8227** | | **1,704.9189** | **1,704.9189** | **0.5394** | | **1,718.4044** |

## 3.3 Site Preparation - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0388 | 0.0272 | 0.3584 | 9.5000e-004 | 0.0894 | 7.0000e-004 | 0.0901 | 0.0237 | 6.4000e-004 | 0.0244 | | 94.4289 | 94.4289 | 2.9600e-003 | | 94.5029 |
| **Total** | **0.0388** | **0.0272** | **0.3584** | **9.5000e-004** | **0.0894** | **7.0000e-004** | **0.0901** | **0.0237** | **6.4000e-004** | **0.0244** | | **94.4289** | **94.4289** | **2.9600e-003** | | **94.5029** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 2.8484 | 0.0000 | 2.8484 | 1.3549 | 0.0000 | 1.3549 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.7123 | 19.4821 | 7.8893 | 0.0172 | | 0.8824 | 0.8824 | | 0.8118 | 0.8118 | 0.0000 | 1,704.9189 | 1,704.9189 | 0.5394 | | 1,718.4044 |
| **Total** | **1.7123** | **19.4821** | **7.8893** | **0.0172** | **2.8484** | **0.8824** | **3.7308** | **1.3549** | **0.8118** | **2.1667** | **0.0000** | **1,704.9189** | **1,704.9189** | **0.5394** | | **1,718.4044** |

## 3.3 Site Preparation - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0388 | 0.0272 | 0.3584 | 9.5000e-004 | 0.0894 | 7.0000e-004 | 0.0901 | 0.0237 | 6.4000e-004 | 0.0244 | | 94.4289 | 94.4289 | 2.9600e-003 | | 94.5029 |
| **Total** | **0.0388** | **0.0272** | **0.3584** | **9.5000e-004** | **0.0894** | **7.0000e-004** | **0.0901** | **0.0237** | **6.4000e-004** | **0.0244** | | **94.4289** | **94.4289** | **2.9600e-003** | | **94.5029** |

## 3.4 Grading - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 5.0468 | 0.0000 | 5.0468 | 2.5399 | 0.0000 | 2.5399 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.4197 | 16.0357 | 6.6065 | 0.0141 | | 0.7365 | 0.7365 | | 0.6775 | 0.6775 | | 1,396.3909 | 1,396.3909 | 0.4418 | | 1,407.4359 |
| **Total** | **1.4197** | **16.0357** | **6.6065** | **0.0141** | **5.0468** | **0.7365** | **5.7833** | **2.5399** | **0.6775** | **3.2175** | | **1,396.3909** | **1,396.3909** | **0.4418** | | **1,407.4359** |

## 3.4 Grading - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0388 | 0.0272 | 0.3584 | 9.5000e-004 | 0.0894 | 7.0000e-004 | 0.0901 | 0.0237 | 6.4000e-004 | 0.0244 | | 94.4289 | 94.4289 | 2.9600e-003 | | 94.5029 |
| **Total** | **0.0388** | **0.0272** | **0.3584** | **9.5000e-004** | **0.0894** | **7.0000e-004** | **0.0901** | **0.0237** | **6.4000e-004** | **0.0244** | | **94.4289** | **94.4289** | **2.9600e-003** | | **94.5029** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 2.2711 | 0.0000 | 2.2711 | 1.1430 | 0.0000 | 1.1430 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.4197 | 16.0357 | 6.6065 | 0.0141 | | 0.7365 | 0.7365 | | 0.6775 | 0.6775 | 0.0000 | 1,396.3909 | 1,396.3909 | 0.4418 | | 1,407.4359 |
| **Total** | **1.4197** | **16.0357** | **6.6065** | **0.0141** | **2.2711** | **0.7365** | **3.0075** | **1.1430** | **0.6775** | **1.8205** | **0.0000** | **1,396.3909** | **1,396.3909** | **0.4418** | | **1,407.4359** |

## 3.4 Grading - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0388 | 0.0272 | 0.3584 | 9.5000e-004 | 0.0894 | 7.0000e-004 | 0.0901 | 0.0237 | 6.4000e-004 | 0.0244 | | 94.4289 | 94.4289 | 2.9600e-003 | | 94.5029 |
| **Total** | **0.0388** | **0.0272** | **0.3584** | **9.5000e-004** | **0.0894** | **7.0000e-004** | **0.0901** | **0.0237** | **6.4000e-004** | **0.0244** | | **94.4289** | **94.4289** | **2.9600e-003** | | **94.5029** |

## 3.5 Building Construction - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.2721 | 15.9802 | 13.4870 | 0.0220 | | 0.9158 | 0.9158 | | 0.8846 | 0.8846 | | 2,018.0224 | 2,018.0224 | 0.3879 | | 2,027.7210 |
| **Total** | **2.2721** | **15.9802** | **13.4870** | **0.0220** | | **0.9158** | **0.9158** | | **0.8846** | **0.8846** | | **2,018.0224** | **2,018.0224** | **0.3879** | | **2,027.7210** |

## 3.5 Building Construction - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0429 | 1.2627 | 0.3114 | 2.8300e-003 | 0.0704 | 8.3700e-003 | 0.0788 | 0.0203 | 8.0100e-003 | 0.0283 | | 301.9634 | 301.9634 | 0.0203 | | 302.4713 |
| Worker | 0.1262 | 0.0883 | 1.1646 | 3.0800e-003 | 0.2906 | 2.2700e-003 | 0.2929 | 0.0771 | 2.1000e-003 | 0.0792 | | 306.8940 | 306.8940 | 9.6200e-003 | | 307.1345 |
| **Total** | **0.1691** | **1.3511** | **1.4760** | **5.9100e-003** | **0.3610** | **0.0106** | **0.3717** | **0.0973** | **0.0101** | **0.1074** | | **608.8574** | **608.8574** | **0.0299** | | **609.6058** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.2721 | 15.9802 | 13.4870 | 0.0220 | | 0.9158 | 0.9158 | | 0.8846 | 0.8846 | 0.0000 | 2,018.0224 | 2,018.0224 | 0.3879 | | 2,027.7210 |
| **Total** | **2.2721** | **15.9802** | **13.4870** | **0.0220** | | **0.9158** | **0.9158** | | **0.8846** | **0.8846** | **0.0000** | **2,018.0224** | **2,018.0224** | **0.3879** | | **2,027.7210** |

## 3.5 Building Construction - 2019

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0429 | 1.2627 | 0.3114 | 2.8300e-003 | 0.0704 | 8.3700e-003 | 0.0788 | 0.0203 | 8.0100e-003 | 0.0283 | | 301.9634 | 301.9634 | 0.0203 | | 302.4713 |
| Worker | 0.1262 | 0.0883 | 1.1646 | 3.0800e-003 | 0.2906 | 2.2700e-003 | 0.2929 | 0.0771 | 2.1000e-003 | 0.0792 | | 306.8940 | 306.8940 | 9.6200e-003 | | 307.1345 |
| **Total** | **0.1691** | **1.3511** | **1.4760** | **5.9100e-003** | **0.3610** | **0.0106** | **0.3717** | **0.0973** | **0.0101** | **0.1074** | | **608.8574** | **608.8574** | **0.0299** | | **609.6058** |

## 3.6 Paving - 2019

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9038 | 9.1743 | 8.9025 | 0.0135 | | 0.5225 | 0.5225 | | 0.4815 | 0.4815 | | 1,325.0953 | 1,325.0953 | 0.4112 | | 1,335.3751 |
| Paving | 0.4716 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **1.3754** | **9.1743** | **8.9025** | **0.0135** | | **0.5225** | **0.5225** | | **0.4815** | **0.4815** | | **1,325.0953** | **1,325.0953** | **0.4112** | | **1,335.3751** |

## 3.6 Paving - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0631 | 0.0442 | 0.5823 | 1.5400e-003 | 0.1453 | 1.1400e-003 | 0.1465 | 0.0385 | 1.0500e-003 | 0.0396 | | 153.4470 | 153.4470 | 4.8100e-003 | | 153.5672 |
| **Total** | **0.0631** | **0.0442** | **0.5823** | **1.5400e-003** | **0.1453** | **1.1400e-003** | **0.1465** | **0.0385** | **1.0500e-003** | **0.0396** | | **153.4470** | **153.4470** | **4.8100e-003** | | **153.5672** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9038 | 9.1743 | 8.9025 | 0.0135 | | 0.5225 | 0.5225 | | 0.4815 | 0.4815 | 0.0000 | 1,325.0953 | 1,325.0953 | 0.4112 | | 1,335.3751 |
| Paving | 0.4716 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **1.3754** | **9.1743** | **8.9025** | **0.0135** | | **0.5225** | **0.5225** | | **0.4815** | **0.4815** | **0.0000** | **1,325.0953** | **1,325.0953** | **0.4112** | | **1,335.3751** |

## 3.6 Paving - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0631 | 0.0442 | 0.5823 | 1.5400e-003 | 0.1453 | 1.1400e-003 | 0.1465 | 0.0385 | 1.0500e-003 | 0.0396 | | 153.4470 | 153.4470 | 4.8100e-003 | | 153.5672 |
| **Total** | **0.0631** | **0.0442** | **0.5823** | **1.5400e-003** | **0.1453** | **1.1400e-003** | **0.1465** | **0.0385** | **1.0500e-003** | **0.0396** | | **153.4470** | **153.4470** | **4.8100e-003** | | **153.5672** |

## 3.7 Architectural Coating - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 16.7184 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2664 | 1.8354 | 1.8413 | 2.9700e-003 | | 0.1288 | 0.1288 | | 0.1288 | 0.1288 | | 281.4481 | 281.4481 | 0.0238 | | 282.0423 |
| **Total** | **16.9849** | **1.8354** | **1.8413** | **2.9700e-003** | | **0.1288** | **0.1288** | | **0.1288** | **0.1288** | | **281.4481** | **281.4481** | **0.0238** | | **282.0423** |

## 3.7 Architectural Coating - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0243 | 0.0170 | 0.2240 | 5.9000e-004 | 0.0559 | 4.4000e-004 | 0.0563 | 0.0148 | 4.0000e-004 | 0.0152 | | 59.0181 | 59.0181 | 1.8500e-003 | | 59.0643 |
| **Total** | **0.0243** | **0.0170** | **0.2240** | **5.9000e-004** | **0.0559** | **4.4000e-004** | **0.0563** | **0.0148** | **4.0000e-004** | **0.0152** | | **59.0181** | **59.0181** | **1.8500e-003** | | **59.0643** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 16.7184 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2664 | 1.8354 | 1.8413 | 2.9700e-003 | | 0.1288 | 0.1288 | | 0.1288 | 0.1288 | 0.0000 | 281.4481 | 281.4481 | 0.0238 | | 282.0423 |
| **Total** | **16.9849** | **1.8354** | **1.8413** | **2.9700e-003** | | **0.1288** | **0.1288** | | **0.1288** | **0.1288** | **0.0000** | **281.4481** | **281.4481** | **0.0238** | | **282.0423** |

### 3.7 Architectural Coating - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0243 | 0.0170 | 0.2240 | 5.9000e-004 | 0.0559 | 4.4000e-004 | 0.0563 | 0.0148 | 4.0000e-004 | 0.0152 | | 59.0181 | 59.0181 | 1.8500e-003 | | 59.0643 |
| **Total** | **0.0243** | **0.0170** | **0.2240** | **5.9000e-004** | **0.0559** | **4.4000e-004** | **0.0563** | **0.0148** | **4.0000e-004** | **0.0152** | | **59.0181** | **59.0181** | **1.8500e-003** | | **59.0643** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 1.2433 | 5.7012 | 14.5536 | 0.0475 | 3.6694 | 0.0470 | 3.7163 | 0.9817 | 0.0441 | 1.0258 | | 4,829.3922 | 4,829.3922 | 0.2494 | | 4,835.6281 |
| Unmitigated | 1.2433 | 5.7012 | 14.5536 | 0.0475 | 3.6694 | 0.0470 | 3.7163 | 0.9817 | 0.0441 | 1.0258 | | 4,829.3922 | 4,829.3922 | 0.2494 | | 4,835.6281 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Automobile Care Center | 709.83 | 709.83 | 709.83 | 1,726,468 | 1,726,468 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Total | 709.83 | 709.83 | 709.83 | 1,726,468 | 1,726,468 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Automobile Care Center | 16.60 | 8.40 | 6.90 | 33.00 | 48.00 | 19.00 | 49 | 51 | 0 |
| Other Asphalt Surfaces | 16.60 | 8.40 | 6.90 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Other Non-Asphalt Surfaces | 16.60 | 8.40 | 6.90 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

## 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Automobile Care Center | 0.550339 | 0.043800 | 0.200255 | 0.122233 | 0.016799 | 0.005871 | 0.020633 | 0.029727 | 0.002027 | 0.001932 | 0.004726 | 0.000704 | 0.000955 |
| Other Asphalt Surfaces | 0.550339 | 0.043800 | 0.200255 | 0.122233 | 0.016799 | 0.005871 | 0.020633 | 0.029727 | 0.002027 | 0.001932 | 0.004726 | 0.000704 | 0.000955 |
| Other Non-Asphalt Surfaces | 0.550339 | 0.043800 | 0.200255 | 0.122233 | 0.016799 | 0.005871 | 0.020633 | 0.029727 | 0.002027 | 0.001932 | 0.004726 | 0.000704 | 0.000955 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 7.0000e-003 | 0.0636 | 0.0535 | 3.8000e-004 | | 4.8400e-003 | 4.8400e-003 | | 4.8400e-003 | 4.8400e-003 | | 76.3633 | 76.3633 | 1.4600e-003 | 1.4000e-003 | 76.8171 |
| NaturalGas Unmitigated | 7.0000e-003 | 0.0636 | 0.0535 | 3.8000e-004 | | 4.8400e-003 | 4.8400e-003 | | 4.8400e-003 | 4.8400e-003 | | 76.3633 | 76.3633 | 1.4600e-003 | 1.4000e-003 | 76.8171 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Automobile Care Center | 649.088 | 7.0000e-003 | 0.0636 | 0.0535 | 3.8000e-004 | | 4.8400e-003 | 4.8400e-003 | | 4.8400e-003 | 4.8400e-003 | | 76.3633 | 76.3633 | 1.4600e-003 | 1.4000e-003 | 76.8171 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **7.0000e-003** | **0.0636** | **0.0535** | **3.8000e-004** | | **4.8400e-003** | **4.8400e-003** | | **4.8400e-003** | **4.8400e-003** | | **76.3633** | **76.3633** | **1.4600e-003** | **1.4000e-003** | **76.8171** |

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Automobile Care Center | 0.649088 | 7.0000e-003 | 0.0636 | 0.0535 | 3.8000e-004 | | 4.8400e-003 | 4.8400e-003 | | 4.8400e-003 | 4.8400e-003 | | 76.3633 | 76.3633 | 1.4600e-003 | 1.4000e-003 | 76.8171 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **7.0000e-003** | **0.0636** | **0.0535** | **3.8000e-004** | | **4.8400e-003** | **4.8400e-003** | | **4.8400e-003** | **4.8400e-003** | | **76.3633** | **76.3633** | **1.4600e-003** | **1.4000e-003** | **76.8171** |

## 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.1883 | 6.0000e-005 | 6.6600e-003 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | | 0.0142 | 0.0142 | 4.0000e-005 | | 0.0151 |
| Unmitigated | 0.1883 | 6.0000e-005 | 6.6600e-003 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | | 0.0142 | 0.0142 | 4.0000e-005 | | 0.0151 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0229 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.1648 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 6.3000e-004 | 6.0000e-005 | 6.6600e-003 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | | 0.0142 | 0.0142 | 4.0000e-005 | | 0.0151 |
| **Total** | **0.1883** | **6.0000e-005** | **6.6600e-003** | **0.0000** | | **2.0000e-005** | **2.0000e-005** | | **2.0000e-005** | **2.0000e-005** | | **0.0142** | **0.0142** | **4.0000e-005** | | **0.0151** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0229 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.1648 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 6.3000e-004 | 6.0000e-005 | 6.6600e-003 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | | 0.0142 | 0.0142 | 4.0000e-005 | | 0.0151 |
| **Total** | **0.1883** | **6.0000e-005** | **6.6600e-003** | **0.0000** | | **2.0000e-005** | **2.0000e-005** | | **2.0000e-005** | **2.0000e-005** | | **0.0142** | **0.0142** | **4.0000e-005** | | **0.0151** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

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

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

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

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Arbor Express Car Wash

**South Coast Air Basin, Winter**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Other Asphalt Surfaces | 39.25 | 1000sqft | 0.90 | 39,254.00 | 0 |
| Other Non-Asphalt Surfaces | 18.27 | 1000sqft | 0.42 | 18,267.00 | 0 |
| Automobile Care Center | 7.29 | 1000sqft | 0.10 | 7,292.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 10 | | | **Operational Year** | 2020 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 702.44 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Arbor Express Car Wash - South Coast Air Basin, Winter

Project Characteristics -

Land Use - Land Use Assumptions Based on Site Plan. Landscaping Total Includes Off Site Dedication.

Construction Phase - Project Construction Approximately 6 Months

Demolition - Existing Single-Family Home on Site

Vehicle Trips - Trip Generation Rate per Project TIA and ITE Trip Generation Manual

Energy Use -

Water And Wastewater - Estimate of 15 gallons per car wash and 350 car washes per day for indoor water use. Default outdoor water use used.

Construction Off-road Equipment Mitigation - Twice Daily Watering per SCAQMD Rule 403 (Fugitive Dust)

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 20.00 | 1.00 |
| tblConstructionPhase | NumDays | 2.00 | 1.00 |
| tblConstructionPhase | NumDays | 4.00 | 3.00 |
| tblConstructionPhase | NumDays | 200.00 | 100.00 |
| tblConstructionPhase | NumDays | 10.00 | 5.00 |
| tblConstructionPhase | NumDays | 10.00 | 5.00 |
| tblGrading | AcresOfGrading | 1.13 | 1.50 |
| tblGrading | AcresOfGrading | 0.50 | 1.00 |
| tblLandUse | LandUseSquareFeet | 39,250.00 | 39,254.00 |
| tblLandUse | LandUseSquareFeet | 18,270.00 | 18,267.00 |
| tblLandUse | LandUseSquareFeet | 7,290.00 | 7,292.00 |
| tblLandUse | LotAcreage | 0.17 | 0.10 |
| tblVehicleTrips | PB_TP | 28.00 | 0.00 |
| tblVehicleTrips | PR_TP | 21.00 | 49.00 |
| tblVehicleTrips | ST_TR | 23.72 | 97.37 |
| tblVehicleTrips | SU_TR | 11.88 | 97.37 |
| tblVehicleTrips | WD_TR | 23.72 | 97.37 |
| tblWater | IndoorWaterUseRate | 685,851.27 | 1,916,250.00 |

## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2019 | 17.0115 | 25.4397 | 15.9988 | 0.0325 | 6.4193 | 1.2976 | 7.3023 | 3.0347 | 1.2126 | 3.8471 | 0.0000 | 3,257.5855 | 3,257.5855 | 0.6628 | 0.0000 | 3,274.1544 |
| **Maximum** | **17.0115** | **25.4397** | **15.9988** | **0.0325** | **6.4193** | **1.2976** | **7.3023** | **3.0347** | **1.2126** | **3.8471** | **0.0000** | **3,257.5855** | **3,257.5855** | **0.6628** | **0.0000** | **3,274.1544** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2019 | 17.0115 | 25.4397 | 15.9988 | 0.0325 | 2.9378 | 1.2976 | 3.8209 | 1.3786 | 1.2126 | 2.1911 | 0.0000 | 3,257.5855 | 3,257.5855 | 0.6628 | 0.0000 | 3,274.1544 |
| **Maximum** | **17.0115** | **25.4397** | **15.9988** | **0.0325** | **2.9378** | **1.2976** | **3.8209** | **1.3786** | **1.2126** | **2.1911** | **0.0000** | **3,257.5855** | **3,257.5855** | **0.6628** | **0.0000** | **3,274.1544** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **54.23** | **0.00** | **47.68** | **54.57** | **0.00** | **43.05** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 0.1883 | 6.0000e-005 | 6.6600e-003 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | | 0.0142 | 0.0142 | 4.0000e-005 | | 0.0151 |
| Energy | 7.0000e-003 | 0.0636 | 0.0535 | 3.8000e-004 | | 4.8400e-003 | 4.8400e-003 | | 4.8400e-003 | 4.8400e-003 | | 76.3633 | 76.3633 | 1.4600e-003 | 1.4000e-003 | 76.8171 |
| Mobile | 1.1955 | 5.8094 | 13.9106 | 0.0450 | 3.6694 | 0.0473 | 3.7167 | 0.9817 | 0.0444 | 1.0261 | | 4,577.8769 | 4,577.8769 | 0.2504 | | 4,584.1365 |
| **Total** | **1.3908** | **5.8731** | **13.9708** | **0.0454** | **3.6694** | **0.0522** | **3.7215** | **0.9817** | **0.0492** | **1.0310** | | **4,654.2543** | **4,654.2543** | **0.2519** | **1.4000e-003** | **4,660.9687** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 0.1883 | 6.0000e-005 | 6.6600e-003 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | | 0.0142 | 0.0142 | 4.0000e-005 | | 0.0151 |
| Energy | 7.0000e-003 | 0.0636 | 0.0535 | 3.8000e-004 | | 4.8400e-003 | 4.8400e-003 | | 4.8400e-003 | 4.8400e-003 | | 76.3633 | 76.3633 | 1.4600e-003 | 1.4000e-003 | 76.8171 |
| Mobile | 1.1955 | 5.8094 | 13.9106 | 0.0450 | 3.6694 | 0.0473 | 3.7167 | 0.9817 | 0.0444 | 1.0261 | | 4,577.8769 | 4,577.8769 | 0.2504 | | 4,584.1365 |
| **Total** | **1.3908** | **5.8731** | **13.9708** | **0.0454** | **3.6694** | **0.0522** | **3.7215** | **0.9817** | **0.0492** | **1.0310** | | **4,654.2543** | **4,654.2543** | **0.2519** | **1.4000e-003** | **4,660.9687** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Demolition | Demolition | 1/1/2019 | 1/1/2019 | 5 | 1 | |
| 2 | Site Preparation | Site Preparation | 1/2/2019 | 1/2/2019 | 5 | 1 | |
| 3 | Grading | Grading | 1/3/2019 | 1/7/2019 | 5 | 3 | |
| 4 | Building Construction | Building Construction | 1/8/2019 | 5/27/2019 | 5 | 100 | |
| 5 | Paving | Paving | 5/28/2019 | 6/3/2019 | 5 | 5 | |
| 6 | Architectural Coating | Architectural Coating | 6/4/2019 | 6/10/2019 | 5 | 5 | |

**Acres of Grading (Site Preparation Phase): 1**

**Acres of Grading (Grading Phase): 1.5**

**Acres of Paving: 1.32**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 10,938; Non-Residential Outdoor: 3,646; Striped Parking Area: 3,451 (Architectural Coating – sqft)**

**OffRoad Equipment**

Arbor Express Car Wash - South Coast Air Basin, Winter

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

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Demolition | 5 | 13.00 | 0.00 | 9.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 3 | 8.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 3 | 8.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 7 | 26.00 | 11.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 5 | 13.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 5.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Water Exposed Area

## 3.2 Demolition - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 1.8821 | 0.0000 | 1.8821 | 0.2850 | 0.0000 | 0.2850 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.2950 | 22.6751 | 14.8943 | 0.0241 | | 1.2863 | 1.2863 | | 1.2017 | 1.2017 | | 2,360.7198 | 2,360.7198 | 0.6011 | | 2,375.7475 |
| **Total** | **2.2950** | **22.6751** | **14.8943** | **0.0241** | **1.8821** | **1.2863** | **3.1684** | **0.2850** | **1.2017** | **1.4867** | | **2,360.7198** | **2,360.7198** | **0.6011** | | **2,375.7475** |

## 3.2 Demolition - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0796 | 2.7162 | 0.5754 | 6.9500e-003 | 0.1572 | 0.0102 | 0.1674 | 0.0431 | 9.7600e-003 | 0.0528 | | 752.9340 | 752.9340 | 0.0571 | | 754.3624 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0693 | 0.0485 | 0.5291 | 1.4500e-003 | 0.1453 | 1.1400e-003 | 0.1465 | 0.0385 | 1.0500e-003 | 0.0396 | | 143.9318 | 143.9318 | 4.5100e-003 | | 144.0446 |
| **Total** | **0.1489** | **2.7647** | **1.1044** | **8.4000e-003** | **0.3025** | **0.0113** | **0.3139** | **0.0816** | **0.0108** | **0.0924** | | **896.8657** | **896.8657** | **0.0617** | | **898.4069** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 0.8469 | 0.0000 | 0.8469 | 0.1282 | 0.0000 | 0.1282 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.2950 | 22.6751 | 14.8943 | 0.0241 | | 1.2863 | 1.2863 | | 1.2017 | 1.2017 | 0.0000 | 2,360.7197 | 2,360.7197 | 0.6011 | | 2,375.7475 |
| **Total** | **2.2950** | **22.6751** | **14.8943** | **0.0241** | **0.8469** | **1.2863** | **2.1332** | **0.1282** | **1.2017** | **1.3300** | **0.0000** | **2,360.7197** | **2,360.7197** | **0.6011** | | **2,375.7475** |

## 3.2 Demolition - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0796 | 2.7162 | 0.5754 | 6.9500e-003 | 0.1572 | 0.0102 | 0.1674 | 0.0431 | 9.7600e-003 | 0.0528 | | 752.9340 | 752.9340 | 0.0571 | | 754.3624 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0693 | 0.0485 | 0.5291 | 1.4500e-003 | 0.1453 | 1.1400e-003 | 0.1465 | 0.0385 | 1.0500e-003 | 0.0396 | | 143.9318 | 143.9318 | 4.5100e-003 | | 144.0446 |
| **Total** | **0.1489** | **2.7647** | **1.1044** | **8.4000e-003** | **0.3025** | **0.0113** | **0.3139** | **0.0816** | **0.0108** | **0.0924** | | **896.8657** | **896.8657** | **0.0617** | | **898.4069** |

## 3.3 Site Preparation - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 6.3298 | 0.0000 | 6.3298 | 3.0110 | 0.0000 | 3.0110 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.7123 | 19.4821 | 7.8893 | 0.0172 | | 0.8824 | 0.8824 | | 0.8118 | 0.8118 | | 1,704.9189 | 1,704.9189 | 0.5394 | | 1,718.4044 |
| **Total** | **1.7123** | **19.4821** | **7.8893** | **0.0172** | **6.3298** | **0.8824** | **7.2122** | **3.0110** | **0.8118** | **3.8227** | | **1,704.9189** | **1,704.9189** | **0.5394** | | **1,718.4044** |

## 3.3 Site Preparation - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0427 | 0.0299 | 0.3256 | 8.9000e-004 | 0.0894 | 7.0000e-004 | 0.0901 | 0.0237 | 6.4000e-004 | 0.0244 | | 88.5734 | 88.5734 | 2.7800e-003 | | 88.6428 |
| **Total** | **0.0427** | **0.0299** | **0.3256** | **8.9000e-004** | **0.0894** | **7.0000e-004** | **0.0901** | **0.0237** | **6.4000e-004** | **0.0244** | | **88.5734** | **88.5734** | **2.7800e-003** | | **88.6428** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 2.8484 | 0.0000 | 2.8484 | 1.3549 | 0.0000 | 1.3549 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.7123 | 19.4821 | 7.8893 | 0.0172 | | 0.8824 | 0.8824 | | 0.8118 | 0.8118 | 0.0000 | 1,704.9189 | 1,704.9189 | 0.5394 | | 1,718.4044 |
| **Total** | **1.7123** | **19.4821** | **7.8893** | **0.0172** | **2.8484** | **0.8824** | **3.7308** | **1.3549** | **0.8118** | **2.1667** | **0.0000** | **1,704.9189** | **1,704.9189** | **0.5394** | | **1,718.4044** |

## 3.3 Site Preparation - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0427 | 0.0299 | 0.3256 | 8.9000e-004 | 0.0894 | 7.0000e-004 | 0.0901 | 0.0237 | 6.4000e-004 | 0.0244 | | 88.5734 | 88.5734 | 2.7800e-003 | | 88.6428 |
| **Total** | **0.0427** | **0.0299** | **0.3256** | **8.9000e-004** | **0.0894** | **7.0000e-004** | **0.0901** | **0.0237** | **6.4000e-004** | **0.0244** | | **88.5734** | **88.5734** | **2.7800e-003** | | **88.6428** |

## 3.4 Grading - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 5.0468 | 0.0000 | 5.0468 | 2.5399 | 0.0000 | 2.5399 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.4197 | 16.0357 | 6.6065 | 0.0141 | | 0.7365 | 0.7365 | | 0.6775 | 0.6775 | | 1,396.3909 | 1,396.3909 | 0.4418 | | 1,407.4359 |
| **Total** | **1.4197** | **16.0357** | **6.6065** | **0.0141** | **5.0468** | **0.7365** | **5.7833** | **2.5399** | **0.6775** | **3.2175** | | **1,396.3909** | **1,396.3909** | **0.4418** | | **1,407.4359** |

## 3.4 Grading - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0427 | 0.0299 | 0.3256 | 8.9000e-004 | 0.0894 | 7.0000e-004 | 0.0901 | 0.0237 | 6.4000e-004 | 0.0244 | | 88.5734 | 88.5734 | 2.7800e-003 | | 88.6428 |
| **Total** | **0.0427** | **0.0299** | **0.3256** | **8.9000e-004** | **0.0894** | **7.0000e-004** | **0.0901** | **0.0237** | **6.4000e-004** | **0.0244** | | **88.5734** | **88.5734** | **2.7800e-003** | | **88.6428** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 2.2711 | 0.0000 | 2.2711 | 1.1430 | 0.0000 | 1.1430 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.4197 | 16.0357 | 6.6065 | 0.0141 | | 0.7365 | 0.7365 | | 0.6775 | 0.6775 | 0.0000 | 1,396.3909 | 1,396.3909 | 0.4418 | | 1,407.4359 |
| **Total** | **1.4197** | **16.0357** | **6.6065** | **0.0141** | **2.2711** | **0.7365** | **3.0075** | **1.1430** | **0.6775** | **1.8205** | **0.0000** | **1,396.3909** | **1,396.3909** | **0.4418** | | **1,407.4359** |

## 3.4 Grading - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0427 | 0.0299 | 0.3256 | 8.9000e-004 | 0.0894 | 7.0000e-004 | 0.0901 | 0.0237 | 6.4000e-004 | 0.0244 | | 88.5734 | 88.5734 | 2.7800e-003 | | 88.6428 |
| **Total** | **0.0427** | **0.0299** | **0.3256** | **8.9000e-004** | **0.0894** | **7.0000e-004** | **0.0901** | **0.0237** | **6.4000e-004** | **0.0244** | | **88.5734** | **88.5734** | **2.7800e-003** | | **88.6428** |

## 3.5 Building Construction - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.2721 | 15.9802 | 13.4870 | 0.0220 | | 0.9158 | 0.9158 | | 0.8846 | 0.8846 | | 2,018.0224 | 2,018.0224 | 0.3879 | | 2,027.7210 |
| **Total** | **2.2721** | **15.9802** | **13.4870** | **0.0220** | | **0.9158** | **0.9158** | | **0.8846** | **0.8846** | | **2,018.0224** | **2,018.0224** | **0.3879** | | **2,027.7210** |

## 3.5 Building Construction - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0447 | 1.2643 | 0.3448 | 2.7500e-003 | 0.0704 | 8.5000e-003 | 0.0789 | 0.0203 | 8.1300e-003 | 0.0284 | | 293.8528 | 293.8528 | 0.0217 | | 294.3961 |
| Worker | 0.1386 | 0.0971 | 1.0581 | 2.8900e-003 | 0.2906 | 2.2700e-003 | 0.2929 | 0.0771 | 2.1000e-003 | 0.0792 | | 287.8635 | 287.8635 | 9.0300e-003 | | 288.0891 |
| **Total** | **0.1834** | **1.3613** | **1.4030** | **5.6400e-003** | **0.3610** | **0.0108** | **0.3718** | **0.0973** | **0.0102** | **0.1076** | | **581.7163** | **581.7163** | **0.0308** | | **582.4852** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.2721 | 15.9802 | 13.4870 | 0.0220 | | 0.9158 | 0.9158 | | 0.8846 | 0.8846 | 0.0000 | 2,018.0224 | 2,018.0224 | 0.3879 | | 2,027.7210 |
| **Total** | **2.2721** | **15.9802** | **13.4870** | **0.0220** | | **0.9158** | **0.9158** | | **0.8846** | **0.8846** | **0.0000** | **2,018.0224** | **2,018.0224** | **0.3879** | | **2,027.7210** |

## 3.5 Building Construction - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0447 | 1.2643 | 0.3448 | 2.7500e-003 | 0.0704 | 8.5000e-003 | 0.0789 | 0.0203 | 8.1300e-003 | 0.0284 | | 293.8528 | 293.8528 | 0.0217 | | 294.3961 |
| Worker | 0.1386 | 0.0971 | 1.0581 | 2.8900e-003 | 0.2906 | 2.2700e-003 | 0.2929 | 0.0771 | 2.1000e-003 | 0.0792 | | 287.8635 | 287.8635 | 9.0300e-003 | | 288.0891 |
| **Total** | **0.1834** | **1.3613** | **1.4030** | **5.6400e-003** | **0.3610** | **0.0108** | **0.3718** | **0.0973** | **0.0102** | **0.1076** | | **581.7163** | **581.7163** | **0.0308** | | **582.4852** |

## 3.6 Paving - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9038 | 9.1743 | 8.9025 | 0.0135 | | 0.5225 | 0.5225 | | 0.4815 | 0.4815 | | 1,325.0953 | 1,325.0953 | 0.4112 | | 1,335.3751 |
| Paving | 0.4716 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **1.3754** | **9.1743** | **8.9025** | **0.0135** | | **0.5225** | **0.5225** | | **0.4815** | **0.4815** | | **1,325.0953** | **1,325.0953** | **0.4112** | | **1,335.3751** |

## 3.6 Paving - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0693 | 0.0485 | 0.5291 | 1.4500e-003 | 0.1453 | 1.1400e-003 | 0.1465 | 0.0385 | 1.0500e-003 | 0.0396 | | 143.9318 | 143.9318 | 4.5100e-003 | | 144.0446 |
| **Total** | **0.0693** | **0.0485** | **0.5291** | **1.4500e-003** | **0.1453** | **1.1400e-003** | **0.1465** | **0.0385** | **1.0500e-003** | **0.0396** | | **143.9318** | **143.9318** | **4.5100e-003** | | **144.0446** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9038 | 9.1743 | 8.9025 | 0.0135 | | 0.5225 | 0.5225 | | 0.4815 | 0.4815 | 0.0000 | 1,325.0953 | 1,325.0953 | 0.4112 | | 1,335.3751 |
| Paving | 0.4716 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **1.3754** | **9.1743** | **8.9025** | **0.0135** | | **0.5225** | **0.5225** | | **0.4815** | **0.4815** | **0.0000** | **1,325.0953** | **1,325.0953** | **0.4112** | | **1,335.3751** |

## 3.6 Paving - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0693 | 0.0485 | 0.5291 | 1.4500e-003 | 0.1453 | 1.1400e-003 | 0.1465 | 0.0385 | 1.0500e-003 | 0.0396 | | 143.9318 | 143.9318 | 4.5100e-003 | | 144.0446 |
| **Total** | **0.0693** | **0.0485** | **0.5291** | **1.4500e-003** | **0.1453** | **1.1400e-003** | **0.1465** | **0.0385** | **1.0500e-003** | **0.0396** | | **143.9318** | **143.9318** | **4.5100e-003** | | **144.0446** |

## 3.7 Architectural Coating - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 16.7184 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2664 | 1.8354 | 1.8413 | 2.9700e-003 | | 0.1288 | 0.1288 | | 0.1288 | 0.1288 | | 281.4481 | 281.4481 | 0.0238 | | 282.0423 |
| **Total** | **16.9849** | **1.8354** | **1.8413** | **2.9700e-003** | | **0.1288** | **0.1288** | | **0.1288** | **0.1288** | | **281.4481** | **281.4481** | **0.0238** | | **282.0423** |

## 3.7 Architectural Coating - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0267 | 0.0187 | 0.2035 | 5.6000e-004 | 0.0559 | 4.4000e-004 | 0.0563 | 0.0148 | 4.0000e-004 | 0.0152 | | 55.3584 | 55.3584 | 1.7400e-003 | | 55.4018 |
| **Total** | **0.0267** | **0.0187** | **0.2035** | **5.6000e-004** | **0.0559** | **4.4000e-004** | **0.0563** | **0.0148** | **4.0000e-004** | **0.0152** | | **55.3584** | **55.3584** | **1.7400e-003** | | **55.4018** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 16.7184 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2664 | 1.8354 | 1.8413 | 2.9700e-003 | | 0.1288 | 0.1288 | | 0.1288 | 0.1288 | 0.0000 | 281.4481 | 281.4481 | 0.0238 | | 282.0423 |
| **Total** | **16.9849** | **1.8354** | **1.8413** | **2.9700e-003** | | **0.1288** | **0.1288** | | **0.1288** | **0.1288** | **0.0000** | **281.4481** | **281.4481** | **0.0238** | | **282.0423** |

### 3.7 Architectural Coating - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0267 | 0.0187 | 0.2035 | 5.6000e-004 | 0.0559 | 4.4000e-004 | 0.0563 | 0.0148 | 4.0000e-004 | 0.0152 | | 55.3584 | 55.3584 | 1.7400e-003 | | 55.4018 |
| **Total** | **0.0267** | **0.0187** | **0.2035** | **5.6000e-004** | **0.0559** | **4.4000e-004** | **0.0563** | **0.0148** | **4.0000e-004** | **0.0152** | | **55.3584** | **55.3584** | **1.7400e-003** | | **55.4018** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 1.1955 | 5.8094 | 13.9106 | 0.0450 | 3.6694 | 0.0473 | 3.7167 | 0.9817 | 0.0444 | 1.0261 | | 4,577.8769 | 4,577.8769 | 0.2504 | | 4,584.1365 |
| Unmitigated | 1.1955 | 5.8094 | 13.9106 | 0.0450 | 3.6694 | 0.0473 | 3.7167 | 0.9817 | 0.0444 | 1.0261 | | 4,577.8769 | 4,577.8769 | 0.2504 | | 4,584.1365 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Automobile Care Center | 709.83 | 709.83 | 709.83 | 1,726,468 | 1,726,468 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Total | 709.83 | 709.83 | 709.83 | 1,726,468 | 1,726,468 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Automobile Care Center | 16.60 | 8.40 | 6.90 | 33.00 | 48.00 | 19.00 | 49 | 51 | 0 |
| Other Asphalt Surfaces | 16.60 | 8.40 | 6.90 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Other Non-Asphalt Surfaces | 16.60 | 8.40 | 6.90 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

## 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Automobile Care Center | 0.550339 | 0.043800 | 0.200255 | 0.122233 | 0.016799 | 0.005871 | 0.020633 | 0.029727 | 0.002027 | 0.001932 | 0.004726 | 0.000704 | 0.000955 |
| Other Asphalt Surfaces | 0.550339 | 0.043800 | 0.200255 | 0.122233 | 0.016799 | 0.005871 | 0.020633 | 0.029727 | 0.002027 | 0.001932 | 0.004726 | 0.000704 | 0.000955 |
| Other Non-Asphalt Surfaces | 0.550339 | 0.043800 | 0.200255 | 0.122233 | 0.016799 | 0.005871 | 0.020633 | 0.029727 | 0.002027 | 0.001932 | 0.004726 | 0.000704 | 0.000955 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 7.0000e-003 | 0.0636 | 0.0535 | 3.8000e-004 | | 4.8400e-003 | 4.8400e-003 | | 4.8400e-003 | 4.8400e-003 | | 76.3633 | 76.3633 | 1.4600e-003 | 1.4000e-003 | 76.8171 |
| NaturalGas Unmitigated | 7.0000e-003 | 0.0636 | 0.0535 | 3.8000e-004 | | 4.8400e-003 | 4.8400e-003 | | 4.8400e-003 | 4.8400e-003 | | 76.3633 | 76.3633 | 1.4600e-003 | 1.4000e-003 | 76.8171 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Automobile Care Center | 649.088 | 7.0000e-003 | 0.0636 | 0.0535 | 3.8000e-004 | | 4.8400e-003 | 4.8400e-003 | | 4.8400e-003 | 4.8400e-003 | | 76.3633 | 76.3633 | 1.4600e-003 | 1.4000e-003 | 76.8171 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **7.0000e-003** | **0.0636** | **0.0535** | **3.8000e-004** | | **4.8400e-003** | **4.8400e-003** | | **4.8400e-003** | **4.8400e-003** | | **76.3633** | **76.3633** | **1.4600e-003** | **1.4000e-003** | **76.8171** |

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Automobile Care Center | 0.649088 | 7.0000e-003 | 0.0636 | 0.0535 | 3.8000e-004 | | 4.8400e-003 | 4.8400e-003 | | 4.8400e-003 | 4.8400e-003 | | 76.3633 | 76.3633 | 1.4600e-003 | 1.4000e-003 | 76.8171 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **7.0000e-003** | **0.0636** | **0.0535** | **3.8000e-004** | | **4.8400e-003** | **4.8400e-003** | | **4.8400e-003** | **4.8400e-003** | | **76.3633** | **76.3633** | **1.4600e-003** | **1.4000e-003** | **76.8171** |

## 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.1883 | 6.0000e-005 | 6.6600e-003 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | | 0.0142 | 0.0142 | 4.0000e-005 | | 0.0151 |
| Unmitigated | 0.1883 | 6.0000e-005 | 6.6600e-003 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | | 0.0142 | 0.0142 | 4.0000e-005 | | 0.0151 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0229 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.1648 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 6.3000e-004 | 6.0000e-005 | 6.6600e-003 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | | 0.0142 | 0.0142 | 4.0000e-005 | | 0.0151 |
| **Total** | **0.1883** | **6.0000e-005** | **6.6600e-003** | **0.0000** | | **2.0000e-005** | **2.0000e-005** | | **2.0000e-005** | **2.0000e-005** | | **0.0142** | **0.0142** | **4.0000e-005** | | **0.0151** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0229 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.1648 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 6.3000e-004 | 6.0000e-005 | 6.6600e-003 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | | 0.0142 | 0.0142 | 4.0000e-005 | | 0.0151 |
| **Total** | **0.1883** | **6.0000e-005** | **6.6600e-003** | **0.0000** | | **2.0000e-005** | **2.0000e-005** | | **2.0000e-005** | **2.0000e-005** | | **0.0142** | **0.0142** | **4.0000e-005** | | **0.0151** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

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

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

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

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Arbor Express Car Wash

**South Coast Air Basin, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Other Asphalt Surfaces | 39.25 | 1000sqft | 0.90 | 39,254.00 | 0 |
| Other Non-Asphalt Surfaces | 18.27 | 1000sqft | 0.42 | 18,267.00 | 0 |
| Automobile Care Center | 7.29 | 1000sqft | 0.10 | 7,292.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 10 | | | **Operational Year** | 2020 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 702.44 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Land Use Assumptions Based on Site Plan. Landscaping Total Includes Off Site Dedication.

Construction Phase - Project Construction Approximately 6 Months

Demolition - Existing Single-Family Home on Site

Vehicle Trips - Trip Generation Rate per Project TIA and ITE Trip Generation Manual

Energy Use -

Water And Wastewater - Estimate of 15 gallons per car wash and 350 car washes per day for indoor water use. Default outdoor water use used.

Construction Off-road Equipment Mitigation - Twice Daily Watering per SCAQMD Rule 403 (Fugitive Dust)

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 20.00 | 1.00 |
| tblConstructionPhase | NumDays | 2.00 | 1.00 |
| tblConstructionPhase | NumDays | 4.00 | 3.00 |
| tblConstructionPhase | NumDays | 200.00 | 100.00 |
| tblConstructionPhase | NumDays | 10.00 | 5.00 |
| tblConstructionPhase | NumDays | 10.00 | 5.00 |
| tblGrading | AcresOfGrading | 1.13 | 1.50 |
| tblGrading | AcresOfGrading | 0.50 | 1.00 |
| tblLandUse | LandUseSquareFeet | 39,250.00 | 39,254.00 |
| tblLandUse | LandUseSquareFeet | 18,270.00 | 18,267.00 |
| tblLandUse | LandUseSquareFeet | 7,290.00 | 7,292.00 |
| tblLandUse | LotAcreage | 0.17 | 0.10 |
| tblVehicleTrips | PB_TP | 28.00 | 0.00 |
| tblVehicleTrips | PR_TP | 21.00 | 49.00 |
| tblVehicleTrips | ST_TR | 23.72 | 97.37 |
| tblVehicleTrips | SU_TR | 11.88 | 97.37 |
| tblVehicleTrips | WD_TR | 23.72 | 97.37 |
| tblWater | IndoorWaterUseRate | 685,851.27 | 1,916,250.00 |

## 2.0 Emissions Summary

## 2.1 Overall Construction

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2019 | 0.1725 | 0.9427 | 0.7963 | 1.4800e-003 | 0.0302 | 0.0502 | 0.0804 | 0.0105 | 0.0483 | 0.0588 | 0.0000 | 126.7630 | 126.7630 | 0.0211 | 0.0000 | 127.2909 |
| **Maximum** | **0.1725** | **0.9427** | **0.7963** | **1.4800e-003** | **0.0302** | **0.0502** | **0.0804** | **0.0105** | **0.0483** | **0.0588** | **0.0000** | **126.7630** | **126.7630** | **0.0211** | **0.0000** | **127.2909** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2019 | 0.1725 | 0.9427 | 0.7963 | 1.4800e-003 | 0.0238 | 0.0502 | 0.0740 | 7.4600e-003 | 0.0483 | 0.0558 | 0.0000 | 126.7629 | 126.7629 | 0.0211 | 0.0000 | 127.2908 |
| **Maximum** | **0.1725** | **0.9427** | **0.7963** | **1.4800e-003** | **0.0238** | **0.0502** | **0.0740** | **7.4600e-003** | **0.0483** | **0.0558** | **0.0000** | **126.7629** | **126.7629** | **0.0211** | **0.0000** | **127.2908** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **21.24** | **0.00** | **7.99** | **28.68** | **0.00** | **5.11** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| 1 | 1-1-2019 | 3-31-2019 | 0.6357 | 0.6357 |
| 2 | 4-1-2019 | 6-30-2019 | 0.4763 | 0.4763 |
| | | Highest | 0.6357 | 0.6357 |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.0343 | 1.0000e-005 | 8.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1.6100e-003 | 1.6100e-003 | 0.0000 | 0.0000 | 1.7200e-003 |
| Energy | 1.2800e-003 | 0.0116 | 9.7600e-003 | 7.0000e-005 | | 8.8000e-004 | 8.8000e-004 | | 8.8000e-004 | 8.8000e-004 | 0.0000 | 36.2252 | 36.2252 | 1.2200e-003 | 4.3000e-004 | 36.3847 |
| Mobile | 0.2112 | 1.0770 | 2.5603 | 8.3100e-003 | 0.6557 | 8.5600e-003 | 0.6643 | 0.1757 | 8.0300e-003 | 0.1837 | 0.0000 | 766.5484 | 766.5484 | 0.0410 | 0.0000 | 767.5740 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 5.6533 | 0.0000 | 5.6533 | 0.3341 | 0.0000 | 14.0058 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.6079 | 9.4381 | 10.0460 | 0.0628 | 1.5500e-003 | 12.0802 |
| **Total** | **0.2468** | **1.0886** | **2.5709** | **8.3800e-003** | **0.6557** | **9.4400e-003** | **0.6652** | **0.1757** | **8.9100e-003** | **0.1846** | **6.2612** | **812.2133** | **818.4746** | **0.4392** | **1.9800e-003** | **830.0464** |

## 2.2 Overall Operational

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.0343 | 1.0000e-005 | 8.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1.6100e-003 | 1.6100e-003 | 0.0000 | 0.0000 | 1.7200e-003 |
| Energy | 1.2800e-003 | 0.0116 | 9.7600e-003 | 7.0000e-005 | | 8.8000e-004 | 8.8000e-004 | | 8.8000e-004 | 8.8000e-004 | 0.0000 | 36.2252 | 36.2252 | 1.2200e-003 | 4.3000e-004 | 36.3847 |
| Mobile | 0.2112 | 1.0770 | 2.5603 | 8.3100e-003 | 0.6557 | 8.5600e-003 | 0.6643 | 0.1757 | 8.0300e-003 | 0.1837 | 0.0000 | 766.5484 | 766.5484 | 0.0410 | 0.0000 | 767.5740 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 5.6533 | 0.0000 | 5.6533 | 0.3341 | 0.0000 | 14.0058 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.6079 | 9.4381 | 10.0460 | 0.0628 | 1.5500e-003 | 12.0802 |
| **Total** | **0.2468** | **1.0886** | **2.5709** | **8.3800e-003** | **0.6557** | **9.4400e-003** | **0.6652** | **0.1757** | **8.9100e-003** | **0.1846** | **6.2612** | **812.2133** | **818.4746** | **0.4392** | **1.9800e-003** | **830.0464** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Demolition | Demolition | 1/1/2019 | 1/1/2019 | 5 | 1 | |
| 2 | Site Preparation | Site Preparation | 1/2/2019 | 1/2/2019 | 5 | 1 | |
| 3 | Grading | Grading | 1/3/2019 | 1/7/2019 | 5 | 3 | |
| 4 | Building Construction | Building Construction | 1/8/2019 | 5/27/2019 | 5 | 100 | |
| 5 | Paving | Paving | 5/28/2019 | 6/3/2019 | 5 | 5 | |
| 6 | Architectural Coating | Architectural Coating | 6/4/2019 | 6/10/2019 | 5 | 5 | |

**Acres of Grading (Site Preparation Phase): 1**

**Acres of Grading (Grading Phase): 1.5**

**Acres of Paving: 1.32**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 10,938; Non-Residential Outdoor: 3,646; Striped Parking Area: 3,451 (Architectural Coating – sqft)**

**OffRoad Equipment**

Arbor Express Car Wash - South Coast Air Basin, Annual

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

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Demolition | 5 | 13.00 | 0.00 | 9.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 3 | 8.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 3 | 8.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 7 | 26.00 | 11.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 5 | 13.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 5.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Water Exposed Area

## 3.2 Demolition - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 9.4000e-004 | 0.0000 | 9.4000e-004 | 1.4000e-004 | 0.0000 | 1.4000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.1500e-003 | 0.0113 | 7.4500e-003 | 1.0000e-005 | | 6.4000e-004 | 6.4000e-004 | | 6.0000e-004 | 6.0000e-004 | 0.0000 | 1.0708 | 1.0708 | 2.7000e-004 | 0.0000 | 1.0776 |
| **Total** | **1.1500e-003** | **0.0113** | **7.4500e-003** | **1.0000e-005** | **9.4000e-004** | **6.4000e-004** | **1.5800e-003** | **1.4000e-004** | **6.0000e-004** | **7.4000e-004** | **0.0000** | **1.0708** | **1.0708** | **2.7000e-004** | **0.0000** | **1.0776** |

## 3.2 Demolition - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 4.0000e-005 | 1.3800e-003 | 2.8000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 0.3449 | 0.3449 | 3.0000e-005 | 0.0000 | 0.3456 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 3.0000e-005 | 2.0000e-005 | 2.7000e-004 | 0.0000 | 7.0000e-005 | 0.0000 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0663 | 0.0663 | 0.0000 | 0.0000 | 0.0664 |
| **Total** | **7.0000e-005** | **1.4000e-003** | **5.5000e-004** | **0.0000** | **1.5000e-004** | **1.0000e-005** | **1.5000e-004** | **4.0000e-005** | **0.0000** | **5.0000e-005** | **0.0000** | **0.4112** | **0.4112** | **3.0000e-005** | **0.0000** | **0.4119** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 4.2000e-004 | 0.0000 | 4.2000e-004 | 6.0000e-005 | 0.0000 | 6.0000e-005 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.1500e-003 | 0.0113 | 7.4500e-003 | 1.0000e-005 | | 6.4000e-004 | 6.4000e-004 | | 6.0000e-004 | 6.0000e-004 | 0.0000 | 1.0708 | 1.0708 | 2.7000e-004 | 0.0000 | 1.0776 |
| **Total** | **1.1500e-003** | **0.0113** | **7.4500e-003** | **1.0000e-005** | **4.2000e-004** | **6.4000e-004** | **1.0600e-003** | **6.0000e-005** | **6.0000e-004** | **6.6000e-004** | **0.0000** | **1.0708** | **1.0708** | **2.7000e-004** | **0.0000** | **1.0776** |

## 3.2 Demolition - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 4.0000e-005 | 1.3800e-003 | 2.8000e-004 | 0.0000 | 8.0000e-005 | 1.0000e-005 | 8.0000e-005 | 2.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 0.3449 | 0.3449 | 3.0000e-005 | 0.0000 | 0.3456 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 3.0000e-005 | 2.0000e-005 | 2.7000e-004 | 0.0000 | 7.0000e-005 | 0.0000 | 7.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0663 | 0.0663 | 0.0000 | 0.0000 | 0.0664 |
| **Total** | **7.0000e-005** | **1.4000e-003** | **5.5000e-004** | **0.0000** | **1.5000e-004** | **1.0000e-005** | **1.5000e-004** | **4.0000e-005** | **0.0000** | **5.0000e-005** | **0.0000** | **0.4112** | **0.4112** | **3.0000e-005** | **0.0000** | **0.4119** |

## 3.3 Site Preparation - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 3.1600e-003 | 0.0000 | 3.1600e-003 | 1.5100e-003 | 0.0000 | 1.5100e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 8.6000e-004 | 9.7400e-003 | 3.9400e-003 | 1.0000e-005 | | 4.4000e-004 | 4.4000e-004 | | 4.1000e-004 | 4.1000e-004 | 0.0000 | 0.7733 | 0.7733 | 2.4000e-004 | 0.0000 | 0.7795 |
| **Total** | **8.6000e-004** | **9.7400e-003** | **3.9400e-003** | **1.0000e-005** | **3.1600e-003** | **4.4000e-004** | **3.6000e-003** | **1.5100e-003** | **4.1000e-004** | **1.9200e-003** | **0.0000** | **0.7733** | **0.7733** | **2.4000e-004** | **0.0000** | **0.7795** |

## 3.3 Site Preparation - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.0000e-005 | 2.0000e-005 | 1.7000e-004 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0408 | 0.0408 | 0.0000 | 0.0000 | 0.0408 |
| **Total** | **2.0000e-005** | **2.0000e-005** | **1.7000e-004** | **0.0000** | **4.0000e-005** | **0.0000** | **4.0000e-005** | **1.0000e-005** | **0.0000** | **1.0000e-005** | **0.0000** | **0.0408** | **0.0408** | **0.0000** | **0.0000** | **0.0408** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 1.4200e-003 | 0.0000 | 1.4200e-003 | 6.8000e-004 | 0.0000 | 6.8000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 8.6000e-004 | 9.7400e-003 | 3.9400e-003 | 1.0000e-005 | | 4.4000e-004 | 4.4000e-004 | | 4.1000e-004 | 4.1000e-004 | 0.0000 | 0.7733 | 0.7733 | 2.4000e-004 | 0.0000 | 0.7795 |
| **Total** | **8.6000e-004** | **9.7400e-003** | **3.9400e-003** | **1.0000e-005** | **1.4200e-003** | **4.4000e-004** | **1.8600e-003** | **6.8000e-004** | **4.1000e-004** | **1.0900e-003** | **0.0000** | **0.7733** | **0.7733** | **2.4000e-004** | **0.0000** | **0.7795** |

## 3.3 Site Preparation - 2019

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.0000e-005 | 2.0000e-005 | 1.7000e-004 | 0.0000 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0408 | 0.0408 | 0.0000 | 0.0000 | 0.0408 |
| **Total** | **2.0000e-005** | **2.0000e-005** | **1.7000e-004** | **0.0000** | **4.0000e-005** | **0.0000** | **4.0000e-005** | **1.0000e-005** | **0.0000** | **1.0000e-005** | **0.0000** | **0.0408** | **0.0408** | **0.0000** | **0.0000** | **0.0408** |

## 3.4 Grading - 2019

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 7.5700e-003 | 0.0000 | 7.5700e-003 | 3.8100e-003 | 0.0000 | 3.8100e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.1300e-003 | 0.0241 | 9.9100e-003 | 2.0000e-005 | | 1.1000e-003 | 1.1000e-003 | | 1.0200e-003 | 1.0200e-003 | 0.0000 | 1.9002 | 1.9002 | 6.0000e-004 | 0.0000 | 1.9152 |
| **Total** | **2.1300e-003** | **0.0241** | **9.9100e-003** | **2.0000e-005** | **7.5700e-003** | **1.1000e-003** | **8.6700e-003** | **3.8100e-003** | **1.0200e-003** | **4.8300e-003** | **0.0000** | **1.9002** | **1.9002** | **6.0000e-004** | **0.0000** | **1.9152** |

## 3.4 Grading - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 6.0000e-005 | 5.0000e-005 | 5.0000e-004 | 0.0000 | 1.3000e-004 | 0.0000 | 1.3000e-004 | 3.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 0.1224 | 0.1224 | 0.0000 | 0.0000 | 0.1225 |
| **Total** | **6.0000e-005** | **5.0000e-005** | **5.0000e-004** | **0.0000** | **1.3000e-004** | **0.0000** | **1.3000e-004** | **3.0000e-005** | **0.0000** | **4.0000e-005** | **0.0000** | **0.1224** | **0.1224** | **0.0000** | **0.0000** | **0.1225** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 3.4100e-003 | 0.0000 | 3.4100e-003 | 1.7100e-003 | 0.0000 | 1.7100e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.1300e-003 | 0.0241 | 9.9100e-003 | 2.0000e-005 | | 1.1000e-003 | 1.1000e-003 | | 1.0200e-003 | 1.0200e-003 | 0.0000 | 1.9002 | 1.9002 | 6.0000e-004 | 0.0000 | 1.9152 |
| **Total** | **2.1300e-003** | **0.0241** | **9.9100e-003** | **2.0000e-005** | **3.4100e-003** | **1.1000e-003** | **4.5100e-003** | **1.7100e-003** | **1.0200e-003** | **2.7300e-003** | **0.0000** | **1.9002** | **1.9002** | **6.0000e-004** | **0.0000** | **1.9152** |

## 3.4 Grading - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 6.0000e-005 | 5.0000e-005 | 5.0000e-004 | 0.0000 | 1.3000e-004 | 0.0000 | 1.3000e-004 | 3.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 0.1224 | 0.1224 | 0.0000 | 0.0000 | 0.1225 |
| **Total** | **6.0000e-005** | **5.0000e-005** | **5.0000e-004** | **0.0000** | **1.3000e-004** | **0.0000** | **1.3000e-004** | **3.0000e-005** | **0.0000** | **4.0000e-005** | **0.0000** | **0.1224** | **0.1224** | **0.0000** | **0.0000** | **0.1225** |

## 3.5 Building Construction - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.1136 | 0.7990 | 0.6744 | 1.1000e-003 | | 0.0458 | 0.0458 | | 0.0442 | 0.0442 | 0.0000 | 91.5360 | 91.5360 | 0.0176 | 0.0000 | 91.9759 |
| **Total** | **0.1136** | **0.7990** | **0.6744** | **1.1000e-003** | | **0.0458** | **0.0458** | | **0.0442** | **0.0442** | **0.0000** | **91.5360** | **91.5360** | **0.0176** | **0.0000** | **91.9759** |

## 3.5 Building Construction - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 2.1800e-003 | 0.0644 | 0.0164 | 1.4000e-004 | 3.4700e-003 | 4.2000e-004 | 3.8900e-003 | 1.0000e-003 | 4.0000e-004 | 1.4000e-003 | 0.0000 | 13.5423 | 13.5423 | 9.5000e-004 | 0.0000 | 13.5661 |
| Worker | 6.2600e-003 | 4.9900e-003 | 0.0543 | 1.5000e-004 | 0.0143 | 1.1000e-004 | 0.0144 | 3.7900e-003 | 1.0000e-004 | 3.8900e-003 | 0.0000 | 13.2632 | 13.2632 | 4.2000e-004 | 0.0000 | 13.2736 |
| **Total** | **8.4400e-003** | **0.0694** | **0.0707** | **2.9000e-004** | **0.0177** | **5.3000e-004** | **0.0183** | **4.7900e-003** | **5.0000e-004** | **5.2900e-003** | **0.0000** | **26.8056** | **26.8056** | **1.3700e-003** | **0.0000** | **26.8397** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.1136 | 0.7990 | 0.6744 | 1.1000e-003 | | 0.0458 | 0.0458 | | 0.0442 | 0.0442 | 0.0000 | 91.5359 | 91.5359 | 0.0176 | 0.0000 | 91.9758 |
| **Total** | **0.1136** | **0.7990** | **0.6744** | **1.1000e-003** | | **0.0458** | **0.0458** | | **0.0442** | **0.0442** | **0.0000** | **91.5359** | **91.5359** | **0.0176** | **0.0000** | **91.9758** |

## 3.5 Building Construction - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 2.1800e-003 | 0.0644 | 0.0164 | 1.4000e-004 | 3.4700e-003 | 4.2000e-004 | 3.8900e-003 | 1.0000e-003 | 4.0000e-004 | 1.4000e-003 | 0.0000 | 13.5423 | 13.5423 | 9.5000e-004 | 0.0000 | 13.5661 |
| Worker | 6.2600e-003 | 4.9900e-003 | 0.0543 | 1.5000e-004 | 0.0143 | 1.1000e-004 | 0.0144 | 3.7900e-003 | 1.0000e-004 | 3.8900e-003 | 0.0000 | 13.2632 | 13.2632 | 4.2000e-004 | 0.0000 | 13.2736 |
| **Total** | **8.4400e-003** | **0.0694** | **0.0707** | **2.9000e-004** | **0.0177** | **5.3000e-004** | **0.0183** | **4.7900e-003** | **5.0000e-004** | **5.2900e-003** | **0.0000** | **26.8056** | **26.8056** | **1.3700e-003** | **0.0000** | **26.8397** |

## 3.6 Paving - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 2.2600e-003 | 0.0229 | 0.0223 | 3.0000e-005 | | 1.3100e-003 | 1.3100e-003 | | 1.2000e-003 | 1.2000e-003 | 0.0000 | 3.0053 | 3.0053 | 9.3000e-004 | 0.0000 | 3.0286 |
| Paving | 1.1800e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **3.4400e-003** | **0.0229** | **0.0223** | **3.0000e-005** | | **1.3100e-003** | **1.3100e-003** | | **1.2000e-003** | **1.2000e-003** | **0.0000** | **3.0053** | **3.0053** | **9.3000e-004** | **0.0000** | **3.0286** |

## 3.6 Paving - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.6000e-004 | 1.2000e-004 | 1.3600e-003 | 0.0000 | 3.6000e-004 | 0.0000 | 3.6000e-004 | 9.0000e-005 | 0.0000 | 1.0000e-004 | 0.0000 | 0.3316 | 0.3316 | 1.0000e-005 | 0.0000 | 0.3318 |
| **Total** | **1.6000e-004** | **1.2000e-004** | **1.3600e-003** | **0.0000** | **3.6000e-004** | **0.0000** | **3.6000e-004** | **9.0000e-005** | **0.0000** | **1.0000e-004** | **0.0000** | **0.3316** | **0.3316** | **1.0000e-005** | **0.0000** | **0.3318** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 2.2600e-003 | 0.0229 | 0.0223 | 3.0000e-005 | | 1.3100e-003 | 1.3100e-003 | | 1.2000e-003 | 1.2000e-003 | 0.0000 | 3.0053 | 3.0053 | 9.3000e-004 | 0.0000 | 3.0286 |
| Paving | 1.1800e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **3.4400e-003** | **0.0229** | **0.0223** | **3.0000e-005** | | **1.3100e-003** | **1.3100e-003** | | **1.2000e-003** | **1.2000e-003** | **0.0000** | **3.0053** | **3.0053** | **9.3000e-004** | **0.0000** | **3.0286** |

## 3.6 Paving - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.6000e-004 | 1.2000e-004 | 1.3600e-003 | 0.0000 | 3.6000e-004 | 0.0000 | 3.6000e-004 | 9.0000e-005 | 0.0000 | 1.0000e-004 | 0.0000 | 0.3316 | 0.3316 | 1.0000e-005 | 0.0000 | 0.3318 |
| **Total** | **1.6000e-004** | **1.2000e-004** | **1.3600e-003** | **0.0000** | **3.6000e-004** | **0.0000** | **3.6000e-004** | **9.0000e-005** | **0.0000** | **1.0000e-004** | **0.0000** | **0.3316** | **0.3316** | **1.0000e-005** | **0.0000** | **0.3318** |

## 3.7 Architectural Coating - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.0418 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 6.7000e-004 | 4.5900e-003 | 4.6000e-003 | 1.0000e-005 | | 3.2000e-004 | 3.2000e-004 | | 3.2000e-004 | 3.2000e-004 | 0.0000 | 0.6383 | 0.6383 | 5.0000e-005 | 0.0000 | 0.6397 |
| **Total** | **0.0425** | **4.5900e-003** | **4.6000e-003** | **1.0000e-005** | | **3.2000e-004** | **3.2000e-004** | | **3.2000e-004** | **3.2000e-004** | **0.0000** | **0.6383** | **0.6383** | **5.0000e-005** | **0.0000** | **0.6397** |

## 3.7 Architectural Coating - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 6.0000e-005 | 5.0000e-005 | 5.2000e-004 | 0.0000 | 1.4000e-004 | 0.0000 | 1.4000e-004 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 0.1275 | 0.1275 | 0.0000 | 0.0000 | 0.1276 |
| **Total** | **6.0000e-005** | **5.0000e-005** | **5.2000e-004** | **0.0000** | **1.4000e-004** | **0.0000** | **1.4000e-004** | **4.0000e-005** | **0.0000** | **4.0000e-005** | **0.0000** | **0.1275** | **0.1275** | **0.0000** | **0.0000** | **0.1276** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.0418 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 6.7000e-004 | 4.5900e-003 | 4.6000e-003 | 1.0000e-005 | | 3.2000e-004 | 3.2000e-004 | | 3.2000e-004 | 3.2000e-004 | 0.0000 | 0.6383 | 0.6383 | 5.0000e-005 | 0.0000 | 0.6397 |
| **Total** | **0.0425** | **4.5900e-003** | **4.6000e-003** | **1.0000e-005** | | **3.2000e-004** | **3.2000e-004** | | **3.2000e-004** | **3.2000e-004** | **0.0000** | **0.6383** | **0.6383** | **5.0000e-005** | **0.0000** | **0.6397** |

### 3.7 Architectural Coating - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 6.0000e-005 | 5.0000e-005 | 5.2000e-004 | 0.0000 | 1.4000e-004 | 0.0000 | 1.4000e-004 | 4.0000e-005 | 0.0000 | 4.0000e-005 | 0.0000 | 0.1275 | 0.1275 | 0.0000 | 0.0000 | 0.1276 |
| **Total** | **6.0000e-005** | **5.0000e-005** | **5.2000e-004** | **0.0000** | **1.4000e-004** | **0.0000** | **1.4000e-004** | **4.0000e-005** | **0.0000** | **4.0000e-005** | **0.0000** | **0.1275** | **0.1275** | **0.0000** | **0.0000** | **0.1276** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.2112 | 1.0770 | 2.5603 | 8.3100e-003 | 0.6557 | 8.5600e-003 | 0.6643 | 0.1757 | 8.0300e-003 | 0.1837 | 0.0000 | 766.5484 | 766.5484 | 0.0410 | 0.0000 | 767.5740 |
| Unmitigated | 0.2112 | 1.0770 | 2.5603 | 8.3100e-003 | 0.6557 | 8.5600e-003 | 0.6643 | 0.1757 | 8.0300e-003 | 0.1837 | 0.0000 | 766.5484 | 766.5484 | 0.0410 | 0.0000 | 767.5740 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Automobile Care Center | 709.83 | 709.83 | 709.83 | 1,726,468 | 1,726,468 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Total | 709.83 | 709.83 | 709.83 | 1,726,468 | 1,726,468 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Automobile Care Center | 16.60 | 8.40 | 6.90 | 33.00 | 48.00 | 19.00 | 49 | 51 | 0 |
| Other Asphalt Surfaces | 16.60 | 8.40 | 6.90 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Other Non-Asphalt Surfaces | 16.60 | 8.40 | 6.90 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

## 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Automobile Care Center | 0.550339 | 0.043800 | 0.200255 | 0.122233 | 0.016799 | 0.005871 | 0.020633 | 0.029727 | 0.002027 | 0.001932 | 0.004726 | 0.000704 | 0.000955 |
| Other Asphalt Surfaces | 0.550339 | 0.043800 | 0.200255 | 0.122233 | 0.016799 | 0.005871 | 0.020633 | 0.029727 | 0.002027 | 0.001932 | 0.004726 | 0.000704 | 0.000955 |
| Other Non-Asphalt Surfaces | 0.550339 | 0.043800 | 0.200255 | 0.122233 | 0.016799 | 0.005871 | 0.020633 | 0.029727 | 0.002027 | 0.001932 | 0.004726 | 0.000704 | 0.000955 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 23.5824 | 23.5824 | 9.7000e-004 | 2.0000e-004 | 23.6668 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 23.5824 | 23.5824 | 9.7000e-004 | 2.0000e-004 | 23.6668 |
| NaturalGas Mitigated | 1.2800e-003 | 0.0116 | 9.7600e-003 | 7.0000e-005 | | 8.8000e-004 | 8.8000e-004 | | 8.8000e-004 | 8.8000e-004 | 0.0000 | 12.6428 | 12.6428 | 2.4000e-004 | 2.3000e-004 | 12.7179 |
| NaturalGas Unmitigated | 1.2800e-003 | 0.0116 | 9.7600e-003 | 7.0000e-005 | | 8.8000e-004 | 8.8000e-004 | | 8.8000e-004 | 8.8000e-004 | 0.0000 | 12.6428 | 12.6428 | 2.4000e-004 | 2.3000e-004 | 12.7179 |

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Automobile Care Center | 236917 | 1.2800e-003 | 0.0116 | 9.7600e-003 | 7.0000e-005 | | 8.8000e-004 | 8.8000e-004 | | 8.8000e-004 | 8.8000e-004 | 0.0000 | 12.6428 | 12.6428 | 2.4000e-004 | 2.3000e-004 | 12.7179 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **1.2800e-003** | **0.0116** | **9.7600e-003** | **7.0000e-005** | | **8.8000e-004** | **8.8000e-004** | | **8.8000e-004** | **8.8000e-004** | **0.0000** | **12.6428** | **12.6428** | **2.4000e-004** | **2.3000e-004** | **12.7179** |

### Mitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Automobile Care Center | 236917 | 1.2800e-003 | 0.0116 | 9.7600e-003 | 7.0000e-005 | | 8.8000e-004 | 8.8000e-004 | | 8.8000e-004 | 8.8000e-004 | 0.0000 | 12.6428 | 12.6428 | 2.4000e-004 | 2.3000e-004 | 12.7179 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **1.2800e-003** | **0.0116** | **9.7600e-003** | **7.0000e-005** | | **8.8000e-004** | **8.8000e-004** | | **8.8000e-004** | **8.8000e-004** | **0.0000** | **12.6428** | **12.6428** | **2.4000e-004** | **2.3000e-004** | **12.7179** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Automobile Care Center | 74013.8 | 23.5824 | 9.7000e-004 | 2.0000e-004 | 23.6668 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **23.5824** | **9.7000e-004** | **2.0000e-004** | **23.6668** |

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Automobile Care Center | 74013.8 | 23.5824 | 9.7000e-004 | 2.0000e-004 | 23.6668 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **23.5824** | **9.7000e-004** | **2.0000e-004** | **23.6668** |

## 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.0343 | 1.0000e-005 | 8.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1.6100e-003 | 1.6100e-003 | 0.0000 | 0.0000 | 1.7200e-003 |
| Unmitigated | 0.0343 | 1.0000e-005 | 8.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1.6100e-003 | 1.6100e-003 | 0.0000 | 0.0000 | 1.7200e-003 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 4.1800e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.0301 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 8.0000e-005 | 1.0000e-005 | 8.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1.6100e-003 | 1.6100e-003 | 0.0000 | 0.0000 | 1.7200e-003 |
| **Total** | **0.0343** | **1.0000e-005** | **8.3000e-004** | **0.0000** | | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **1.6100e-003** | **1.6100e-003** | **0.0000** | **0.0000** | **1.7200e-003** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 4.1800e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.0301 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 8.0000e-005 | 1.0000e-005 | 8.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1.6100e-003 | 1.6100e-003 | 0.0000 | 0.0000 | 1.7200e-003 |
| **Total** | **0.0343** | **1.0000e-005** | **8.3000e-004** | **0.0000** | | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **1.6100e-003** | **1.6100e-003** | **0.0000** | **0.0000** | **1.7200e-003** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 10.0460 | 0.0628 | 1.5500e-003 | 12.0802 |
| Unmitigated | 10.0460 | 0.0628 | 1.5500e-003 | 12.0802 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Automobile Care Center | 1.91625 / 0.42036 | 10.0460 | 0.0628 | 1.5500e-003 | 12.0802 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **10.0460** | **0.0628** | **1.5500e-003** | **12.0802** |

### 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Automobile Care Center | 1.91625 / 0.42036 | 10.0460 | 0.0628 | 1.5500e-003 | 12.0802 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **10.0460** | **0.0628** | **1.5500e-003** | **12.0802** |

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 5.6533 | 0.3341 | 0.0000 | 14.0058 |
| Unmitigated | 5.6533 | 0.3341 | 0.0000 | 14.0058 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Automobile Care Center | 27.85 | 5.6533 | 0.3341 | 0.0000 | 14.0058 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **5.6533** | **0.3341** | **0.0000** | **14.0058** |

### 8.2 Waste by Land Use

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Automobile Care Center | 27.85 | 5.6533 | 0.3341 | 0.0000 | 14.0058 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **5.6533** | **0.3341** | **0.0000** | **14.0058** |

## 9.0 Operational Offroad

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

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

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

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

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# HISTORICAL RESOURCES EVALUATION

## Arbor Express Car Wash Project

## City of Rancho Cucamonga, San Bernardino County, California

Prepared for:

Ruth Villalobos, President
Ruth Villalobos & Associates, Inc.
Ontario, California 91764

Prepared by:

David Brunzell, M.A., RPA
BCR Consulting LLC
Claremont, California 91711

Project No. RVA1802

**Data Base Information:**
*Type of Study:* Intensive Survey
*Resources Recorded:* Post War Residence at 9760 Arrow Route, Beverly Hills House at 9786 Arrow Route (Rancho Cucamonga Historic Landmark No. 32)
*USGS Quadrangle:* 7.5-minute *Guasti, California* (1981)

BCRCONSULTING LLC

December 7, 2018

## MANAGEMENT SUMMARY

BCR Consulting LLC (BCR Consulting) is under contract to Ruth Villalobos & Associates, Inc. to complete a Cultural Resources Assessment of the proposed Arbor Express Car Wash Project (project) in the City of Rancho Cucamonga (City), San Bernardino County, California. The project occupies approximately 2.59 acres and is bounded by Arrow Route to the south, an educational center to the north, and privately owned residential properties to the east and west. A cultural resources records search, additional research, intensive-level pedestrian field survey, Sacred Lands File search with the Native American Heritage Commission (NAHC), and vertebrate paleontological resources assessment were conducted for the project in partial fulfillment of the California Environmental Quality Act (CEQA).

The records search revealed that 23 previous cultural resources studies have taken place, and 24 cultural resources (22 historic-period buildings, one historic road, and one historic district) have been recorded within one-mile of the project site. None of the previous studies has assessed the project site, and no cultural resources have been previously recorded within its boundaries. During the field survey, BCR Consulting personnel identified two historic-period residential buildings within the project site boundaries. The first historic-period residential building was located at 9760 Arrow Route. It is recommended not eligible for listing in the California Register of Historical Resources (California Register). As such it is not recommended a "historical resource" under CEQA. It does not warrant further consideration. The residential building located at 9786 Arrow Route is known as the Beverly Hills House. Access issues to the Beverly Hills house and limited scope prevented a full evaluation of this property. However, it is listed as a Rancho Cucamonga City Landmark (#32) and for the current study is presumed eligible for listing in the California Register. Therefore the Beverly Hills House is presumed a historical resource (i.e. significant) under CEQA.

CEQA guidelines state "a project that may cause a substantial adverse change in the significance of a historical resource…may have a significant effect on the environment." Furthermore, substantial adverse change is defined by the California Public Resource Code as "demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired" (PRC §5020.1[q]). Any project that proposes such impacts would result in a loss of integrity and as such would constitute a "substantial adverse change in the significance of a historical resource."

**Preservation.** Preservation in place is the preferred manner of mitigating impacts to historical resources under CEQA. Where preservation is not an option, mitigations may be developed in consultation with the City (or appropriate lead agency) in which potential adverse effects may be reduced. Potential options are summarized below.

**Data Collection.** Prior to any proposed project-related impacts, the City would complete or require the completion of Historic American Building Survey/Historic American Engineering Report (HABS/HAER) *style* photographic documentation of the subject property. While the photographs would meet HABS/HAER standards, only local curation (and no federal curation or involvement) would be necessary. The photographic documentation would be filed at the City and distributed to local libraries and historical societies as necessary for curation. However:

In most cases the use of drawings, photographs, and/or displays does not mitigate

> the physical impact on the environment caused by demolition or destruction of an historical resource (14 CCR § 15126.4(b)). However, CEQA requires that all feasible mitigation be undertaken even if it does not mitigate below a level of significance. In this context, recordation serves a legitimate archival purpose. The level of documentation required as a mitigation should be proportionate with the level of significance of the resource (California Office of Historic Preservation 2001:6).

Through the implementation of this mitigation measure, impacts to the subject property would be reduced. However it may not be possible to reduce those impacts below a level of significance.

**Resource Relocation.** Relocation can mitigate the impacts of demolition if a compatible new site is available. However:

> Relocation of an historical resource may constitute an adverse impact to the resource. However, in situations where relocation is the only feasible alternative to demolition, relocation may mitigate below a level of significance provided that the new location is compatible with the original character and use of the historical resource and the resource retains its eligibility for listing on the California Register (14 CCR § 4852(d)(1)) Office of Historic Preservation 2001:6).

Implementation of this mitigation measure would potentially mitigate impacts to the resource below the level of significance. However, relocation would itself constitute a significant adverse change to the resource unless an appropriate compatible location could be identified.

Please note that limited property access prevented a systematic survey for prehistoric and historic-period archaeological resources. As a result, findings and recommendations for archaeological resources are not part of the current study.

If human remains are encountered during the project, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

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## FIGURES



## TABLES



## APPENDICES

## INTRODUCTION

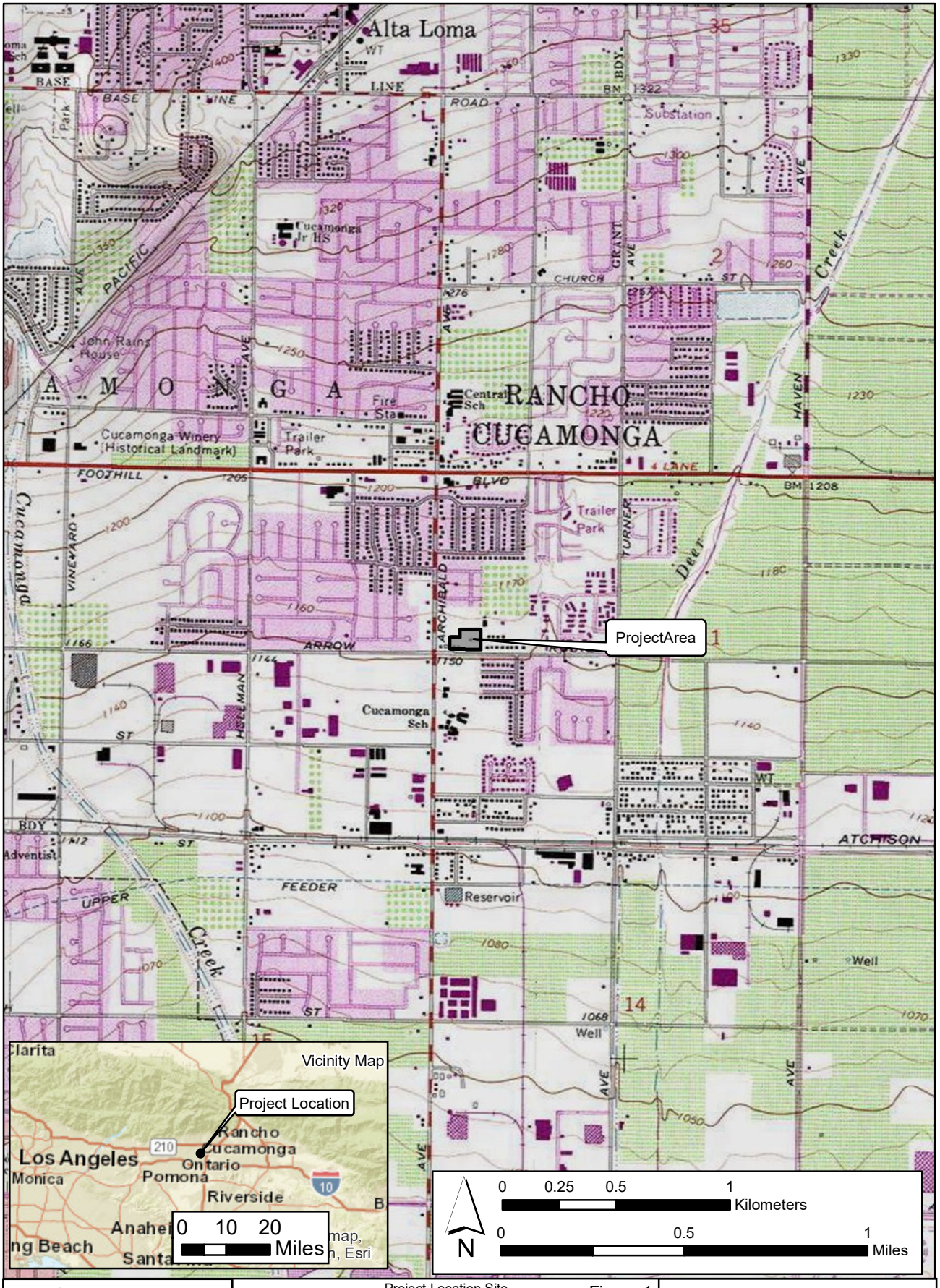
BCR Consulting LLC (BCR Consulting) is under contract to Ruth Villalobos & Associates, Inc. to complete a Cultural Resources Assessment of the proposed Arbor Express Car Wash Project (project) in the City of Rancho Cucamonga (City), San Bernardino County, California. A cultural resources records search, additional research, intensive-level pedestrian field survey, Sacred Lands File search with the Native American Heritage Commission (NAHC), and vertebrate paleontological resources assessment were conducted for the project in partial fulfillment of the California Environmental Quality Act (CEQA). The project occupies approximately 2.59 acres and is bounded by Arrow Route to the south, an educational center to the north, a church and privately owned residential properties to the east, and Archibald Avenue to the west. The project site is located in Section 11 of Township 1 South, Range 7 West, San Bernardino Baseline and Meridian. It is depicted on the United States Geological Survey (USGS) *Guasti, California* (1981) 7.5-minute topographic quadrangle (Figure 1).

## HISTORIC SETTING

Please note that references for this section are provided in Appendix A. The modern City of Rancho Cucamonga was formed in 1977 when the communities of Alta Loma, Cucamonga, and Etiwanda incorporated. Cucamonga took its name from a Gabrielino Native American group that inhabited the area before the arrival of Spanish missionaries in the late eighteenth century. In 1839, after Mexico gained independence from Spain, the Mexican government granted the 13,000-acre Rancho de Cucamonga to Tiburcio Tapia. Americans began settling in California in large numbers during the Gold Rush in the 1840s, and California statehood in 1850 accelerated the process statewide. Although much of San Bernardino County remained sparsely populated through the end of the nineteenth century, a stage coach line came to Cucamonga in 1858, followed by a post office in 1864.

German immigrant and financier Isaias Hellman purchased the Rancho in 1870, and formed a company to promote the area as an agricultural colony. Irrigation and the Union Pacific Railroad came to the area in 1887, and settlers began farming. Grapes were the most important agricultural product during this era, but citrus, olives and other crops were also cultivated. In 1881, George and William Chaffey purchased the land to form Etiwanda, where they tested their ground-breaking irrigation and town planning ideas. At the dawn of the age of electricity in 1882, the Chaffeys powered Etiwanda with a hydro-electric plant. The brothers later went on to found Ontario and other communities and became renowned for their innovations. In 1881 and 1882 the Hermosa and Iowa tracts (also speculative agricultural colonies) were laid out nearby, and their names were soon combined to form Iomosa. When a new railroad came to the area to serve the foothill citrus groves in 1913, Iomosa was renamed Alta Loma.

The new railroad station was an important addition to Alta Loma's infrastructure, allowing citrus growers to ship their produce to Los Angeles and beyond. It also allowed students and workers to commute to nearby towns. The area remained largely rural and the economy was supported by agriculture until the middle of the twentieth century. Alta Loma had several fruit




BCRCONSULTING LLC

Project Location Site
Arbor Express Car Wash Project

Figure 1

Reference: ESRI; USGS Quad: Guasti, California (1981)

Ruth Villalobos & Associates, Inc.

packinghouses, and fruit drying racks were spread across every available field during harvest season. Most families were involved in farming or processing agricultural products, and Alta Loma's local grammar school incorporated gardening into its curriculum.

After the end of World War II, houses gradually began to replace orchards as Southern California's population expanded, but the process was gradual at first. Suburban expansion continued and the area began to experience uncontrolled development in the 1970s, as residents of Orange and Los Angeles counties moved east in search of reasonably-priced housing. Residents formed a committee to discuss incorporation in order to control growth in 1975, and formed Rancho Cucamonga from the three unincorporated communities in 1977. By the turn of the twenty-first century Rancho Cucamonga was a bedroom community with only vestiges of its agricultural past.

## PERSONNEL

David Brunzell, M.A., RPA acted as the Project Manager and Principal Investigator for the current study. Mr. Brunzell also compiled the Department of Park and Recreation (DPR) 523 forms and technical report. BCR Consulting Staff Archaeologist Joseph Orozco, M.A. ABD completed the record search through the South Central Coastal Information Center. BCR Consulting Staff Historian Dylan Williams, B.A. conducted the additional research, and BCR Consulting Staff Archaeologist Nicholas Shepetuk performed the field survey.

## METHODS

### Research

**Records Search.** On November 29, 2018, a records search was conducted at the South Central Coastal Information Center at California State University, Fullerton. This archival research reviewed the status of all recorded historic and prehistoric cultural resources, and survey and excavation reports completed within one mile of the current project. Additional resources reviewed included the National Register of Historic Places (National Register), the California Register of Historical Resources (California Register), and documents and inventories published by the California Office of Historic Preservation. These include the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and the Inventory of Historic Structures.

**Additional Research.** BCR Consulting performed additional research through records of the General Land Office Maintained by the Bureau of Land Management, the City of Rancho Cucamonga, the San Bernardino County Assessor, San Bernardino County Historical Archives, and through various Internet resources.

### Field Survey

An intensive-level field survey of the project site was conducted on November 19, 2018. Property access was limited so survey methods included making observations and taking detail and context photographs of the subject property and buildings. Based on these limitations, archaeological resources have not been assessed for the current project. The historic-period buildings were recorded on DPR 523 forms. Cultural resources were

recorded per the California OHP *Instructions for Recording Historical Resources* in the field using:

- Detailed note taking for entry on DPR Forms (see Appendix A)
- Digital photography of all cultural resources (see Appendix A).

## RESULTS

### Research

**Records Search.** Data from the SCCIC revealed that 23 previous cultural resources studies have taken place, and 24 cultural resources (23 historic-period buildings, one historic road, and one historic district) have been recorded within one-mile of the project site. None of the previous studies has assessed the project site, and no cultural resources have been previously recorded within its boundaries. The records search is summarized as follows:

**Table A. Cultural Resources and Reports Within One Mile of the Project Site**

| USGS 7.5 Min Quad | Cultural Resources Within 1 Mile of Project Site | Studies W/in 1 Mile |
|---|---|---|
| *Guasti, California* (1981) | P-36-2910: Historic-Period Nat. Trails Hwy. (3/4 Mile NW)<br>P-36-10289H: Historic-Period Residence (3/4 Mile NE)<br>P-36-12367: Historic-Period Residence (1/2 Mile NE)<br>P-36-16422: Historic-Period Structure (1/2 Mile S)<br>P-36-16423: Historic-Period Building (1/2 Mile SE)<br>P-36-16425: Historic-Period Residence (1/2 Mile SW)<br>P-36-16435: Historic-Period Residence (1/4 Mile NW)<br>P-36-16436: Historic-Period Residence (1/2 Mile SW)<br>P-36-16438: Historic-Period Residence (1/4 Mile E)<br>P-36-16439: Historic-Period Market (1/2 Mile E)<br>P-36-16440: Historic-Period Milliken Ranch (3/4 Mile E)<br>P-36-16458: Historic-Period Residence (1/2 Mile NW)<br>P-36-16459: Historic-Period Structure (1/2 Mile N)<br>P-36-16460: Historic-Period Structure (1/2 Mile N)<br>P-36-16462: Historic-Period Residence (3/4 Mile NE)<br>P-36-16480: Historic-Period Residence (3/4 Mile NW)<br>P-36-16481: Historic-Period Residence (3/4 Mile N)<br>P-36-16482: Historic-Period Residence (3/4 Mile N)<br>P-36-16483: Historic-Period Residence (3/4 Mile N)<br>P-36-16484: Historic-Period Residence (3/4 Mile N)<br>P-36-16485: Historic-Period Residence (3/4 Mile N)<br>P-36-16486: Historic-Period Residence (3/4 Mile N)<br>P-36-21512: Historic-Period Residence (1/4 Mile NW)<br>P-36-23221: Historic Cucamonga District (3/4 Mile NW) | SB-106-0178, 0311, 0325, 0341, 0356, 0449, 1262, 1473, 2290, 3572, 3589, 4138, 4165, 4667, 5493, 6812, 6817, 6952, 7048, 7387, 7484, 7854, 7855 |

**Additional Research.** Additional research was performed for the project site to provide the background for the two properties developed during the historic era (i.e. greater than 45 years ago) within its boundaries (see also Field Survey Results, below). Review of the City's *Historic Landmarks Points of Interest* indicated that the Beverly Hills House (at 9786 Arrow Route) has been designated as City Landmark #32 (see Appendix A).

**9760 Arrow Route.** The area surrounding the subject property was dominated by citrus groves until 1948, after which residential developments begin to appear. The house at 9760 Arrow Route was built in 1954. Building permits did not indicate any major alterations or upgrades. In 1953 Eunice P. and Carl Swanson bought the property and constructed the house in 1954. It was transferred to the Eunice P. Swanson Family Trust in 1973. In 1988 ownership was transferred to the Matthews Living Trust. It was classified under the joint ownership of Cloetis and Judith K. Matthews, who each claimed a fifty percent ownership interest. The Matthews remain the owners of the property today (see Appendix A for references).

**9786 Arrow Route (Beverly Hills House).** The City of Rancho Cucamonga designated the property as a Historic Landmark in 1989 and it remains listed. The main residential building was constructed between 1928 and 1932 and was subsequently relocated from Beverly Hills to its present-day location in Rancho Cucamonga (see Appendix A for references). Dates of the relocation have been reported between 1942 and 1958 and could not be verified with primary documents (ibid.). The relocation had reportedly been arranged by Len Smutzler of Upland, but further research has not been able to verify this. After Smutzler's reported ownership, the property was acquired by Frank and Eleanor Paul in 1953 (ibid.).

## Field Survey

**9760 Arrow Route.** This property is occupied by single-family residence that is historic in age (i.e. over 45 years old). The residence is a 1,204 square-foot, single-story wood-frame home with one bedroom and two bathrooms, and a two-car attached garage. The property is accessed by a cement-paved driveway that leads from the street to the garage unit and front of the home. Composition roofing tops the house and the central portion of the main (south) elevation contains a large, painted brick chimney. Most of the windows contain the original wooden frames, although a large front window has been replaced with a modern false-paned vinyl window. The residence features central heating and an evaporative cooling system. The house exhibits an L-shaped plan and horizontal orientation typical of Ranch tract design, although its compact design is more common in Postwar Minimal buildings. The rest of the subject property to the north is vacant.

**9786 Arrow Route (The Beverly Hills House).** Since access was limited, descriptions are made using available photographs and observations from the edge of the property boundary. This property is occupied by a single-family residence that is historic in age (i.e. over 45 years old). The residence is a two-bedroom, one-bathroom wood-framed 1,625 square-foot, single-story home. It was built using Spanish Colonial style architecture popular across Southern California during the early twentieth century. The arcaded front windows are framed by green painted tiles, and the white stucco exterior and terracotta-colored roofing all invoke the Spanish Colonial trend. The main residence is located on rear of the property. The home features interior domed ceilings in many of the common areas, custom coving, a heating unit attached to an interior wall, one fireplace, and a large covered patio that houses a small koi pond and waterfall. Two detached structures include a two-car, 440 square-foot garage and a small cottage located behind the main residence.

## SIGNIFICANCE EVALUATIONS

During the field survey, four historic-period buildings on two separate properties were identified. CEQA calls for the evaluation and recordation of historic and archaeological resources. The criteria for determining the significance of impacts to cultural resources are based on Section 15064.5 of the *CEQA Guidelines* and Guidelines for the Nomination of Properties to the California Register. Properties eligible for listing in the California Register and subject to review under CEQA are those meeting the criteria for listing in the California Register, or designation under a local ordinance.

### Significance Criteria

**California Register of Historical Resources.** The California Register criteria are based on National Register criteria. City Landmark Designation criteria are similar to California Register criteria; the differences are bracketed [ ] below. For a property to be eligible for inclusion on the California Register or as a City Landmark, one or more of the following criteria must be met:

1. It is associated with the events that have made a significant contribution to the broad patterns of local [including City] or regional history, or the cultural heritage of California or the U.S.;
2. It is associated with the lives of persons important to local [the City's], California, or U.S. history;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of a master, possesses high artistic values; and/or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]). The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

### California Register Evaluation

**9760 Arrow Route.** Criterion 1: The property at 9760 Arrow Route fits within a context of postwar suburban development of Rancho Cucamonga, however it is not associated with important events related to the founding and/or development of the industry. It is therefore not eligible for the California Register under Criterion 1. Criterion 2: Substantial research has not linked the property with individuals who have been notable in local, state, or national history. Criterion 3: The house is a simple example of a Ranch/Postwar Minimal house from 1954, and it appears to be a common design. Therefore the property does not embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual or possess high artistic values.

Criterion 4: Extensive research has exhausted this resources data potential, and as such the resource has not and is not likely to yield information important in prehistory or history. The subject property and its constituent historic-age building is therefore recommended not eligible under any of the four criteria for listing on the California Register, and as such is not recommended a historical resource under CEQA.

**Integrity.** The subject property was developed during the mid-20th century, and is associated with southern California's suburban development during that era. The building remains in its original location, so the property maintains its integrity of location. This combines with the mature trees, foliage, and the neighborhood to convey a measure of integrity of feeling and association. Changes to the windows and other alterations have impacted the house's integrity of design, materials, and workmanship.

**9786 Arrow Route (The Beverly Hills House).** A full California Register eligibility evaluation is not currently possible based on the limited available information and scope, however the Beverly Hills House is presumed eligible (i.e significant under CEQA) since it is a designated City Landmark (#32).

## RECOMMENDATIONS

The historic-period house at 9760 Arrow Route is recommended not eligible for listing in the California Register. As such it is not recommended a "historical resource" under CEQA. It does not warrant further consideration. The residential building located at 9786 Arrow Route is known as the Beverly Hills House. Access issues to the Beverly Hills house and limited scope prevented a full evaluation of this property. However, it is listed as a Rancho Cucamonga City Landmark (#32) and for the current study is presumed eligible for listing in the California Register. Therefore the Beverly Hills House is presumed a historical resource (i.e. significant) under CEQA.

CEQA guidelines state "a project that may cause a substantial adverse change in the significance of a historical resource…may have a significant effect on the environment." Furthermore, substantial adverse change is defined by the California Public Resource Code as "demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired" (PRC §5020.1[q]). Any project that proposes such impacts would result in a loss of integrity and as such would constitute a "substantial adverse change in the significance of a historical resource."

**Preservation.** Preservation in place is the preferred manner of mitigating impacts to historical resources under CEQA. Where preservation is not an option, mitigations may be developed in consultation with the City (or appropriate lead agency) in which potential adverse effects may be reduced. Potential options are summarized below.

**Data Collection.** Prior to any proposed project-related impacts, the City would complete or require the completion of Historic American Building Survey/Historic American Engineering Report (HABS/HAER) *style* photographic documentation of the subject property. While the photographs would meet HABS/HAER standards, only local curation (and no federal curation or involvement) would be necessary. The photographic

documentation would be filed at the City and distributed to local libraries and historical societies as necessary for curation. However:

> In most cases the use of drawings, photographs, and/or displays does not mitigate the physical impact on the environment caused by demolition or destruction of an historical resource (14 CCR § 15126.4(b)). However, CEQA requires that all feasible mitigation be undertaken even if it does not mitigate below a level of significance. In this context, recordation serves a legitimate archival purpose. The level of documentation required as a mitigation should be proportionate with the level of significance of the resource (California Office of Historic Preservation 2001:6).

Through the implementation of this mitigation measure, impacts to the subject property would be reduced. However it may not be possible to reduce those impacts below a level of significance.

**Resource Relocation.** Relocation can mitigate the impacts of demolition if a compatible new site is available. However:

> Relocation of an historical resource may constitute an adverse impact to the resource. However, in situations where relocation is the only feasible alternative to demolition, relocation may mitigate below a level of significance provided that the new location is compatible with the original character and use of the historical resource and the resource retains its eligibility for listing on the California Register (14 CCR § 4852(d)(1)) Office of Historic Preservation 2001:6).

Implementation of this mitigation measure would potentially mitigate impacts to the resource below the level of significance. However, relocation would itself constitute a significant adverse change to the resource unless an appropriate compatible location could be identified.

Please note that limited property access prevented a systematic survey for prehistoric and historic-period archaeological resources. As a result, findings and recommendations for archaeological resources are not part of the current study.

If human remains are encountered during the project, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

## REFERENCES

California Office of Historic Preservation 2001
2001 Technical Assistance Series #1. California Environmental Quality Act (CEQA) and Historical Resources. Electronic Document: http://ohp.parks.ca.gov/pages/1054/files/ts01ca.pdf. Accessed 12/7/2018.

United States Geological Survey
1981 *Guasti, California* 7.5-minute topographic quadrangle map.

**PLEASE SEE APPENDIX A FOR ADDITIONAL REFERENCES.**

# APPENDIX A

# DEPARTMENT OF PARK AND RECREATION 523 FORMS

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code | Reviewer | Date

 *Resource Name or #: 9760 Arrow Route

**P1. Other Identifier:** N/A

***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted**
***a. County:** San Bernardino
**and** (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Guasti, CA **Date:** 1981 **T**1S; **R**7W; Section 11**;** SBBM

c. Address: 9760 Arrow Route City: Rancho Cucamonga Zip: 91730
d. UTM: Zone: N/A mE/ Elevation: 1155' AMSL
e. Other Locational Data: The subject property is located on the north side of Arrow Route, east of Archibald Avenue in Rancho Cucamonga.

***P3a. Description:** The subject property is occupied by single-family residence that is historic in age (i.e. over 45 years old). The residence is a 1,204 square-foot, single-story wood-frame home with one bedroom and two bathrooms, and a two-car attached garage. The property is accessed by a cement-paved driveway that leads from the street to the garage unit and front of the home. Composition roofing tops the house and the central portion of the main (south) elevation contains a large, painted brick chimney. Most of the windows contain the original wooden frames, although a large front window has been replaced with a modern false-paned vinyl window. The residence features central heating and an evaporative cooling system. The rest of the subject property to the north is vacant.

***P3b. Resource Attributes:** Single-Family Residential

P5a. Photo or Drawing **(**Photo required for buildings, structures, and objects.)

***P4. Resources Present:**
☑ Building ☐Structure
☐Object ☐Site ☐District
☐Element of District ☐Other

**P5b. Description of Photo:** (View, date, accession #)
Photo 1: View N.

***P6. Date Constructed/ Age and Sources:** ☑Historic constructed 1954 (San Bernardino Assessor) ☐ Prehistoric ☐ Both

***P7. Owner and Address:**
Matthews Living Trust Fund
9760 Arrow Route
Rancho Cucamonga, CA

***P8. Recorded by:**
D,. Brunzell, N. Shepetuk, D. Williams
BCR Consulting LLC
Claremont, California 91711

***P9. Date:** 11-19-18

***P10. Survey Type:**
Intensive.

***P11. Report Citation:** *Historical Resources Evaluation of the Arbor Express Car Wash Project, Rancho Cucamonga, San Bernardino County, California*

***Attachments:** ☐NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List):

**State of California — The Resources Agency** **Primary #**
**DEPARTMENT OF PARKS AND RECREATION** **HRI#**

# BUILDING, STRUCTURE, AND OBJECT RECORD

**Page** 2 **of 3** ***NRHP Status Code**: 6Z ***Resource Name or #** (Assigned by recorder) 9760 Arrow Route

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Single-Family Residence
B4. Present Use: Single-Family Residence
***B5. Architectural Style:** Ranch/Postwar Minimal
***B6. Construction History:** The area surrounding the subject property was dominated by citrus groves until 1948, after which residential developments begin to appear. The house at 9760 Arrow Route was built in 1954 (San Bernardino County Assessor Records 2018). Building permits did not indicate any major alterations or upgrades.
***B7. Moved?** ☑**No** ☐**Yes** ☐**Unknown** **Date:** N/A **Original Location:** N/A
***B8. Related Features:** None
**B9a.** Architect: b. Builder: Unknown
***B10. Significance: Theme:** Suburban Development
**Area:** Rancho Cucamonga **Period of Significance:** Mid-20th Century, 1954
**Property Type:** Single Family Property **Applicable Criteria:** N/A
**Theme:** Suburban Development **Area:** Rancho Cucamonga
**Period of Significance:** 1950s **Property Type:** Residential
**Applicable Criteria:** N/A B11. **Additional Resource Attributes**: N/A

(Discuss importance in terms of historical/architectural context by theme, period, and geographic scope. Address Integrity.)
The house exhibits an L-shaped plan and horizontal orientation typical of Ranch tract design, although its compact design is more common in Postwar Minimal buildings.

In 1953 Eunice P. and Carl Swanson bought the property and constructed the house in 1954. It was transferred to the Eunice P. Swanson Family Trust in 1973. In 1988 ownership was transferred to the Matthews Living Trust. It was classified under the joint ownership of Cloetis and Judith K. Matthews, who each claimed a fifty percent ownership interest. The Matthews remain the owners of the property today (San Bernardino County Assessor Records 2018).

Rancho Cucamonga History

The modern City of Rancho Cucamonga was formed in 1977 when the communities of Alta Loma, Cucamonga, and Etiwanda incorporated. Cucamonga took its name from a Gabrielino Native American group that inhabited the area before the arrival of Spanish missionaries in the late eighteenth century. In 1839, after Mexico gained independence from Spain, the Mexican government granted the 13,000-acre Rancho de Cucamonga to Tiburcio Tapia. Americans began settling in California in large numbers during the Gold Rush in the 1840s, and California statehood in 1850 accelerated the process statewide. Although much of San Bernardino County remained sparsely populated through the end of the nineteenth century, a stage coach line came to Cucamonga in 1858, followed by a post office in 1864 (City of Rancho Cucamonga).

German immigrant and financier Isaias Hellman purchased the Rancho in 1870, and formed a company to promote the area as an agricultural colony. Irrigation and the Union Pacific Railroad came to the area in 1887, and settlers began farming. Grapes were the most important agricultural product during this era, but citrus, olives and other crops were also cultivated. In 1881, George and William Chaffey purchased the land to form Etiwanda, where they tested their ground-breaking irrigation and town planning ideas. At the dawn of the age of electricity in 1882, the Chaffeys powered Etiwanda with a hydro-electric plant. The brothers later went on to found Ontario and other communities and became renowned for their innovations. In 1881 and 1882 the Hermosa and Iowa tracts (also speculative agricultural colonies) were laid out nearby, and their names were soon combined to form Iomosa. When a new railroad came to the area to serve the foothill citrus groves in 1913, Iomosa was renamed Alta Loma (Emick 2011).
**(Continued on Continuation Sheet, page 3.)**

(Sketch Map with north arrow required.)


***B12. References:**

Emick, Paula, 2011 *Images of America: Rancho Cucamonga*. Arcadia Publishing, Charleston.
City of Rancho Cucamonga, "Historic Landmarks, Points of Interest: Our Heritage," Rancho Cucamonga.
San Bernardino County, "San Bernardino County File Lot Book 047: 'Cucamonga: Section 11 T1S R7W'". San Bernardino Historic Archives, San Bernardino.
San Bernardino County, San Bernardino County Property Information Management System. Online assessor database. http://www.sbcounty.gov/assessor/pims/ accessed 11/14/18.

***B14. Evaluators:** David Brunzell, BCR Consulting, Claremont, California
***Date of Evaluation:** 12/7/18

***B10 (continued from page 2).**

The new railroad station was an important addition to Alta Loma's infrastructure, allowing citrus growers to ship their produce to Los Angeles and beyond. It also allowed students and workers to commute to nearby towns. The area remained largely rural and the economy was supported by agriculture until the middle of the twentieth century. Alta Loma had several fruit packinghouses, and fruit drying racks were spread across every available field during harvest season. Most families were involved in farming or processing agricultural products, and Alta Loma's local grammar school incorporated gardening into its curriculum. After the end of World War II, houses gradually began to replace orchards as Southern California's population expanded, but the process was gradual at first (Emick 2011).

The area began to experience uncontrolled development in the 1970s, as residents of Orange and Los Angeles counties moved east in search of reasonably-priced housing. Residents formed a committee to discuss incorporation in order to control growth in 1975, and formed Rancho Cucamonga from the three unincorporated communities in 1977. By the turn of the twenty-first century Rancho Cucamonga was a bedroom community with only vestiges of its agricultural past (City of Rancho Cucamonga).

Evaluation

California Register of Historical Resources requires that a significance criterion (1-4) be met for a resource to be eligible. A resource is eligible if (1) it is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; (2) it is associated with the lives of persons important in California's past; (3) it embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or (4) it has yielded or is likely to yield information important in prehistory or history. The California Register also requires that sufficient time has passed since a resource's period of significance (normally 45 years) to "obtain a scholarly perspective on the events or individuals associated with the resources" (CCR 4852 [d][2]). The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

Criterion 1: The property at 9760 Arrow Route was fits within a context of postwar suburban development of Rancho Cucamonga, however it is not associated with important events related to the founding and/or development of the industry. It is there fore not eligible for the California Register under Criterion 1. Criterion 2: Substantial research has not linked the subject property with individuals who have been notable in local, state, or national history. Criterion 3: The house is a simple example of a Ranch/Postwar Minimal house from 1954, and it appears to be a common design. Therefore the property does not embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual or possess high artistic values. Criterion 4: Extensive research has exhausted this resources data potential, and as such the resource has not and is not likely to yield information important in prehistory or history. The subject property and its constituent historic-age building is therefore recommended not eligible under any of the four criteria for listing on the California Register, and as such is not recommended a historical resource under the California Environmental Quality Act (CEQA). Thus BCR Consulting recommends the National Register of Historic Places (NRHP) Status Code "6Z".

**Integrity.** The subject property was developed during the mid-20th century, and is associated with southern California's suburban development during that era. The building remains in its original location, so the property maintains its integrity of location. This combines with the mature trees, foliage, and the neighborhood to convey a measure of integrity of feeling and association. Changes to the windows and other alterations have impacted the house's integrity of design, materials, and workmanship.

| State of California — The Resources Agency<br>DEPARTMENT OF PARKS AND RECREATION<br>**PRIMARY RECORD** | Primary #<br>HRI #<br>Trinomial<br>NRHP Status Code 6Z |
|---|---|
| Other Listings<br>Review Code | Reviewer Date |

 *__Resource Name or #:__ The Beverly Hills House

**P1. Other Identifier:** Beverly Hills House

***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted** ***a. County:** San Bernardino

**and** (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Guasti, CA **Date:** 1981 **T**1S; **R**7W; Section 11**;** SBBM

c. Address: 9786 Arrow Route City: Rancho Cucamonga Zip: 91730

d. UTM: Zone: N/A mE/ Elevation: 1155' AMSL

e. Other Locational Data: The subject property is located on the north side of Arrow Route, east of Archibald Avenue in Rancho Cucamonga.

***P3a. Description:** The subject property is occupied by a single-family residence that is historic in age (i.e. over 45 years old). The residence is a two-bedroom, one-bathroom wood-framed 1,625 square-foot, single-story home. It is a classic representation of Spanish Colonial style architecture that was popular across Southern California during the early twentieth century. The arcaded front windows are framed by green painted tiles, and the white stucco exterior and terracotta-colored roofing all invoke the Spanish Colonial trend. The main residence is located on rear of the property. The home features interior domed ceilings in many of the common areas, custom coving, a heating unit attached to an interior wall, one fireplace, and a large covered patio that houses a small koi pond and waterfall. Two detached structures include a two-car, 440 square-foot garage and a small cottage located behind the main residence (San Bernardino Property Assessor 2018). The City of Rancho Cucamonga designated the property as a Historic Landmark in 1989 and it remains listed. The main residential building was constructed between 1928 and 1932 and was subsequently relocated from Beverly Hills to its present-day location in Rancho Cucamonga (City of Rancho Cucamonga ND). Dates of the relocation have been reported between 1942 and 1958 and could not be verified with primary documents (ibid.). The relocation had reportedly been arranged by Len Smutzler of Upland, but further research has not been able to verify this. After Smutzler's reported ownership, the property was acquired by Frank and Eleanor Paul in 1953 (San Bernardino County Records 1949-1951). A full California Register of Historical Resources eligibility evaluation is not currently possible based on the limited available information and scope, however the Beverly Hills House is presumed eligible (i.e significant under CEQA) since it is a designated City Landmark (#32).

**References:**

San Bernardino County Assessor 2018. Records on File at the San Bernardino County Assessor. Accessed 11/20/2018.

City of Rancho Cucamonga ND. *Historic Landmarks Pointes of Interest.* Electronic Document: https://www.cityofrc.us/civicax/filebank/blobdload.aspx?blobid=10247. Accessed 11/20/2018.

***P3b. Resource Attributes:** Single-Family Residential

P5a. Photo or Drawing **(**Photo required for buildings, structures, and objects.)

***P4. Resources Present:**
☑ Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

**P5b. Description of Photo:** (View, date, accession #) Photo 1: Overview from Zillow.com.

***P6. Date Constructed/ Age and Sources:** ☑Historic constructed in 1932 (San Bernardino Property Assessor [PIMS]) ☐Prehistoric ☐Both

***P7. Owner and Address:**
Janice Y. Gruber
9786 Arrow Route
Rancho Cucamonga, CA 91730

***P8. Recorded by:**
D. Brunzell, N. Shepetuk, D. Williams
BCR Consulting LLC
Claremont, California 91711

***P9. Date Recorded:** 11/18/18

***P10. Survey Type:** Intensive.

***P11. Report Citation:** *Cultural Resources Assessment of the Arbor Express Car Wash Project, Rancho Cucamonga, San Bernardino County, California*

***Attachments:** ☐NONE ☑ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

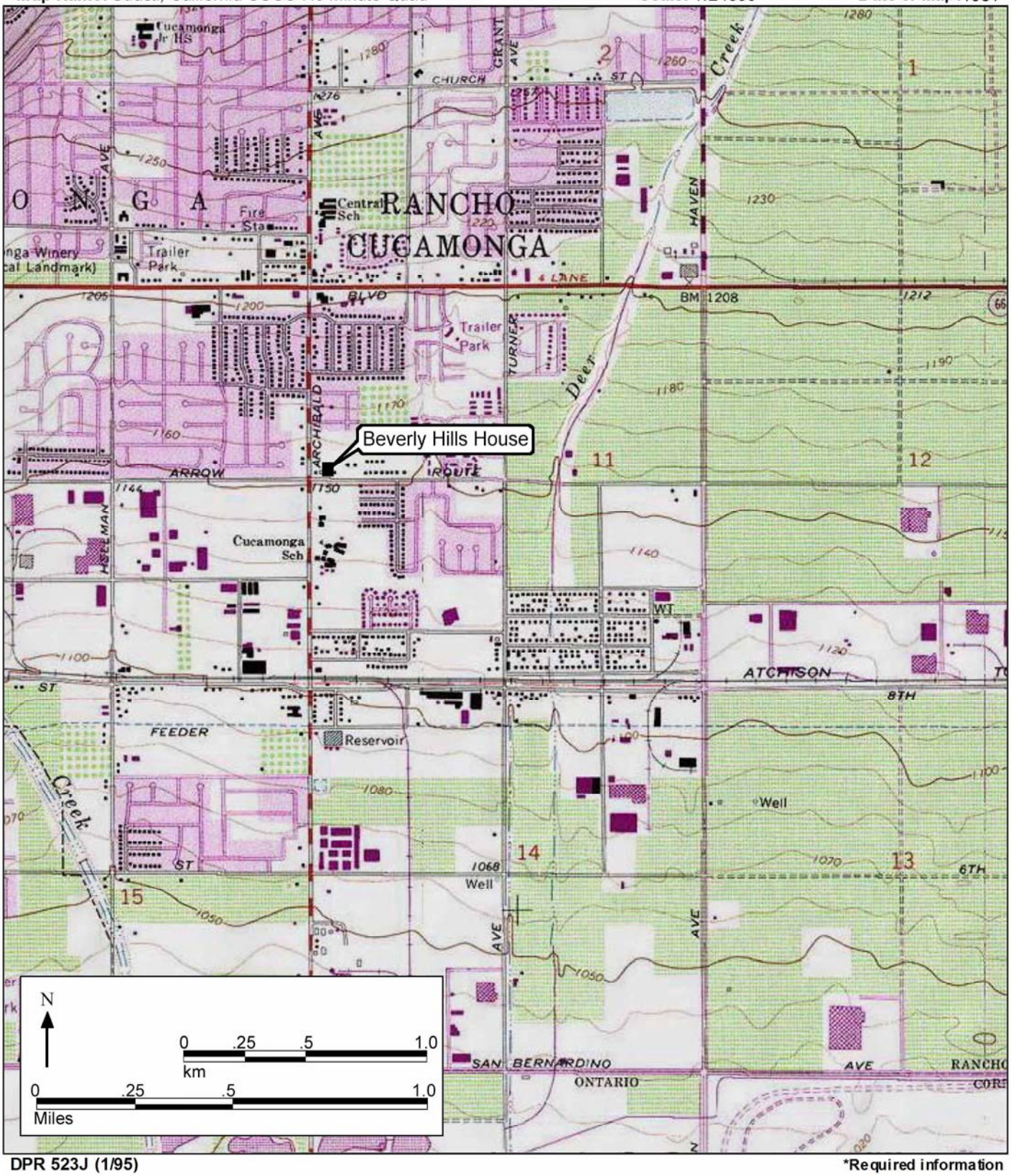
# LOCATION MAP

Primary #
HRI#
Trinomial



***Resource Name or#:** The Beverly Hills House

***Map Name:** *Guasti, California* USGS 7.5 Minute Quad ***Scale:** 1:24000 ***Date of Map:**1981




DPR 523J (1/95)

*Required information

# APPENDIX B

# PALEONTOLOGICAL RESOURCES ASSESSMENT

Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

tel 213-763-3466
nhm.org

Vertebrate Paleontology Section
Telephone: (213) 763-3325

e-mail: smcleod@nhm.org

3 December 2018

BCR Consulting
505 West 8th Street
Claremont, CA 91711

Attn: Nicholas Shepetuk, Staff Archaeologist

re: Paleontological resources for the Vertebrate Paleontology Records Search for the proposed Arbor Express Car Wash Project, in the City of Rancho Cucamonga, San Bernardino County, project area

Dear Nicholas:

I have conducted a thorough check of our paleontology collection records for the locality and specimen data for the proposed Arbor Express Car Wash Project, in the City of Rancho Cucamonga, San Bernardino County, project area as outlined on the portion of the Guasti USGS topographic quadrangle map that you sent to me via e-mail on 19 November 2018. We do not have any vertebrate fossil localities that lie directly within the proposed project area, but we do have localities farther afield from sedimentary deposits similar to those that may occur subsurface in the proposed project area.

The entire proposed project area has surficial sediments composed of soil on top of younger Quaternary Alluvium, derived as alluvial fan deposits from the San Gabriel Mountains to the north, partly via Deer Creek that currently flows just to the east and via Cucamonga Creek that currently flows just to the west. These deposits typically do not contain significant vertebrate fossils, at least in the uppermost layers, but they may be underlain at relatively shallow depth by older sedimentary deposits that do contain significant fossil vertebrate remains. Our closest fossil vertebrate locality from similar older Quaternary deposits is LACM 7811, due south of the proposed project area west of Mira Loma along Sumner Avenue north of Cloverdale Road, that produced a fossil specimen of whipsnake, *Masticophis*, at a depth of 9 to 11 feet below the surface. Further to the south between Corona and Norco our vertebrate fossil locality LACM 1207 produced a fossil specimen of deer, *Odocoileus*.

Shallow excavations in the younger Quaternary Alluvium exposed in the proposed project area are unlikely to encounter significant fossil vertebrate remains. Deeper excavations that extend down into older Quaternary deposits, however, may well encounter significant remains of vertebrate fossils. Any substantial excavations below the uppermost layers in the proposed project area, therefore, should be monitored closely to quickly and professionally recover any fossil remains while not impeding development. Also, sediment samples should be collected and processed to determine the small fossil potential in the proposed project area. Any fossils collected should be placed in an accredited scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,

Samuel A. McLeod

Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosure: invoice

# APPENDIX C

# NATIVE AMERICAN HERITAGE COMMISSION CORRESPONDENCE

**STATE OF CALIFORNIA** **Edmund G. Brown, Jr., Governor**

**NATIVE AMERICAN HERITAGE COMMISSION**
**Cultural and Environmental Department**
**1550 Harbor Blvd., Suite 100 West Sacramento, CA 95691 Phone: (916) 373-3710**
**Email: nahc@nahc.ca.gov**
**Website: http://www.nahc.ca.gov**
**Twitter: @CA_NAHC**

December 4, 2018

Nicholas Shepetuk
BCR Consulting LLC

VIA Email to: nickshepetuk@gmail.com

RE: Arbor Express Car Wash Project, San Bernardino County.

Dear Mr. Shepetuk:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at my email address: katy.sanchez@nahc.ca.gov. Sincerely,

Katy Sanchez

KATY SANCHEZ
Associate Environmental Planner

Attachment

**Native American Heritage Commission**
**Native American Contacts List**
**12/4//2018**

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina ,CA 91723
admin@gabrielenoindians.org
(626) 926-4131

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 Gabrielino Tongva
San Gabriel ,CA 91778
GTTribalcouncil@aol.com
(626) 483-3564 Cell
(626) 286-1262 Fax

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231 Gabrielino Tongva
Los Angeles ,CA 90012
sgoad@gabrielino-tongva.com
(951) 807-0479

**This list is current as of the date of this document and is based on the information available to the Commission on the date it was produced.**

**Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code,Section 5097.94 of the Public Resources Code, or Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting local Native American Tribes for the proposed:**
**Arbor Express Car Wash Project, San Bernardino County.**

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R G S Engineering Geology

www.rgsgeosciences.com

1225 Chestnut Street
Upland, California
(951) 315-3517

June 14, 2018

Alan Smith
Southwest Design Group, LLC
12223 Highland Avenue, Suite 106-201
Rancho Cucamonga, CA 91739

**SUBJECT:** **PHASE I ENVIRONMENTAL SITE ASSESSMENT**
Proposed Arbor Carwash
9744, 9760, & 9786 Arrow Route (APN 0208-291-06, 03, & 02)
Rancho Cucamonga, California

Mr. Smith:

Enclosed, please find our Phase I Environmental Assessment report for the subject property. Our services are generally guided by the provisions of the ASTM E 1527 and EPA AAI (CFR 40 312) standards.

The objective of this study is to evaluate the environmental condition of the subject property and determine the likelihood of hazardous materials impact.

Our findings, conclusions, and recommendations relating to the environmental condition of the property are presented herein. Should you have any questions, please do not hesitate to call our office. We appreciate this opportunity to be of service.

Respectfully submitted,
**RGS Engineering Geology**


Christopher Krall, P.G. 5717, E.G. 1816
Engineering Geologist

Distribution: [1] Addressee (electronic)

## 1.0 SUMMARY

In summary, based on the findings of this environmental assessment, the likelihood of hazardous waste or petroleum product contamination existing on, or migrating onto the subject sites is considered low.

Please understand that changes in the conditions of a property and surrounding areas can occur with the passage of time, whether they be due to natural processes or the works of man on this or adjacent properties. Accordingly, our findings relative to the observable conditions of the sites are valid as of the date of our site visit, and historical research information is valid as of the dates specified.

## 2.0 INTRODUCTION

This report presents the findings of our Phase I Environmental Site Assessment conducted in accordance with our proposal and your written authorization. This report has been prepared in general conformance with applicable guidelines provided by various professional societies and institutions.

Our field reconnaissance of the site was performed on Thursday June 13, 2018. The field reconnaissance involved traversing the property in order to observe surface soil conditions, structures, possible generators or storage of hazardous materials, drainage courses, land use, vegetation, and any notable surface conditions which would indicate the presence of hazardous waste or petroleum product contamination on or near the site.

### 2.1 Purpose

The purpose of this investigation was to identify, to the extent feasible and pursuant to the processes presented herein, the presence or likely presence of hazardous substances or petroleum products on the property under conditions that indicate an existing release, a past release, or a material threat of a release of hazardous substances or petroleum products into structures on the properties or into the ground, groundwater, or surface water in connection with the properties.

### 2.2 Detailed Scope-of Services

The scope of work completed for this investigation included a field reconnaissance of the site and surrounding areas, historical record and document review, historic aerial photo review, and submittal of this report.

## 2.3 Significant Assumptions

This Phase I Environmental Site Assessment was performed using the degree of care and skill ordinarily exercised under similar circumstances by environmental professionals practicing in this or similar localities. No other warranty, expressed or implied, is made as to the conclusions and professional advice included in this report.

In addition, changes in the conditions of a property can occur with the passage of time, whether they are due to natural processes or the works of man on this or adjacent properties. Changes in applicable or appropriate standards may occur, whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated wholly or partially by changes outside our control. No soil/water sampling or testing was provided for this assessment.

## 2.4 Limitations and Exceptions

In preparing this report, we were provided information derived from secondary sources. We have made no independent investigation as to the accuracy or completeness of the information derived from these sources. We have assumed the information provided to us by our sources was accurate and complete.

## 2.5 Special Terms and Conditions

No special terms or conditions were brought to our attention or discovered through the course of our investigation relating to the environmental condition of the property.

## 2.6 User Reliance

The findings and analyses set forth in this report are strictly limited in time and scope to the date of the evaluation(s) and is the property and for the sole use of our Client. However; RGS may, upon written authorization and instruction from the Client, provide copies of this report, and then only in total, to whom ever instructed. Additionally, Client, without any permission from RGS may assign this report to person(s) or entity(s) of their choice and all of the same entitlements, restrictions, and limitations apply to the new entity(s) as if they were the original requestor of services.

# 3.0 SITE DESCRIPTION

## 3.1 Location and Legal Description

The site is located along the north side of Arrow Route, just east of Archibald Avenue in the City of Rancho Cucamonga, California. The site includes three contiguous properties with the following addresses and APN numbers:

9744 Arrow Route - APN 0208-291-06-0000
9760 Arrow Route - APN 0208-291-03-0000
9786 Arrow Route - APN 0208-291-02-0000

The geographical relationships of the site and surrounding vicinity are depicted on our Site Location Map, **Figure 1**.

## 3.2 Site and Vicinity General Characteristics

The property located at 9744 Arrow Route is currently open and vacant. There are remnants of a previous single-family home on-site. The properties of 9760 and 9786 Arrow Route currently support occupied single-family home developments with appurtenant landscaping and yard improvements.

Vegetation consists of a few mature landscape trees and landscape bushes and grass locally. Seasonal weeds and grasses occupy the open areas of the site.

Topographically the site is relatively flat with a uniform gradient sloping to the south at less than two percent. Site drainage is generally directed as sheet flow toward the south where it is collected along Arrow Route which exists as an improved road with concrete curb, gutter, and pavement.

## 3.3 Current Use of the property

Selected site photographs showing the physical condition of the property and man-made improvements are provided in **Appendix B** of this report for your review. The following is a brief description of the on-site features.

Man-made features on the site include two single family residences with associated improvements such as driveways and landscaping.

Overhead electrical lines serve the property and we assume underground utilities include sewer, water and gas. Other utilities may also be present. A pole mounted transformer was noted along the southern property line at 9760 Arrow Route. The transformer does not appear to be in a compromised condition, showing no visible leaks or damages.

### Asbestos

The structures present on-site were likely constructed prior to the 1980's and could contain asbestos containing materials (ACM). Prior to the deconstruction or remodeling, an asbestos and lead paint survey should be conducted by a professionally licensed consultant to determine the potential impacts from these substances, if any.

### 3.4 Descriptions of Structures, Roads, Other Improvements on the site (including heating/cooling system, sewage disposal, source of potable water)

No structures are present at 9744 Arrow Route. A residential structure is present at 9760 Arrow Route, and 9786 Arrow Route. Out buildings/sheds are also noted at 9786 Arrow Route. The residential structures and out buildings were not surveyed as part of this assessment and are reportedly limited to typical residential use and storage. No interior inspection was conducted or considered necessary as the homes are reportedly leased and used only for residential purpose. The homes are accessed along driveways extending from Arrow Route. On-site sewage disposal was likely used in the past. Septic tanks may be present on the properties.

### 3.5 Current Uses of the Adjoining Properties

Based on our historical research, data review, and aerial photograph examination, the property is bordered to the north by a school, to the east by a residence, to the west by an abandoned gas station, and to the south by Arrow Route (4 lanes) and a retail shopping center.

## 4.0 USER PROVIDED INFORMATION

### 4.1 Title Records

No title records were provided for our review.

### 4.2 Environmental Liens of Activity and Use Limitations

**No environmental liens or use limitation were provided by the client or known to exist in association with the property.**

### 4.3 Specialized Knowledge

We have not been provided with any specialized knowledge concerning the past land use or environmental condition of the property.

### 4.4 Commonly Known or Reasonably Ascertainable Information

Information has been obtained for the purpose of this Phase I environmental assessment from EDR resource group and together with our field inspection and document review represents commonly known or reasonably ascertainable information.

### 4.5 Valuation Reduction for Environmental Issues

No reduction in the value of the property related to environmental impacts, issues, or concerns has been reported.

### 4.6 Owner, Property Manager, and Occupant Information

The property is currently owned by:

- 9744 Arrow Route - Dejager Family Trust
- 9760 Arrow Route - Mathews, Cleotis and Jancy
- 9786 Arrow Route - Graber, Janice

### 4.7 Reason for Performing Phase I

It is our understanding that the client intends to develop the site as a carwash. This phase I assessment was performed as part of the due diligence associated with the development.

### 4.8 Other

No other information of significance was provided by our client for the purpose of our assessment.

## 5.0 RECORD REVIEW

Records were obtained and reviewed that would help identify recognized environmental conditions in connection with the property. Reasonably ascertainable information, which was publicly available, obtainable from its source within reasonable time and cost constraints, and that was practically reviewable, was utilized.

### 5.1 Standard Environmental Record Sources

For this ESA, Environmental Data Resources, Inc. (EDR) provided a complete search of standard environmental records in accordance with the requirements of ASTM E 1527-05, Section 8.2.1. A complete list of the records searched and a copy of The EDR report is presented in Appendix 16.6.

Information obtained by the review of standard records indicated the following:

- No facilities are noted in a condition, location, or elevation that could impact the subject property.

## 5.2 Additional Environmental Record Sources

Additionally, EDR and the client/user provided records for our review from the following local agencies.

- San Bernardino County Department of Environmental Health Services, Waste Management Department
- San Bernardino County Land Use Services Department
- California Regional Water Quality Control Board, Lahontan Region
- California Department of Toxic Substance Control
- California Department of Conservation, Office of Mine Reclamation
- Mojave Desert Air Quality Management District
- U.S. Environmental Protection Agency, Region 9

Copies of the records requests and agency responses are contained in Appendix 16.6. The remaining agencies did not report relative information within their files.

## 5.3 Physical Setting Source(s)

The physical setting of the property was determined by review of the USGS 7.5 Minute topographic map, Guasti Quadrangle and information provided by EDR. A complete list of referenced used to findings is provided in Section 13.0, References.

Topographically the site is relatively flat with a uniform gradient of less than two percent sloping toward the south. Site drainage is generally directed as sheet flow toward the south where it is collected along Arrow Route.

The subject site is situated within a natural geomorphic province in southern California known as the Peninsular Ranges which are one of California's eleven geomorphic provinces, each of which display distinct geologic and topographic features. The Peninsular Ranges are bordered to the east by the Salton Trough and to the north by the Transverse Ranges (San Bernardino, San Gabriel, and Santa Monica Mountains). The Peninsular Range province extends southerly to the Baja peninsula and westerly to the Pacific Ocean. Elongated northwesterly-trending valleys and mountains structurally controlled by regional tectonic forces with elevated erosional surfaces generally characterize this province. The eastern portion of the province has been extensively uplifted by faulting and represents the highest and most rugged terrain including Mount San Jacinto at well over 10,000 feet elevation. From the east, the province gradually descends to the west toward the Pacific Ocean. The Peninsular Ranges are traversed by numerous northwest trending faults creating and subdividing the province into many sub-parallel, northwest trending ranges and valleys. The northwesterly trending mountains and valleys are flanked by regional faults, which remain active today, including the San Andreas, San Jacinto, and Elsinore Fault zones.

Locally, the site is situated on a broad alluvial fan emanating from the San Gabriel Mountains to the north. These deposits consist of braised stream channel deposits of silt, sand, and gravel, and rocks. The largest sediments remain near the foothills while the finer material is distributed across the valley floor.

## 5.4 Historical Use Information on the Property

The properties were developed as rural residential homes during the 1950's based on review of historic aerial photographs. The residences remain on the eastern two parcels. The home on the western parcel was demolished around 1985. Prior to the residential development, the property was used for agricultural purpose and appears to have young citrus trees planted during 1938. No records are available beyond that year.

## 5.5 Historical Use Information on Adjoining Properties

Uses in the area surrounding the property were assessed to the extent information were revealed in the course of researching the property itself. This included aerial photographs, fire insurance maps, city directories and historical topographic maps.

The adjacent properties have similarly been open and vacant land in the past. Agriculture was conducted just west of the site from at least 1938. During the 1950's residential improvements were constructed on the adjoining properties and by 1959 no agricultural use is noted on the surrounding properties.

The gas station to the west appears in 1985 and the school to the north between 1994 and 2006.

## Groundwater Conditions

The specific depth of groundwater occurrence at the site could not be determined through the scope of our work and likely fluctuates seasonally. In general, groundwater occurs within the alluvial sediment and is recharged seasonally from mountain streams to the north. The static water table below the site is likely on the order of more than 300 feet below the ground surface considering the regional topography, physical properties of the sediment, and distance to mountain streams. The direction of groundwater flow is south, concurrent with the natural topography.

# 6.0 SITE RECONNAISSANCE

## 6.1 Methodology and Limiting Conditions

The field reconnaissance was performed on Wednesday, June 13, 2018 to obtain information indicating the likelihood of identifying recognized environmental

conditions in connection with the property. The property was visually and physically observed from all adjacent public thoroughfares and by traversing it in order to observe the existence of or potential indications of the present and past uses, treatment, storage, disposal or generation of hazardous substances and petroleum products, above and underground storage tanks, odors, pools of liquid, drums and other containers, potentially PCB-containing electrical and hydraulic equipment, fuel sources, stains and corrosion of structures and equipment, drains and sumps, pits, ponds, lagoons, stained soil and pavement, stressed vegetation, solid waste, trash, construction and demolition debris, mounds and depressions suggesting disposal, waste water or other liquid or any discharge into a drains, ditches, underground injection systems, or streams, wells, and septic systems and any other notable conditions which would indicate a recognized environmental condition in connection with the property.

The western portion of the site exists as open, vacant land. The eastern portions are currently occupied by homes and were not accessible. Considering the size of the property, our methodology for site reconnaissance included review of government database lists, examination of aerial photographs, followed by site inspection of potential environmental conditions identified.
The interior of the residence was not observed nor is inspection of the residence considered necessary as it is reportedly used solely for residential purposes. There were no other physical limitations or inaccessible site areas noted during our site visit.

## 6.2 General Site Setting

The site is located along Arrow Route which exists as an improved, four-lane road. The property supports single-family residential development with no commercial or industrial operations.

Topographically the site area is rather flat with a uniform gradient to the south. Site drainage is generally directed as sheet flow toward the south and is collected along storm water improvements associated with Arrow Route. Photographs of the site are presented in Appendix B.

## 6.3 Exterior Observations

| Observations | Identification | Comments |
|---|---|---|
| Indications of the present and past uses, treatment, storage, disposal or generation of hazardous substances and petroleum products | No | |
| Aboveground storage tanks | No | |
| Underground storage tanks | No | |
| Odors | No | |
| Pools of liquid | No | |
| Drums and other containers | No | |
| PCB-containing equipment | Yes | Pole mounted transformer |
| Fuel sources | No | |
| Stains | No | |
| Corrosion of structures and equipment, | No | |
| Drains and sumps | No | |
| Pits | No | |
| Ponds | No | |
| Lagoons | No | |
| Stained soil and pavement | No | |
| Stressed vegetation | No | |
| Solid waste, trash, construction and demolition debris | Yes | Various domestic trashes. |
| Mounds and depressions | No | |
| Waste water, liquid or discharges | No | |
| Underground injection systems | No | |
| Streams | No | |
| Wells | No | |
| Septic systems | No | |
| Other | No | |

## 6.4 Interior Observations

The on-site homes are reportedly used for residential occupancy only. Accordingly no observation of the home interior is considered necessary or was conducted as part of this phase I.

# 7.0 INTERVIEWS

## 7.1 Interview with Owner

Considering the open, vacant, and residential land use dating back to the 1950's, interviews with the site manager and owner were not considered necessary. Information regarding the environmental conditions of the property and mandatory State disclosures will be provided by the owner as pertinent.

The owner provided no information relative to recognized environmental conditions associated with the property. The owner is not aware of any pending, threatened, or past litigation relevant to hazardous substances or petroleum products in, on, or from the property; any pending, threatened, or past administrative proceedings relevant to hazardous substances or petroleum products in, on, or from the property; and any notices from any governmental entity regarding any possible violation of environmental laws or possible liability relating to hazardous substances or petroleum products.

No other recognized environmental conditions were indicated by the owner.

## 7.2 Interview with Site Manager

No site manager is associated with the property.

## 7.3 Interview with Occupants

The owners representative (Alan Smith) was contacted via telephone and reported no environmental impact to the site. The property has been used for residential purposes since the 1950's according to records search and phone discussion with the tenant.

## 7.4 Interview with Local Government Officials

Interviews were attempted with state and local government officials to obtain information that may indicate recognized environmental conditions in connection with the Property. A reasonable attempt was made to interview staff of the following agencies:

- The local fire department (Corona Fire Department)
- Riverside County Department of Environmental Health
- Riverside County Department of Land Use Services
- Riverside County Solid Waste Management
- California Regional Water Quality Control Board
- City of Corona building permits.

No pertinent information relating to the environmental condition of the property was obtained from these agencies.

## 7.5 Interview with Others

No other pertinent information relating to the environmental condition of the property was ascertained from interviews or discussions with others.

## 8.0 FINDINGS

The following recognized environmental conditions were identified:

- Asbestos containing materials and/or lead paint may be present within the structure based on the age of construction. This condition should be evaluated by a qualified professional prior to demolition.

The following historical environmental conditions were identified:

- No historical recognized environmental conditions were identified in addition to the aforementioned issues.

The following de minimis conditions were identified, but are not considered recognized environmental conditions for reasons explained below:

- Localized domestic trash on-site.

## 9.0 OPINION

In summary, based on the findings of this environmental assessment, the likelihood of petroleum product contamination existing on, or migrating onto the subject site is considered low.

Localized domestic trash and organic debris does not constitute a significant environmental impact to the site. The potential for asbestos containing materials and lead paint should be evaluated prior to demolition of the existing residence.

Please understand that changes in the conditions of a property and surrounding areas can occur with the passage of time, whether they be due to natural processes or the works of man on this or adjacent properties. Accordingly, our findings relative to the observable site conditions are valid as of the date of our site visit, and historical research information is valid as of the dates specified.

No significant data gaps that affected our ability to recognize environmental conditions were encountered.

## 10.0 CONCLUSIONS

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527 for the Property. Any exceptions to, or deletions from this practice are described in Section 11.0 of this report. This assessment has revealed no evidence of recognized environmental conditions in connection with the property with the possible exception of asbestos containing materials and lead paint to be evaluated by others.

No additional recognized environmental conditions were noted through the scope of this study and no further action, other than described above, is considered necessary at this time.

## 11.0 DEVIATIONS

No deletions, deviations, or other limitations to the standard of practice were imposed as part of our assessment.

## 12.0 ADDITIONAL SERVICES

No additional services are recommended at this time with the exception of asbestos and lead paint evaluation to be conducted prior to demolition of the building.

## 13.0 REREFENCES

American Society of Testing and Materials, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process@, ASTM Designation: E 1527-93., pp 1-24

American Society of Testing and Materials, Standard Practice for Environmental Site Assessment: Transaction Screen Process@, ASTM Designation: E 1528-93, pp 25-55.

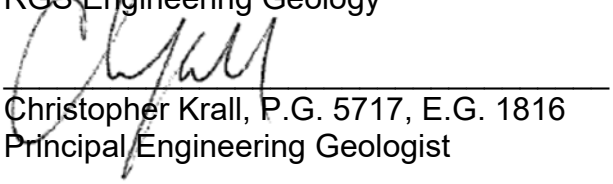
ASFE, Phase I and Phase II Environmental Site Assessments,, Second Edition, 1995

Carson, Scott E. And Matti, Jonathan C., 1985, Contour Map Showing Minimum Depth to Groundwater, United States Geological Survey Water- Supply Paper 2220, Fourth Printing; Upper Santa Ana River Valley, California, 1973-1979, U.S. Geological Survey, Map MF-1802

## 14.0 SIGNATURE(S) OF ENVIRONMENTAL PROFESSIONAL(S)

This Phase I report has been prepared by the undersigned RGS Engineering Geology, Principal Engineering Geologist licensed in the State of California. We greatly appreciate this opportunity to be of service. Should you have any questions or require additional information, please contact our office.

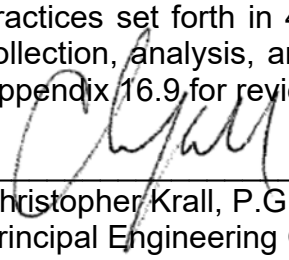
Sincerely,
RGS Engineering Geology



Christopher Krall, P.G. 5717, E.G. 1816
Principal Engineering Geologist

## 15.0 QUALIFICATION(S) OF ENVIRONMENTAL PROFESSIONAL(S)

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in §312.10 of 40 CFR 312 and we have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed all the appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312. The resumes of professionals involved in the collection, analysis, and reporting of environmental data for this report are provided in Appendix 16.9 for review.

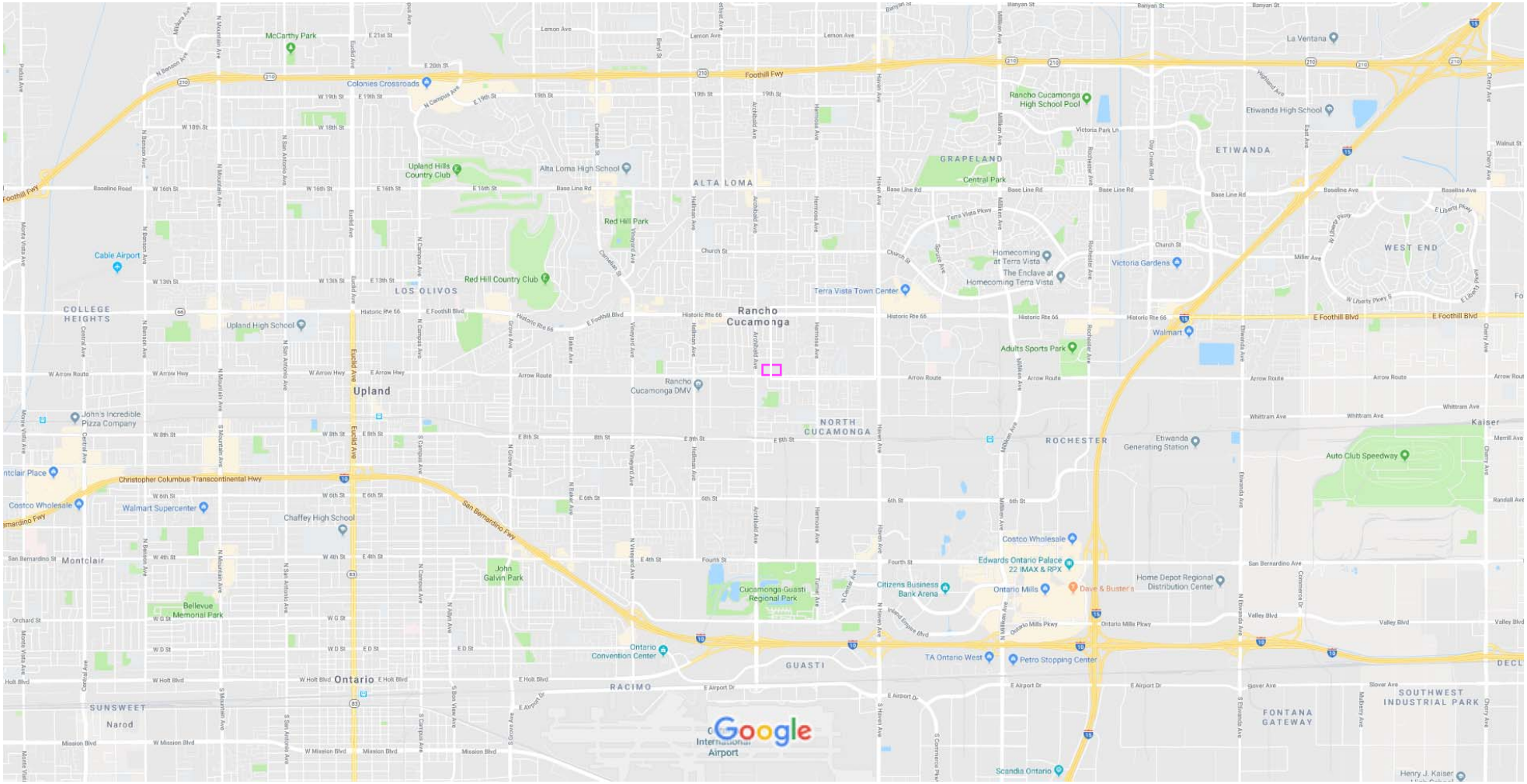


Christopher Krall, P.G. 5717, E.G. 1816
Principal Engineering Geologist

# 16.0 APPENDICES

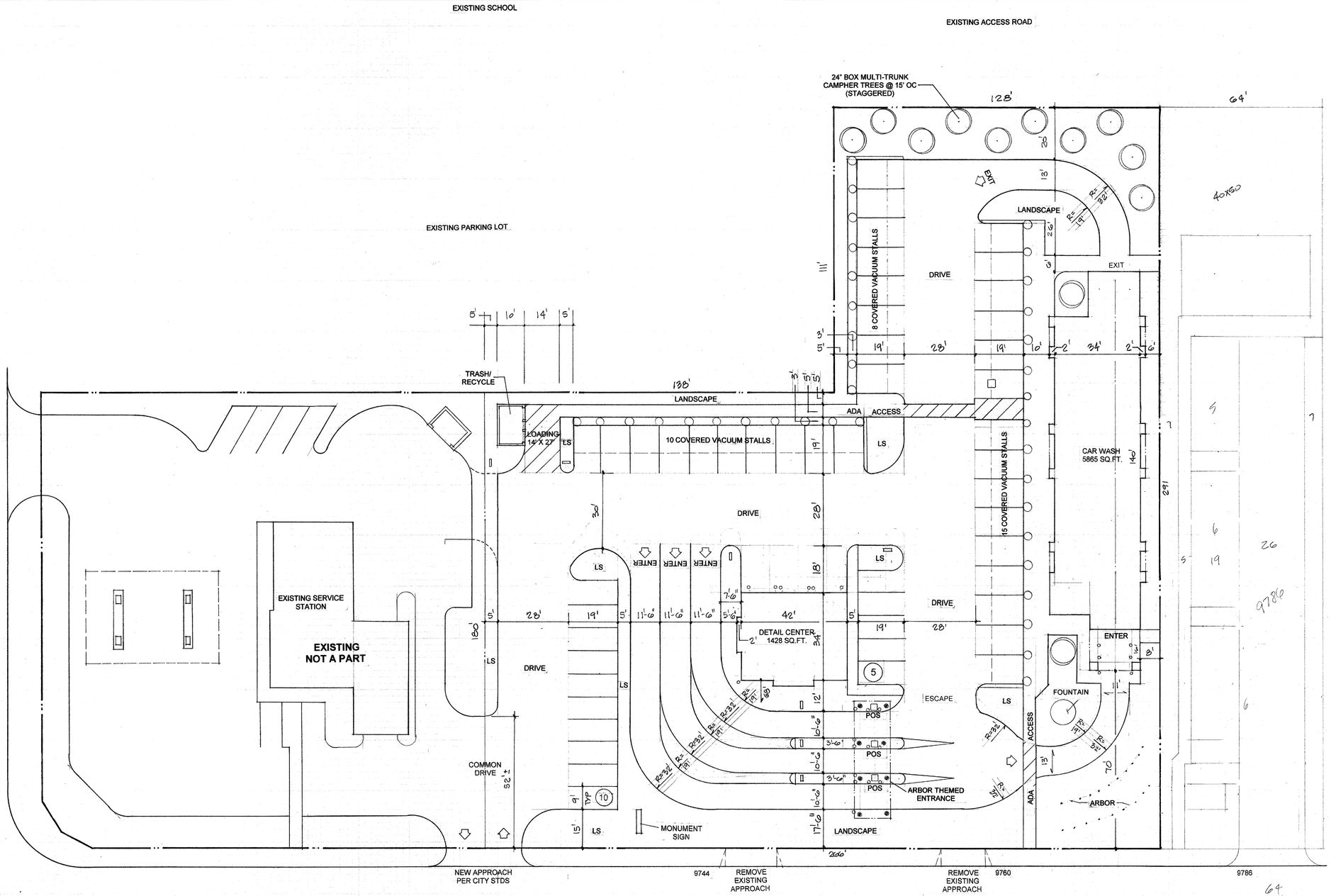
# 16.1 Site Location Map

Google Maps SITE LOCATION MAP - Figure 1




Map data ©2018 Google 2000 ft

## 16.2 Site Plan




## SUMMARY
## (9744, 9760 ARROW ROUTE)

| | |
|---|---|
| BUILDINGS (COMBINED) FOOTPRINT | 5867 SQ.FT. |
| LANDSCAPING (25%) | 15,455 SQ.FT. |
| CONCRETE | 40,766 SQ.FT. |
| SITE TOTAL (1.42 ACRES) | 68,088 SQ.FT. |

## PARKING

| | |
|---|---|
| VACUUMS | 33 STALLS |
| CUSTOMER/EMPLOYEE | 15 STALLS |
| LOADING (14' X 27') | 1 STALL |

SITE PLAN

the Arbor CAR WASH EXPRESS

| REVISIONS | BY |
|---|---|
| | |
| | |
| | |
| | |
| | |
| | |


PETE DEJAGER
ALAN SMITH
(909) 234-9603

the Arbor
9744 ARROW ROUTE
RANCHO CUCAMONGA, CA

SOUTHWEST Design GROUP
12223 HIGHLAND AVE
SUITE # 106-201
RANCHO CUCAMONGA, CA 91739
909.234.9603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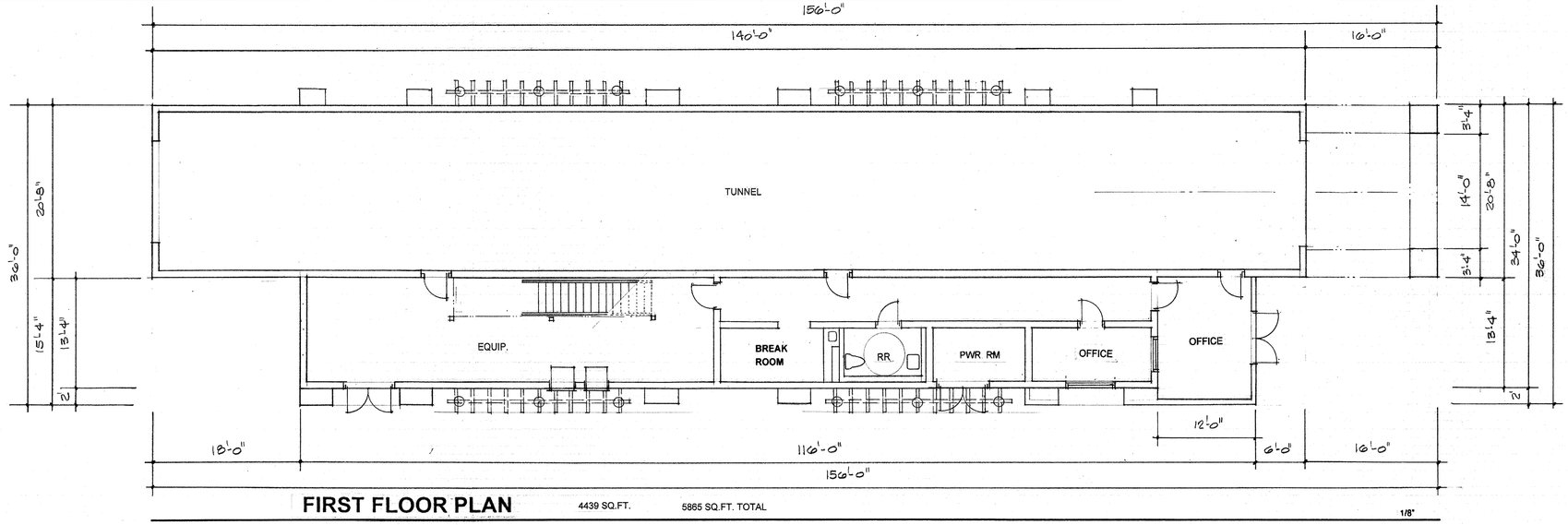
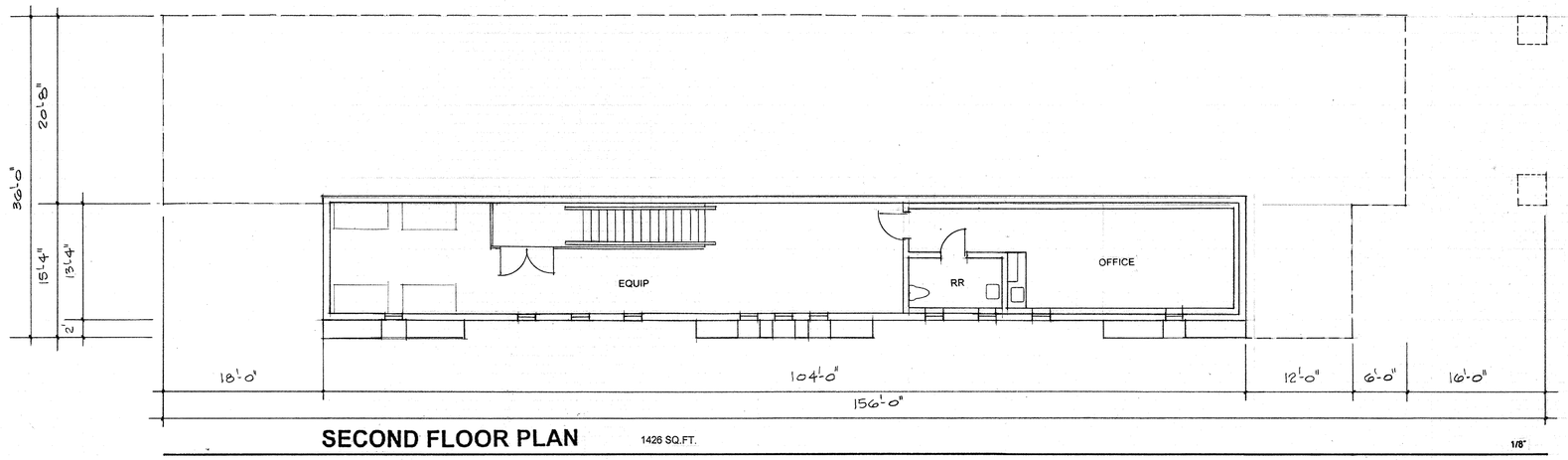



## FIRST FLOOR PLAN

4439 SQ.FT. 5865 SQ.FT. TOTAL

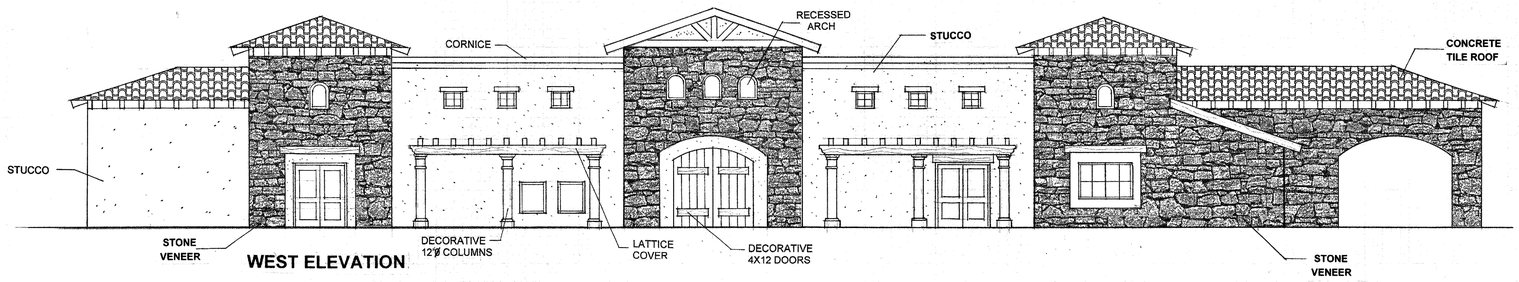
1/8"



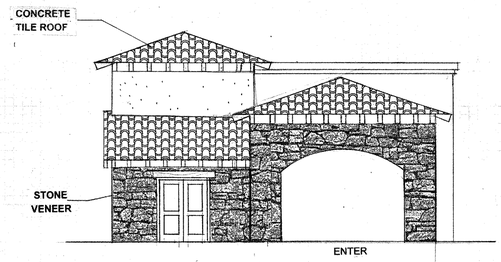

## SECOND FLOOR PLAN

1426 SQ.FT.

1/8"




## WEST ELEVATION




## SOUTH ELEVATION

1/8"

| REVISIONS | BY |
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SOUTHWEST Design GROUP
12223 HIGHLAND AVE
SUITE # 106-201
RANCHO CUCAMONGA, CA 91739
909.234.9603

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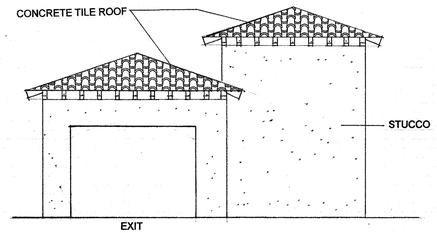
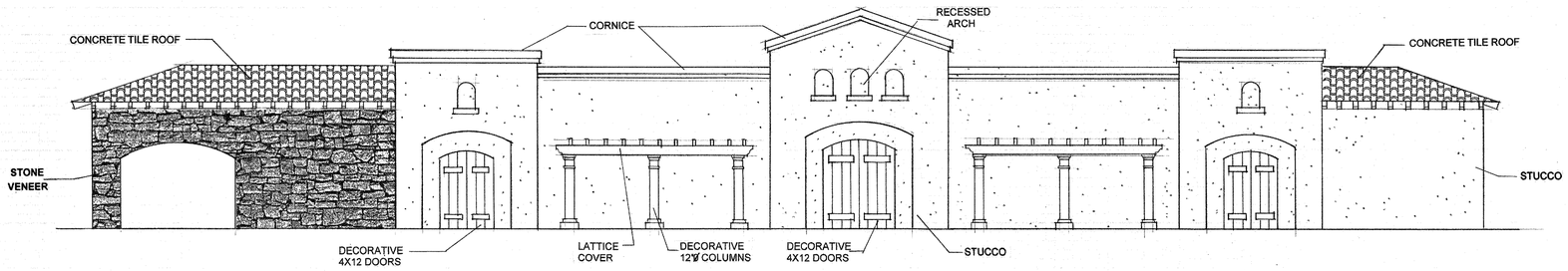


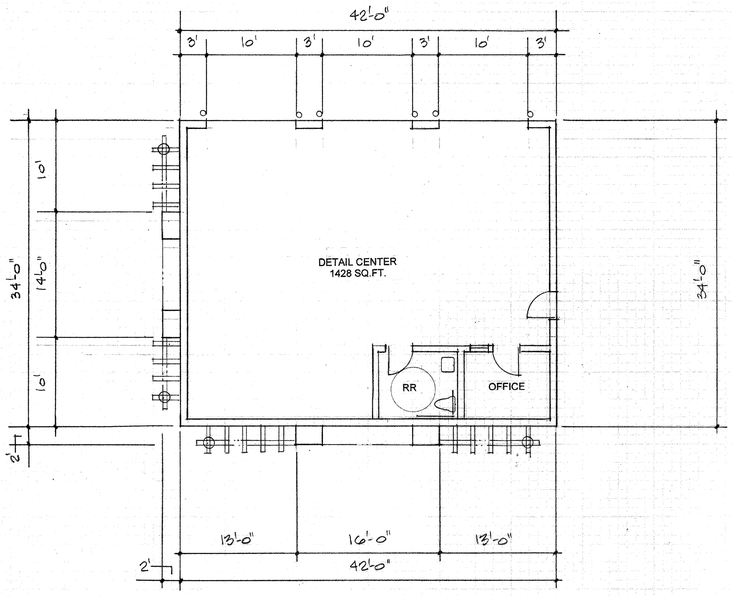

NORTH ELEVATION

1/8"

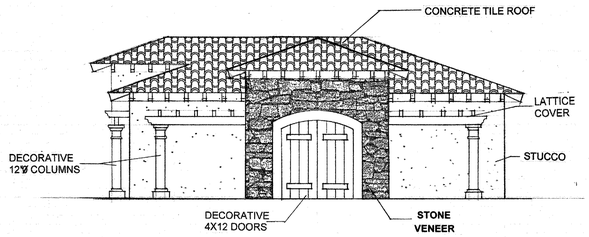



EAST ELEVATION

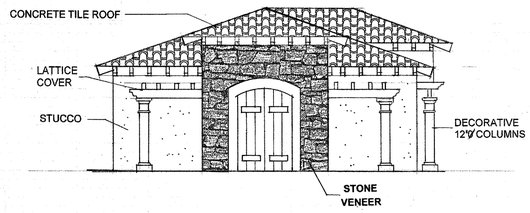
1/8"



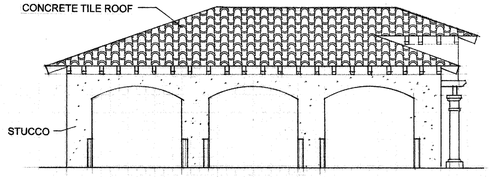

SITE PLAN



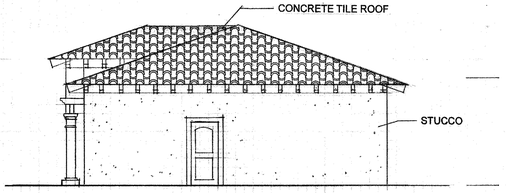

SOUTH ELEVATION




WEST ELEVATION




NORTH ELEVATION




EAST ELEVATION

Trash


12223 HIGHLAND AVE
SUITE # 106-201
RANCHO CUCAMONGA, CA 91739
909.234.9603

SOUTHWEST Design GROUP LLC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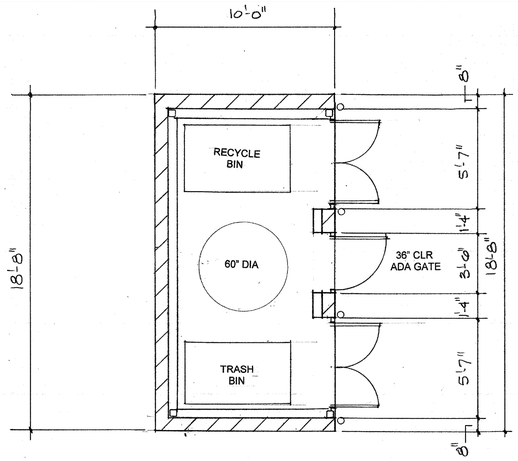
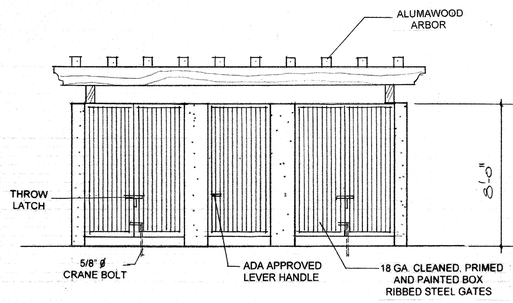
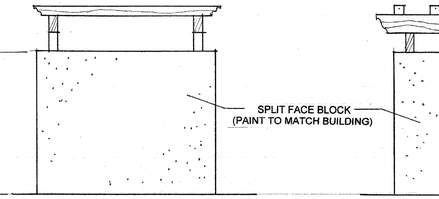


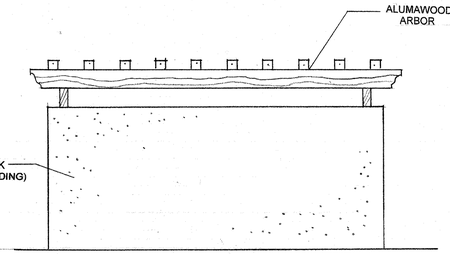

TRASH/RECYCLE PLAN



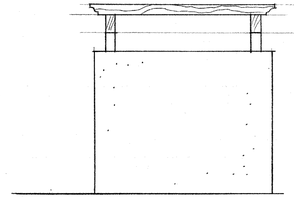

SIDE ELEVATION




FRONT ELEVATION

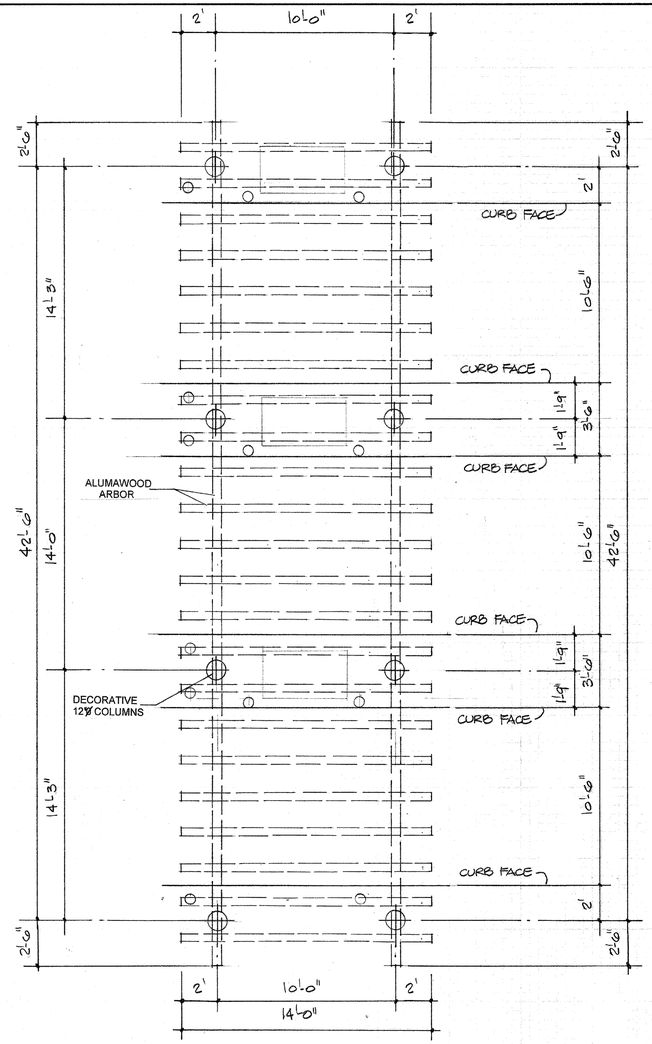



SIDE ELEVATION

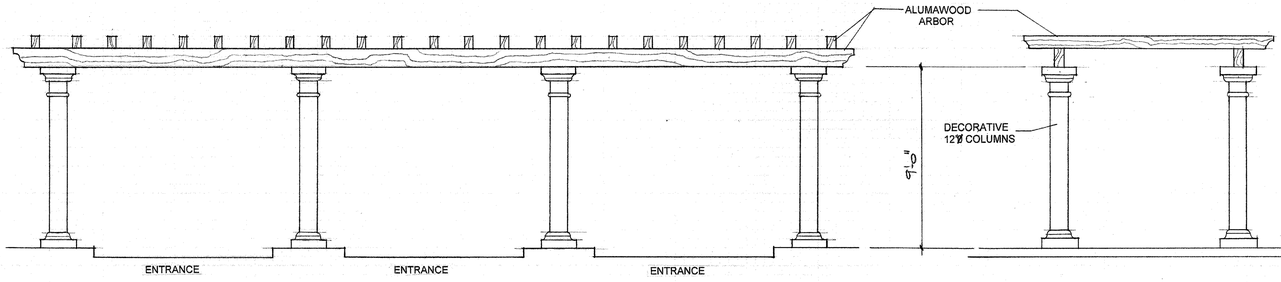


REAR ELEVATION

1/4"

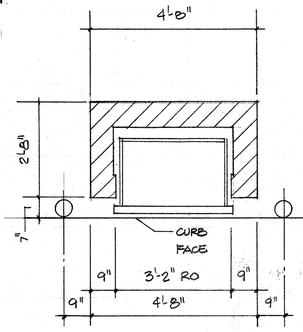



ARBOR PLAN 1/4"

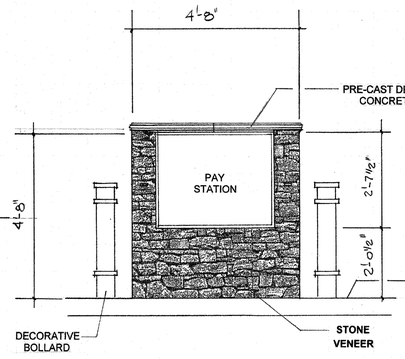



ENTRANCE ELEVATION ARBOR 1/4"

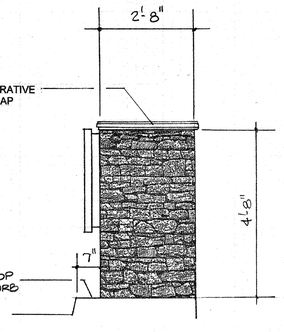
END ELEVATION ARBOR 1/4"



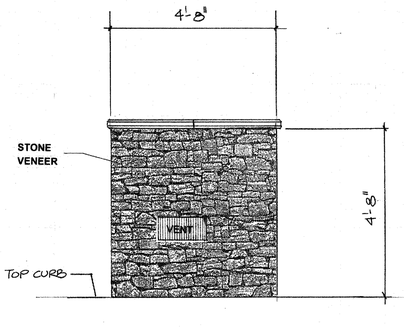

PAY STATION PLAN




FRONT ELEVATION




SIDE ELEVATION




REAR ELEVATION 1/2"

| REVISIONS | BY |
|---|---|
| | |
| | |
| | |
| | |
| | |
| | |


SOUTHWEST Design GROUP
12223 HIGHLAND AVE
SUITE # 106-201
RANCHO CUCAMONGA, CA 91739
909.234.9603


| | |
|---|---|
| Date | |
| Scale | |
| Drawn | |
| Job | |
| Sheet | 4 |
| Of | Sheets |

ARBOR

24 X 36 CLEARPRINT®

## 16.3 Site Photographs

## 16.4 Historical Research Documentation

**Arbor Carwash**

9744 Arrow Route

Rancho Cucamonga, CA 91730

Inquiry Number: 5324295.5

June 11, 2018

# The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

# EDR Aerial Photo Decade Package

06/11/18

**Site Name:**

Arbor Carwash
9744 Arrow Route
Rancho Cucamonga, CA 9173(
EDR Inquiry # 5324295.5

**Client Name:**

RGS Geosciences
1225 Chestnut Street
UPLAND, CA 91784
Contact: Christopher Krall

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

***Search Results:***

| Year | Scale | Details | Source |
|---|---|---|---|
| 2016 | 1"=500' | Flight Year: 2016 | USDA/NAIP |
| 2012 | 1"=500' | Flight Year: 2012 | USDA/NAIP |
| 2009 | 1"=500' | Flight Year: 2009 | USDA/NAIP |
| 2006 | 1"=500' | Flight Year: 2006 | USDA/NAIP |
| 1994 | 1"=500' | Acquisition Date: June 01, 1994 | USGS/DOQQ |
| 1989 | 1"=500' | Flight Date: August 03, 1989 | USDA |
| 1985 | 1"=500' | Flight Date: July 28, 1985 | USDA |
| 1975 | 1"=500' | Flight Date: August 01, 1975 | USGS |
| 1966 | 1"=500' | Flight Date: April 16, 1966 | USGS |
| 1959 | 1"=500' | Flight Date: October 16, 1959 | USDA |
| 1953 | 1"=500' | Flight Date: February 02, 1953 | USDA |
| 1949 | 1"=500' | Flight Date: May 21, 1949 | USDA |
| 1938 | 1"=500' | Flight Date: May 27, 1938 | USDA |

**When delivered electronically by EDR, the aerial photo images included with this report are for ONE TIME USE ONLY. Further reproduction of these aerial photo images is prohibited without permission from EDR. For more information contact your EDR Account Executive.**


INQUIRY #: 5324295.5
YEAR: 2016
= 500'
N
EDR


INQUIRY #: 5324295.5
YEAR: 2012
= 500'
N
EDR


INQUIRY #: 5324295.5
YEAR: 2009
= 500'
N
EDR


INQUIRY #: 5324295.5
YEAR: 2006
= 500'
N
EDR

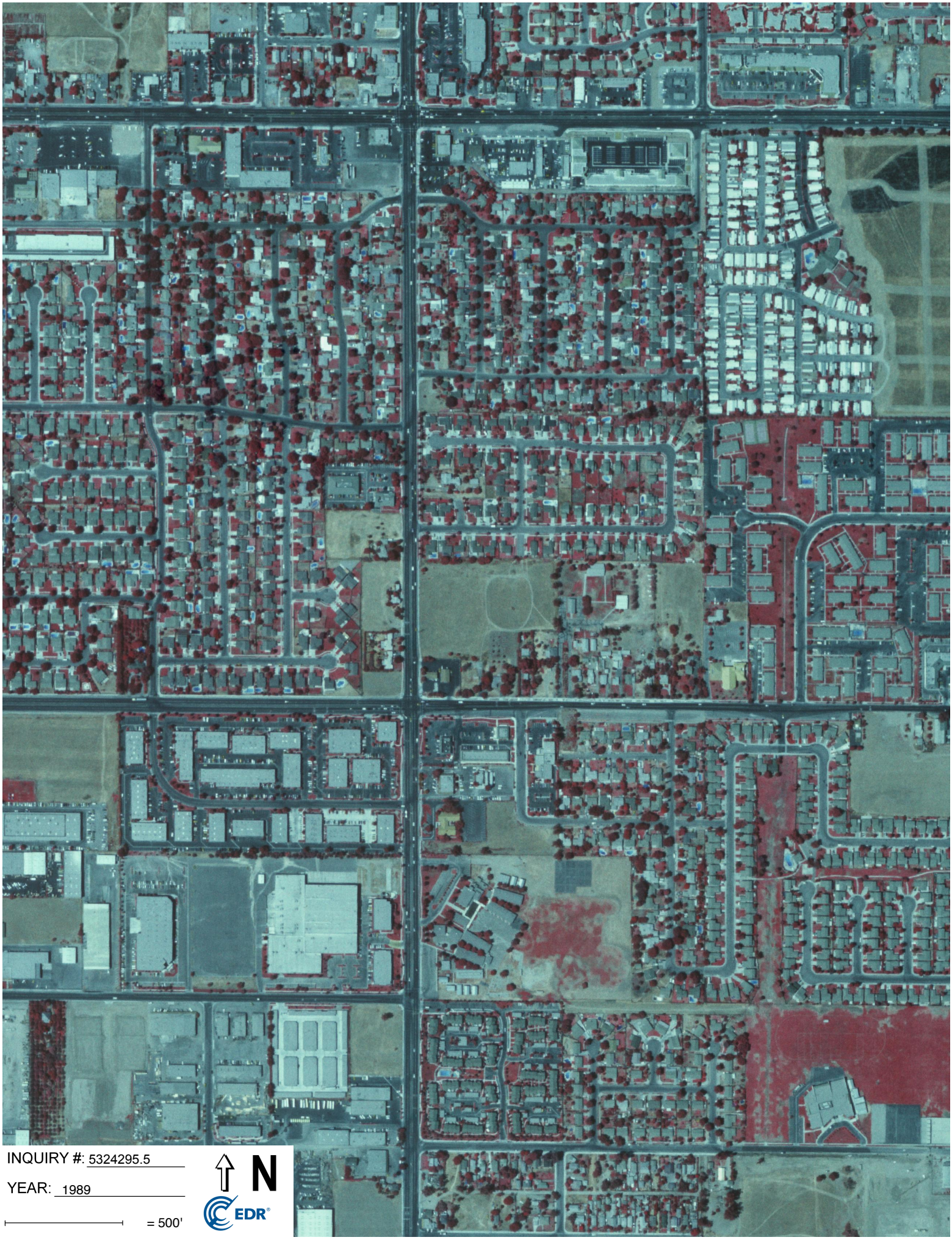
INQUIRY #: 5324295.5

YEAR: 1994

= 500'

N

EDR


INQUIRY #: 5324295.5
YEAR: 1989
= 500'
N
EDR

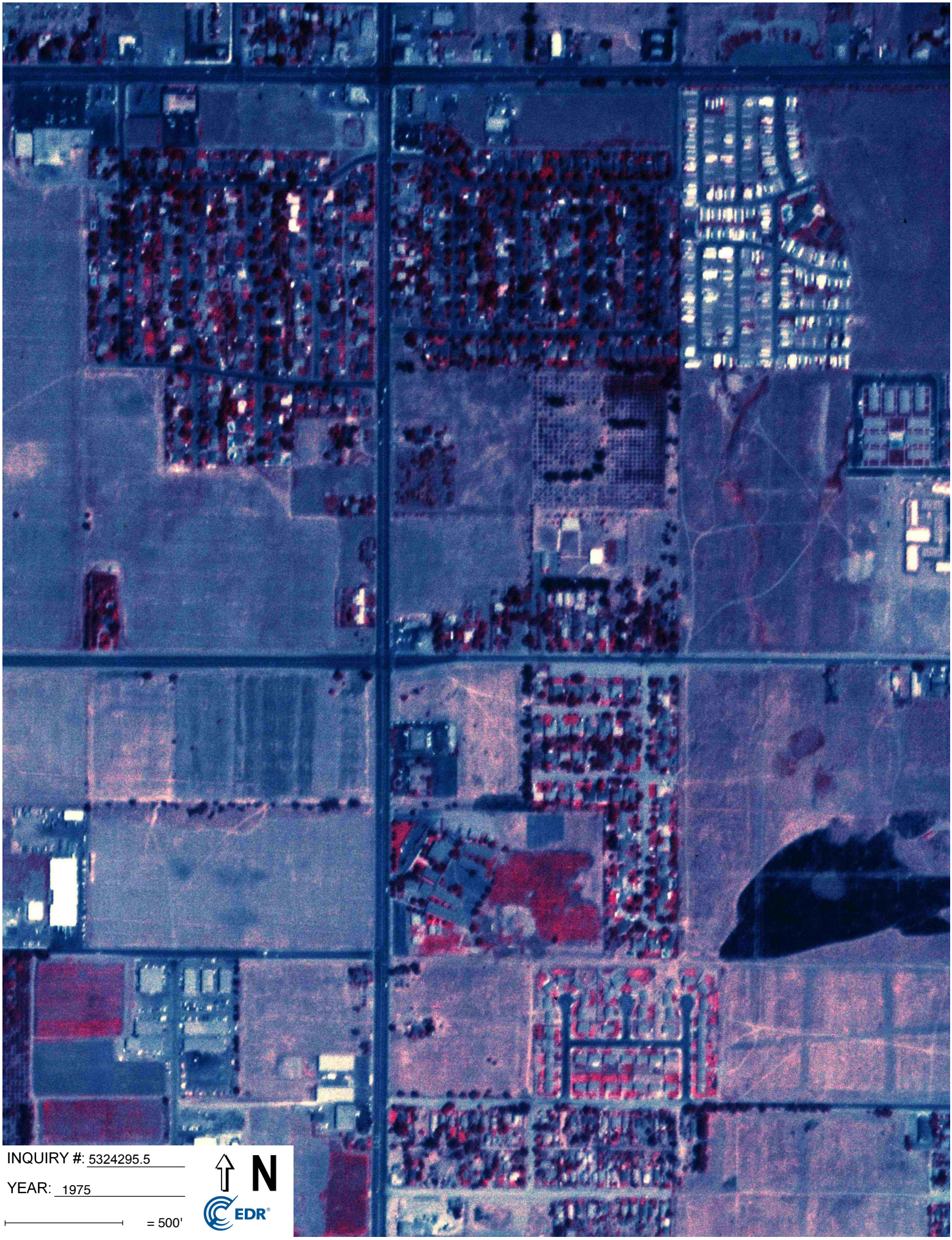
INQUIRY #: 5324295.5

YEAR: 1985

= 500'

N

EDR



INQUIRY #: 5324295.5

YEAR: 1975

= 500'

N

EDR

INQUIRY #: 5324295.5

YEAR: 1966

= 500'

N

EDR

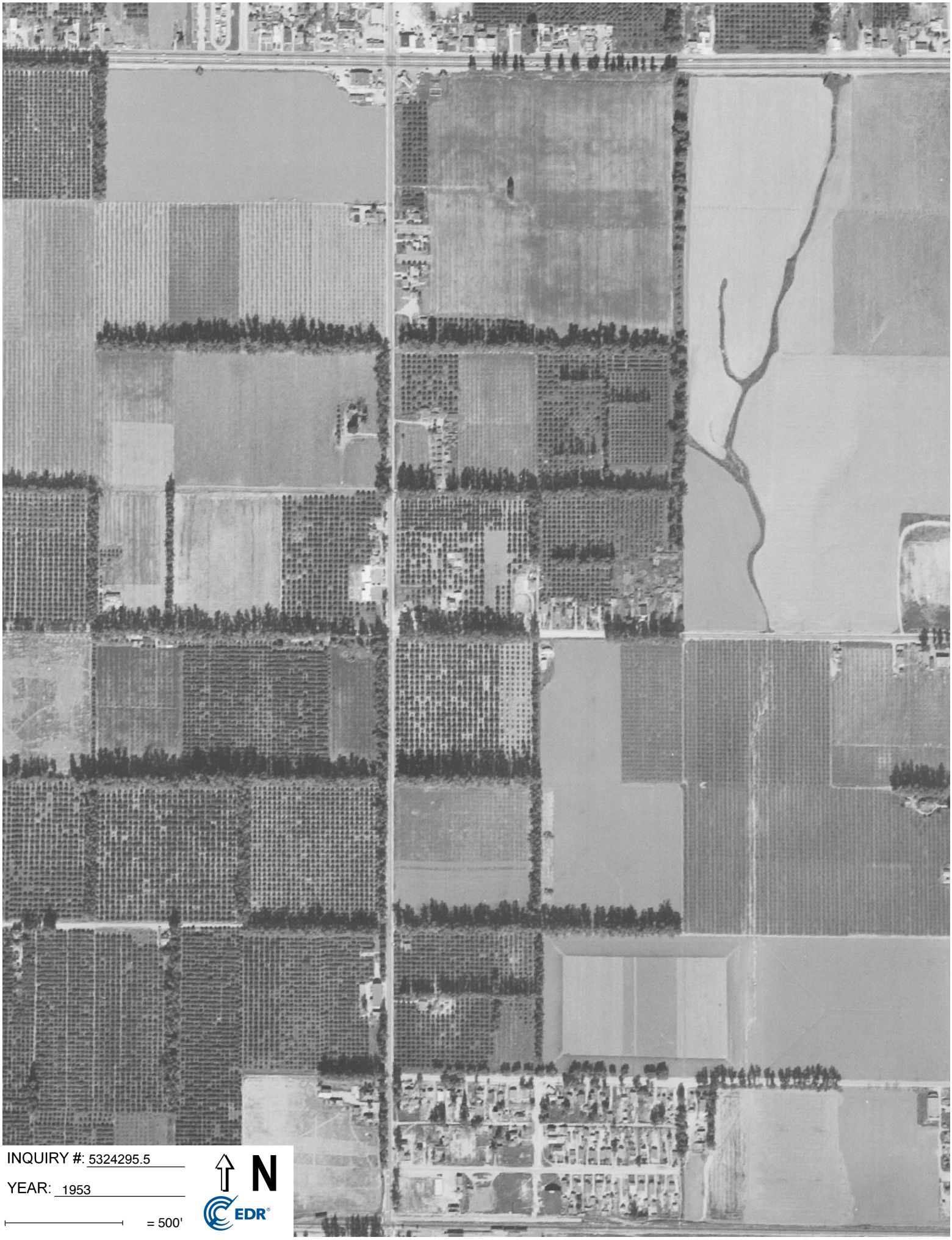
INQUIRY #: 5324295.5

YEAR: 1959

= 500'

N

EDR



INQUIRY #: 5324295.5

YEAR: 1953

= 500'

N

EDR

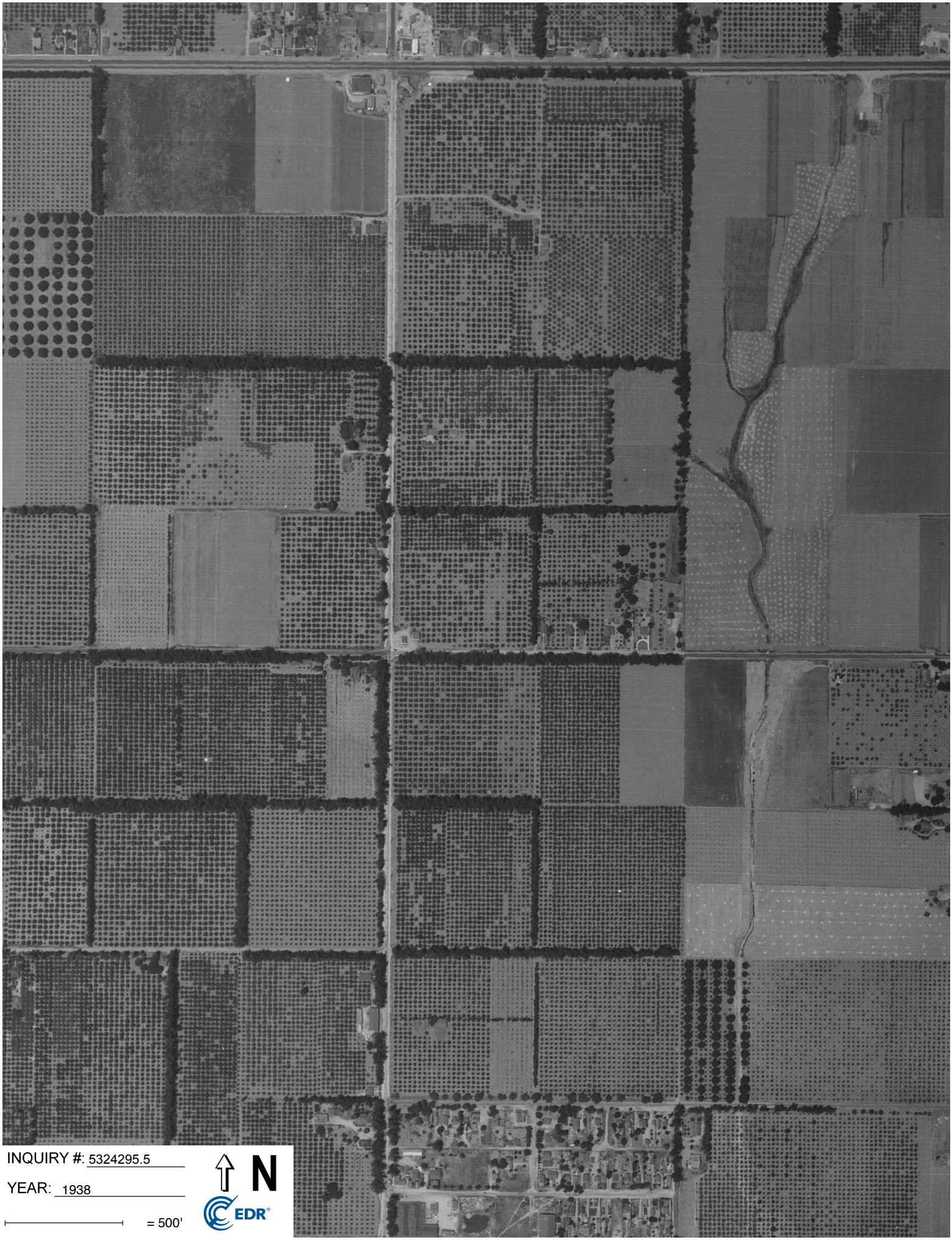
INQUIRY #: 5324295.5

YEAR: 1949

= 500'

N

EDR



INQUIRY #: 5324295.5

YEAR: 1938

= 500'

N

EDR

Arbor Carwash

9744 Arrow Route

Rancho Cucamonga, CA 91730

Inquiry Number: 5324295.3

June 07, 2018

# Certified Sanborn® Map Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

# Certified Sanborn® Map Report

06/07/18

**Site Name:**

Arbor Carwash
9744 Arrow Route
Rancho Cucamonga, CA 9173(
EDR Inquiry # 5324295.3

**Client Name:**

RGS Geosciences
1125 Chestnut St
Upland, CA 91730
Contact: Christopher Krall

The Sanborn Library has been searched by EDR and maps covering the target property location as provided by RGS Geosciences were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

## *Certified Sanborn Results:*

**Certification #** 2C86-4BBA-BFC0

**PO #** 1702-01

**Project** Arbor Carwash

### UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.

Sanborn® Library search results

Certification #: 2C86-4BBA-BFC0

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- ☑ Library of Congress
- ☑ University Publications of America
- ☑ EDR Private Collection

*The Sanborn Library LLC Since 1866™*

### Limited Permission To Make Copies

RGS Geosciences (the client) is permitted to make up to FIVE photocopies of this Sanborn Map transmittal and each fire insurance map accompanying this report solely for the limited use of its customer. No one other than the client is authorized to make copies. Upon request made directly to an EDR Account Executive, the client may be permitted to make a limited number of additional photocopies. This permission is conditioned upon compliance by the client, its customer and their agents with EDR's copyright policy; a copy of which is available upon request.

## 16.5 Regulatory Records Documentation

**Arbor Carwash**
9744 Arrow Route
Rancho Cucamonga, CA 91730

Inquiry Number: 5324295.2s
June 07, 2018

# The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

# TABLE OF CONTENTS



***Thank you for your business.***
Please contact EDR at 1-800-352-0050
with any questions or comments.

# EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

## TARGET PROPERTY INFORMATION

### ADDRESS

9744 ARROW ROUTE
RANCHO CUCAMONGA, CA 91730

### COORDINATES

| | |
|---|---|
| Latitude (North): | 34.0996540 - 34˚ 5' 58.75'' |
| Longitude (West): | 117.5924900 - 117˚ 35' 32.96'' |
| Universal Tranverse Mercator: | Zone 11 |
| UTM X (Meters): | 445347.2 |
| UTM Y (Meters): | 3773169.2 |
| Elevation: | 1156 ft. above sea level |

### USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

| | |
|---|---|
| Target Property Map: | 5620426 GUASTI, CA |
| Version Date: | 2012 |

### AERIAL PHOTOGRAPHY IN THIS REPORT

| | |
|---|---|
| Portions of Photo from: | 20140603 |
| Source: | USDA |

## MAPPED SITES SUMMARY

Target Property Address:
9744 ARROW ROUTE
RANCHO CUCAMONGA, CA 91730

Click on Map ID to see full detail.

| MAP ID | SITE NAME | ADDRESS | DATABASE ACRONYMS | RELATIVE ELEVATION | DIST (ft. & mi.) DIRECTION |
|---|---|---|---|---|---|
| A1 | EXPERT CLEANER | 9755 ARROW HWY #K | DRYCLEANERS | Lower | 60, 0.011, SE |
| B2 | MOBIL OIL CORP 11AJ6 | 8477 ARCHIBALD AVE | UST | Higher | 87, 0.016, West |
| B3 | EXXONMOBIL OIL CORPO | 8477 ARCHIBALD AVE | RCRA-LQG | Higher | 87, 0.016, West |
| B4 | MOBIL #18 -AJ6 | 8477 ARCHIBALD AVENU | LUST | Higher | 87, 0.016, West |
| B5 | MOBIL #18 -AJ6 | 8477 ARCHIBALD AVENU | LUST, San Bern. Co. Permit, Notify 65 | Higher | 87, 0.016, West |
| B6 | MOBIL OIL | 8477 ARCHIBALD | SWEEPS UST, CA FID UST | Higher | 87, 0.016, West |
| B7 | WENTLAND MOBILE | 8477 ARCHIBALD AV | EDR Hist Auto | Higher | 87, 0.016, West |
| B8 | JOHN R HIX (14-313) | 8477 ARCHIBALD | HIST UST | Higher | 87, 0.016, West |
| A9 | CALIFORNIA DRY CLEAN | 9755 ARROW RTE | EDR Hist Cleaner | Lower | 107, 0.020, SSE |
| B10 | HERNANDEZ JOHN R | 9710 ARROW | EDR Hist Auto | Lower | 168, 0.032, WSW |
| B11 | MULBERRY EARLY EDUCA | ARCHIBALD AVENUE/ARR | ENVIROSTOR, SCH | Lower | 230, 0.044, WSW |
| C12 | CHINO BASIN MWD | 8555 ARCHIBALD AVE | SWEEPS UST, HIST UST, CA FID UST, San Bern. Co.... | Lower | 367, 0.070, South |
| C13 | CHINO BASIN MUNICIPA | 8555 ARCHIBALD AVE | HIST UST | Lower | 380, 0.072, South |
| C14 | CHINO BASIN WATER DI | 8555 ARCHIBALD AVE | HIST UST | Lower | 380, 0.072, South |
| C15 | MAIN OFFICE | 8555 ARCHIBALD AVE | HIST UST | Lower | 380, 0.072, South |
| 16 | INSPIRON CORP | 8600 ARCHIBALD AVE | RCRA-SQG, FINDS, ECHO | Lower | 911, 0.173, SSW |
| 17 | ALLMARK PLAZA | 10060-10080 ARROW RO | ENVIROSTOR, VCP | Higher | 1914, 0.363, East |
| 18 | PNEU DRAULICS INC | 8575 HELMS | RCRA-SQG, LUST, SWEEPS UST, CA FID UST, FINDS,... | Lower | 2263, 0.429, WSW |
| 19 | THRIFTY OIL #320 | 9888 FOOTHILL BLVD | LUST, HIST CORTESE | Higher | 2505, 0.474, NNE |
| 20 | INTER-METRO IND CORP | 9393 ARROW RTE | ENVIROSTOR, San Bern. Co. Permit | Lower | 2516, 0.477, West |
| 21 | RC PLAZA | 8013 ARCHIBALD AVENU | ENVIROSTOR, VCP | Higher | 2944, 0.558, North |
| 22 | AVERY DENNISON-MPD | 9292 NINTH STREET | ENVIROSTOR, HIST UST | Lower | 3601, 0.682, WSW |
| 23 | FORMER TOWN CENTER C | 9116 EAST FOOTHILL B | ENVIROSTOR, VCP | Higher | 5032, 0.953, NW |

# EXECUTIVE SUMMARY

## TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

## DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

## STANDARD ENVIRONMENTAL RECORDS

### *Federal NPL site list*

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

### *Federal Delisted NPL site list*

Delisted NPL ---------- National Priority List Deletions

### *Federal CERCLIS list*

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

### *Federal CERCLIS NFRAP site list*

SEMS-ARCHIVE ---------- Superfund Enterprise Management System Archive

### *Federal RCRA CORRACTS facilities list*

CORRACTS ---------- Corrective Action Report

### *Federal RCRA non-CORRACTS TSD facilities list*

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

### *Federal RCRA generators list*

RCRA-CESQG ---------- RCRA - Conditionally Exempt Small Quantity Generator

### *Federal institutional controls / engineering controls registries*

LUCIS ---------- Land Use Control Information System
US ENG CONTROLS ---------- Engineering Controls Sites List
US INST CONTROL ---------- Sites with Institutional Controls

### *Federal ERNS list*

ERNS ---------- Emergency Response Notification System

***State- and tribal - equivalent NPL***

RESPONSE State Response Sites

***State and tribal landfill and/or solid waste disposal site lists***

SWF/LF Solid Waste Information System

***State and tribal leaking storage tank lists***

INDIAN LUST Leaking Underground Storage Tanks on Indian Land
CPS-SLIC Statewide SLIC Cases

***State and tribal registered storage tank lists***

FEMA UST Underground Storage Tank Listing
AST Aboveground Petroleum Storage Tank Facilities
INDIAN UST Underground Storage Tanks on Indian Land

***State and tribal voluntary cleanup sites***

INDIAN VCP Voluntary Cleanup Priority Listing

***State and tribal Brownfields sites***

BROWNFIELDS Considered Brownfieds Sites Listing

**ADDITIONAL ENVIRONMENTAL RECORDS**

***Local Brownfield lists***

US BROWNFIELDS A Listing of Brownfields Sites

***Local Lists of Landfill / Solid Waste Disposal Sites***

WMUDS/SWAT Waste Management Unit Database
SWRCY Recycler Database
HAULERS Registered Waste Tire Haulers Listing
INDIAN ODI Report on the Status of Open Dumps on Indian Lands
DEBRIS REGION 9 Torres Martinez Reservation Illegal Dump Site Locations
ODI Open Dump Inventory
IHS OPEN DUMPS Open Dumps on Indian Land

***Local Lists of Hazardous waste / Contaminated Sites***

US HIST CDL Delisted National Clandestine Laboratory Register
HIST Cal-Sites Historical Calsites Database
CDL Clandestine Drug Labs
Toxic Pits Toxic Pits Cleanup Act Sites
US CDL National Clandestine Laboratory Register

***Local Land Records***

LIENS Environmental Liens Listing

| | |
|---|---|
| LIENS 2 | CERCLA Lien Information |
| DEED | Deed Restriction Listing |

***Records of Emergency Release Reports***

| | |
|---|---|
| HMIRS | Hazardous Materials Information Reporting System |
| CHMIRS | California Hazardous Material Incident Report System |
| LDS | Land Disposal Sites Listing |
| MCS | Military Cleanup Sites Listing |
| SPILLS 90 | SPILLS 90 data from FirstSearch |

***Other Ascertainable Records***

| | |
|---|---|
| RCRA NonGen / NLR | RCRA - Non Generators / No Longer Regulated |
| FUDS | Formerly Used Defense Sites |
| DOD | Department of Defense Sites |
| SCRD DRYCLEANERS | State Coalition for Remediation of Drycleaners Listing |
| US FIN ASSUR | Financial Assurance Information |
| EPA WATCH LIST | EPA WATCH LIST |
| 2020 COR ACTION | 2020 Corrective Action Program List |
| TSCA | Toxic Substances Control Act |
| TRIS | Toxic Chemical Release Inventory System |
| SSTS | Section 7 Tracking Systems |
| ROD | Records Of Decision |
| RMP | Risk Management Plans |
| RAATS | RCRA Administrative Action Tracking System |
| PRP | Potentially Responsible Parties |
| PADS | PCB Activity Database System |
| ICIS | Integrated Compliance Information System |
| FTTS | FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act) |
| MLTS | Material Licensing Tracking System |
| COAL ASH DOE | Steam-Electric Plant Operation Data |
| COAL ASH EPA | Coal Combustion Residues Surface Impoundments List |
| PCB TRANSFORMER | PCB Transformer Registration Database |
| RADINFO | Radiation Information Database |
| HIST FTTS | FIFRA/TSCA Tracking System Administrative Case Listing |
| DOT OPS | Incident and Accident Data |
| CONSENT | Superfund (CERCLA) Consent Decrees |
| INDIAN RESERV | Indian Reservations |
| FUSRAP | Formerly Utilized Sites Remedial Action Program |
| UMTRA | Uranium Mill Tailings Sites |
| LEAD SMELTERS | Lead Smelter Sites |
| US AIRS | Aerometric Information Retrieval System Facility Subsystem |
| US MINES | Mines Master Index File |
| ABANDONED MINES | Abandoned Mines |
| FINDS | Facility Index System/Facility Registry System |
| ECHO | Enforcement & Compliance History Information |
| DOCKET HWC | Hazardous Waste Compliance Docket Listing |
| UXO | Unexploded Ordnance Sites |
| FUELS PROGRAM | EPA Fuels Program Registered Listing |
| CA BOND EXP. PLAN | Bond Expenditure Plan |
| Cortese | "Cortese" Hazardous Waste & Substances Sites List |
| CUPA Listings | CUPA Resources List |
| EMI | Emissions Inventory Data |

# EXECUTIVE SUMMARY

ENF ---- Enforcement Action Listing
Financial Assurance ---- Financial Assurance Information Listing
HAZNET ---- Facility and Manifest Data
ICE ---- ICE
HWP ---- EnviroStor Permitted Facilities Listing
HWT ---- Registered Hazardous Waste Transporter Database
MINES ---- Mines Site Location Listing
MWMP ---- Medical Waste Management Program Listing
NPDES ---- NPDES Permits Listing
PEST LIC ---- Pesticide Regulation Licenses Listing
PROC ---- Certified Processors Database
UIC ---- UIC Listing
WASTEWATER PITS ---- Oil Wastewater Pits Listing
WDS ---- Waste Discharge System
WIP ---- Well Investigation Program Case List
PROJECT ---- PROJECT (GEOTRACKER)
PROD WATER PONDS ---- PROD WATER PONDS (GEOTRACKER)
OTHER OIL GAS ---- OTHER OIL & GAS (GEOTRACKER)
NON-CASE INFO ---- NON-CASE INFO (GEOTRACKER)
MILITARY PRIV SITES ---- MILITARY PRIV SITES (GEOTRACKER)
UIC GEO ---- UIC GEO (GEOTRACKER)
WELL STIM PROJ ---- Well Stimulation Project (GEOTRACKER)
SAMPLING POINT ---- SAMPLING POINT (GEOTRACKER)
CIWQS ---- California Integrated Water Quality System

**EDR HIGH RISK HISTORICAL RECORDS**

***EDR Exclusive Records***

EDR MGP ---- EDR Proprietary Manufactured Gas Plants

**EDR RECOVERED GOVERNMENT ARCHIVES**

***Exclusive Recovered Govt. Archives***

RGA LF ---- Recovered Government Archive Solid Waste Facilities List
RGA LUST ---- Recovered Government Archive Leaking Underground Storage Tank

**SURROUNDING SITES: SEARCH RESULTS**

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

# EXECUTIVE SUMMARY

**STANDARD ENVIRONMENTAL RECORDS**

***Federal RCRA generators list***

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 12/11/2017 has revealed that there is 1 RCRA-LQG site within approximately 0.25 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| EXXONMOBIL OIL CORPO | 8477 ARCHIBALD AVE | W 0 - 1/8 (0.016 mi.) | B3 | 8 |

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 12/11/2017 has revealed that there is 1 RCRA-SQG site within approximately 0.25 miles of the target property.

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***INSPIRON CORP*** | ***8600 ARCHIBALD AVE*** | ***SSW 1/8 - 1/4 (0.173 mi.)*** | ***16*** | ***23*** |

***State- and tribal - equivalent CERCLIS***

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 01/30/2018 has revealed that there are 6 ENVIROSTOR sites within approximately 1 mile of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***ALLMARK PLAZA***<br>Facility Id: 60002530<br>Status: Active | ***10060-10080 ARROW RO*** | ***E 1/4 - 1/2 (0.363 mi.)*** | ***17*** | ***25*** |
| ***RC PLAZA*** | ***8013 ARCHIBALD AVENU*** | ***N 1/2 - 1 (0.558 mi.)*** | ***21*** | ***37*** |

Facility Id: 60002366
Status: No Further Action

| | | | | |
|---|---|---|---|---|
| ***FORMER TOWN CENTER C*** | ***9116 EAST FOOTHILL B*** | ***NW 1/2 - 1 (0.953 mi.)*** | ***23*** | ***41*** |
| Facility Id: 60002569<br>Status: Active | | | | |

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***MULBERRY EARLY EDUCA*** | ***ARCHIBALD AVENUE/ARR*** | ***WSW 0 - 1/8 (0.044 mi.)*** | ***B11*** | ***17*** |
| Facility Id: 36010022<br>Status: No Further Action | | | | |
| ***INTER-METRO IND CORP*** | ***9393 ARROW RTE*** | ***W 1/4 - 1/2 (0.477 mi.)*** | ***20*** | ***35*** |
| Facility Id: 71002573<br>Status: Inactive - Needs Evaluation | | | | |
| ***AVERY DENNISON-MPD*** | ***9292 NINTH STREET*** | ***WSW 1/2 - 1 (0.682 mi.)*** | ***22*** | ***40*** |
| Facility Id: 71002437<br>Status: Inactive - Needs Evaluation | | | | |

***State and tribal leaking storage tank lists***

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 4 LUST sites within approximately 0.5 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| MOBIL #18 -AJ6 | 8477 ARCHIBALD AVENU | W 0 - 1/8 (0.016 mi.) | B4 | 10 |
| Database: LUST REG 8, Date of Government Version: 02/14/2005<br>Facility Status: Case Closed<br>Global ID: T0607101726 | | | | |
| ***MOBIL #18 -AJ6*** | ***8477 ARCHIBALD AVENU*** | ***W 0 - 1/8 (0.016 mi.)*** | ***B5*** | ***11*** |
| Database: LUST, Date of Government Version: 03/12/2018<br>Status: Completed - Case Closed<br>Global Id: T0607101726 | | | | |
| ***THRIFTY OIL #320*** | ***9888 FOOTHILL BLVD*** | ***NNE 1/4 - 1/2 (0.474 mi.)*** | ***19*** | ***32*** |
| Database: LUST REG 8, Date of Government Version: 02/14/2005<br>Database: LUST, Date of Government Version: 03/12/2018<br>Status: Completed - Case Closed<br>Facility Status: Case Closed<br>Global Id: T0607100225<br>Global ID: T0607100225 | | | | |

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***PNEU DRAULICS INC*** | ***8575 HELMS*** | ***WSW 1/4 - 1/2 (0.429 mi.)*** | ***18*** | ***27*** |
| Database: LUST REG 8, Date of Government Version: 02/14/2005<br>Database: LUST, Date of Government Version: 03/12/2018<br>Status: Completed - Case Closed | | | | |

Facility Status: Case Closed
Global Id: T0607100092
Global ID: T0607100092

***State and tribal registered storage tank lists***

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, has revealed that there is 1 UST site within approximately 0.25 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| MOBIL OIL CORP 11AJ6<br>Database: UST, Date of Government Version: 03/12/2018<br>Facility Id: 86009049 | 8477 ARCHIBALD AVE | W 0 - 1/8 (0.016 mi.) | B2 | 8 |

***State and tribal voluntary cleanup sites***

VCP: Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

A review of the VCP list, as provided by EDR, and dated 01/30/2018 has revealed that there is 1 VCP site within approximately 0.5 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***ALLMARK PLAZA***<br>Status: Active<br>Facility Id: 60002530 | ***10060-10080 ARROW RO*** | ***E 1/4 - 1/2 (0.363 mi.)*** | ***17*** | ***25*** |

**ADDITIONAL ENVIRONMENTAL RECORDS**

***Local Lists of Hazardous waste / Contaminated Sites***

SCH: This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category. depending on the level of threat to public health and safety or the. environment they pose.

A review of the SCH list, as provided by EDR, and dated 01/30/2018 has revealed that there is 1 SCH site within approximately 0.25 miles of the target property.

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***MULBERRY EARLY EDUCA*** | ***ARCHIBALD AVENUE/ARR*** | ***WSW 0 - 1/8 (0.044 mi.)*** | ***B11*** | ***17*** |

Facility Id: 36010022
Status: No Further Action

***Local Lists of Registered Storage Tanks***

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 2 SWEEPS UST sites within approximately 0.25 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***MOBIL OIL*** | ***8477 ARCHIBALD*** | ***W 0 - 1/8 (0.016 mi.)*** | ***B6*** | ***13*** |
| Status: A<br>Tank Status: A<br>Comp Number: 39175 | | | | |

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***CHINO BASIN MWD*** | ***8555 ARCHIBALD AVE*** | ***S 0 - 1/8 (0.070 mi.)*** | ***C12*** | ***19*** |
| Status: A<br>Tank Status: A<br>Comp Number: 8858 | | | | |

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 5 HIST UST sites within approximately 0.25 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| JOHN R HIX (14-313)<br>Facility Id: 00000039175 | 8477 ARCHIBALD | W 0 - 1/8 (0.016 mi.) | B8 | 15 |

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***CHINO BASIN MWD*** | ***8555 ARCHIBALD AVE*** | ***S 0 - 1/8 (0.070 mi.)*** | ***C12*** | ***19*** |
| CHINO BASIN MUNICIPA<br>Facility Id: 00000054010 | 8555 ARCHIBALD AVE | S 0 - 1/8 (0.072 mi.) | C13 | 21 |
| CHINO BASIN WATER DI<br>Facility Id: 00000056788 | 8555 ARCHIBALD AVE | S 0 - 1/8 (0.072 mi.) | C14 | 22 |
| MAIN OFFICE<br>Facility Id: 00000008858 | 8555 ARCHIBALD AVE | S 0 - 1/8 (0.072 mi.) | C15 | 22 |

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 2 CA FID UST sites within approximately 0.25 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***MOBIL OIL*** | ***8477 ARCHIBALD*** | ***W 0 - 1/8 (0.016 mi.)*** | ***B6*** | ***13*** |
| Facility Id: 36000337 | | | | |
| Status: A | | | | |

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***CHINO BASIN MWD*** | ***8555 ARCHIBALD AVE*** | ***S 0 - 1/8 (0.070 mi.)*** | ***C12*** | ***19*** |
| Facility Id: 36003408 | | | | |
| Status: A | | | | |

***Other Ascertainable Records***

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the DRYCLEANERS list, as provided by EDR, has revealed that there is 1 DRYCLEANERS site within approximately 0.25 miles of the target property.

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| EXPERT CLEANER | 9755 ARROW HWY #K | SE 0 - 1/8 (0.011 mi.) | A1 | 8 |
| Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018 | | | | |

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 2 HIST CORTESE sites within approximately 0.5 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***THRIFTY OIL #320*** | ***9888 FOOTHILL BLVD*** | ***NNE 1/4 - 1/2 (0.474 mi.)*** | ***19*** | ***32*** |
| Reg Id: 083601836T | | | | |

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***PNEU DRAULICS INC*** | ***8575 HELMS*** | ***WSW 1/4 - 1/2 (0.429 mi.)*** | ***18*** | ***27*** |
| Reg Id: 083600858T | | | | |

San Bern. Co. Permit: San Bernardino County Fire Department Hazardous Materials Division.

A review of the San Bern. Co. Permit list, as provided by EDR, and dated 11/30/2017 has revealed that there are 2 San Bern. Co. Permit sites within approximately 0.25 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***MOBIL #18 -AJ6*** | ***8477 ARCHIBALD AVENU*** | ***W 0 - 1/8 (0.016 mi.)*** | ***B5*** | ***11*** |
| Facility Status: INACTIVE | | | | |
| Facility Id: FA0004767 | | | | |

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***CHINO BASIN MWD*** | ***8555 ARCHIBALD AVE*** | ***S 0 - 1/8 (0.070 mi.)*** | ***C12*** | ***19*** |
| Facility Status: ACTIVE | | | | |
| Facility Id: FA0016208 | | | | |

Notify 65: Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

A review of the Notify 65 list, as provided by EDR, and dated 03/23/2018 has revealed that there is 1 Notify 65 site within approximately 1 mile of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***MOBIL #18 -AJ6*** | ***8477 ARCHIBALD AVENU*** | ***W 0 - 1/8 (0.016 mi.)*** | ***B5*** | ***11*** |

**EDR HIGH RISK HISTORICAL RECORDS**

***EDR Exclusive Records***

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there are 2 EDR Hist Auto sites within approximately 0.125 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| WENTLAND MOBILE | 8477 ARCHIBALD AV | W 0 - 1/8 (0.016 mi.) | B7 | 15 |

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| HERNANDEZ JOHN R | 9710 ARROW | WSW 0 - 1/8 (0.032 mi.) | B10 | 16 |

# EXECUTIVE SUMMARY

EDR Hist Cleaner: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

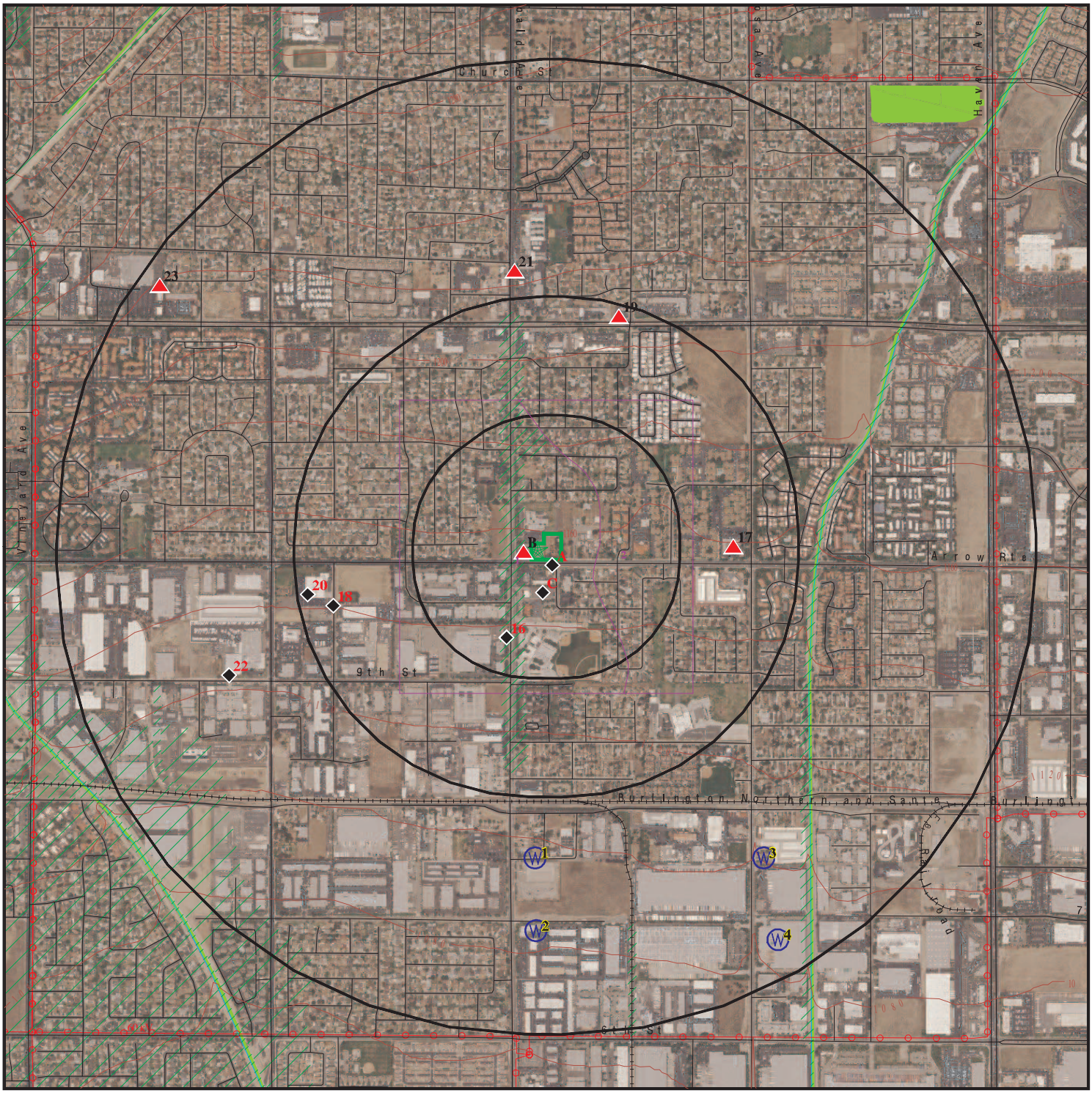
A review of the EDR Hist Cleaner list, as provided by EDR, has revealed that there is 1 EDR Hist Cleaner site within approximately 0.125 miles of the target property.

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| CALIFORNIA DRY CLEAN | 9755 ARROW RTE | SSE 0 - 1/8 (0.020 mi.) | A9 | 16 |

# EXECUTIVE SUMMARY

There were no unmapped sites in this report.

# OVERVIEW MAP - 5324295.2S



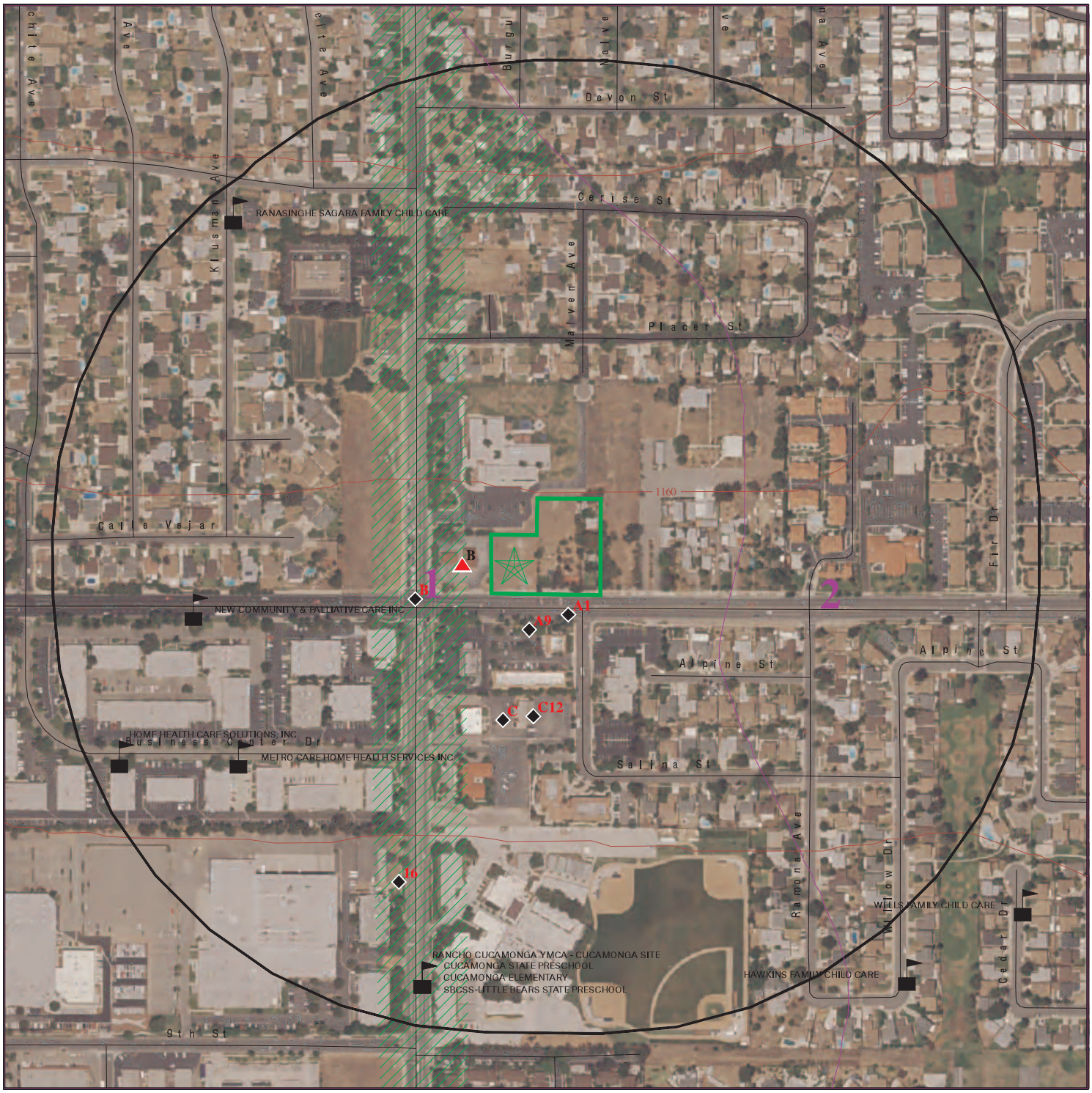

0 1/4 1/2 1 Miles

- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands
- Upgradient Area
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

| | | | |
|---|---|---|---|
| SITE NAME: | Arbor Carwash | CLIENT: | RGS Geosciences |
| ADDRESS: | 9744 Arrow Route<br>Rancho Cucamonga CA 91730 | CONTACT: | Christopher Krall |
| LAT/LONG: | 34.099654 / 117.59249 | INQUIRY #: | 5324295.2s |
| | | DATE: | June 07, 2018 12:39 pm |

# DETAIL MAP - 5324295.2S




Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

0 1/16 1/8 1/4 Miles

Indian Reservations BIA

100-year flood zone

500-year flood zone

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

| | | | |
|---|---|---|---|
| SITE NAME: | Arbor Carwash | CLIENT: | RGS Geosciences |
| ADDRESS: | 9744 Arrow Route<br>Rancho Cucamonga CA 91730 | CONTACT: | Christopher Krall |
| LAT/LONG: | 34.099654 / 117.59249 | INQUIRY #: | 5324295.2s |
| | | DATE: | June 07, 2018 12:51 pm |

# MAP FINDINGS SUMMARY

| Database | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|---|---|---|---|---|---|---|---|---|
| **STANDARD ENVIRONMENTAL RECORDS** | | | | | | | | |
| ***Federal NPL site list*** | | | | | | | | |
| NPL | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| Proposed NPL | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| NPL LIENS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ***Federal Delisted NPL site list*** | | | | | | | | |
| Delisted NPL | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| ***Federal CERCLIS list*** | | | | | | | | |
| FEDERAL FACILITY | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| SEMS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***Federal CERCLIS NFRAP site list*** | | | | | | | | |
| SEMS-ARCHIVE | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***Federal RCRA CORRACTS facilities list*** | | | | | | | | |
| CORRACTS | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| ***Federal RCRA non-CORRACTS TSD facilities list*** | | | | | | | | |
| RCRA-TSDF | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***Federal RCRA generators list*** | | | | | | | | |
| RCRA-LQG | 0.250 | | 1 | 0 | NR | NR | NR | 1 |
| RCRA-SQG | 0.250 | | 0 | 1 | NR | NR | NR | 1 |
| RCRA-CESQG | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| ***Federal institutional controls / engineering controls registries*** | | | | | | | | |
| LUCIS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| US ENG CONTROLS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| US INST CONTROL | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***Federal ERNS list*** | | | | | | | | |
| ERNS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ***State- and tribal - equivalent NPL*** | | | | | | | | |
| RESPONSE | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| ***State- and tribal - equivalent CERCLIS*** | | | | | | | | |
| ENVIROSTOR | 1.000 | | 1 | 0 | 2 | 3 | NR | 6 |
| ***State and tribal landfill and/or solid waste disposal site lists*** | | | | | | | | |
| SWF/LF | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***State and tribal leaking storage tank lists*** | | | | | | | | |
| LUST | 0.500 | | 2 | 0 | 2 | NR | NR | 4 |

# MAP FINDINGS SUMMARY

| Database | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|---|---|---|---|---|---|---|---|---|
| INDIAN LUST | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| CPS-SLIC | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***State and tribal registered storage tank lists*** | | | | | | | | |
| FEMA UST | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| UST | 0.250 | | 1 | 0 | NR | NR | NR | 1 |
| AST | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| INDIAN UST | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| ***State and tribal voluntary cleanup sites*** | | | | | | | | |
| INDIAN VCP | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| VCP | 0.500 | | 0 | 0 | 1 | NR | NR | 1 |
| ***State and tribal Brownfields sites*** | | | | | | | | |
| BROWNFIELDS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| **ADDITIONAL ENVIRONMENTAL RECORDS** | | | | | | | | |
| ***Local Brownfield lists*** | | | | | | | | |
| US BROWNFIELDS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***Local Lists of Landfill / Solid Waste Disposal Sites*** | | | | | | | | |
| WMUDS/SWAT | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| SWRCY | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| HAULERS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| INDIAN ODI | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| DEBRIS REGION 9 | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ODI | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| IHS OPEN DUMPS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***Local Lists of Hazardous waste / Contaminated Sites*** | | | | | | | | |
| US HIST CDL | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| HIST Cal-Sites | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| SCH | 0.250 | | 1 | 0 | NR | NR | NR | 1 |
| CDL | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| Toxic Pits | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| US CDL | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ***Local Lists of Registered Storage Tanks*** | | | | | | | | |
| SWEEPS UST | 0.250 | | 2 | 0 | NR | NR | NR | 2 |
| HIST UST | 0.250 | | 5 | 0 | NR | NR | NR | 5 |
| CA FID UST | 0.250 | | 2 | 0 | NR | NR | NR | 2 |
| ***Local Land Records*** | | | | | | | | |
| LIENS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| LIENS 2 | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| DEED | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***Records of Emergency Release Reports*** | | | | | | | | |
| HMIRS | 0.001 | | 0 | NR | NR | NR | NR | 0 |

# MAP FINDINGS SUMMARY

| Database | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|---|---|---|---|---|---|---|---|---|
| CHMIRS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| LDS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| MCS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| SPILLS 90 | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ***Other Ascertainable Records*** | | | | | | | | |
| RCRA NonGen / NLR | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| FUDS | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| DOD | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| SCRD DRYCLEANERS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| US FIN ASSUR | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| EPA WATCH LIST | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| 2020 COR ACTION | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| TSCA | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| TRIS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| SSTS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ROD | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| RMP | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| RAATS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| PRP | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| PADS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ICIS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| FTTS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| MLTS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| COAL ASH DOE | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| COAL ASH EPA | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| PCB TRANSFORMER | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| RADINFO | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| HIST FTTS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| DOT OPS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| CONSENT | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| INDIAN RESERV | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| FUSRAP | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| UMTRA | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| LEAD SMELTERS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| US AIRS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| US MINES | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| ABANDONED MINES | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| FINDS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ECHO | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| DOCKET HWC | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| UXO | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| FUELS PROGRAM | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| CA BOND EXP. PLAN | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| Cortese | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| CUPA Listings | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| DRYCLEANERS | 0.250 | | 1 | 0 | NR | NR | NR | 1 |
| EMI | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ENF | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| Financial Assurance | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| HAZNET | 0.001 | | 0 | NR | NR | NR | NR | 0 |

# MAP FINDINGS SUMMARY

| Database | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|---|---|---|---|---|---|---|---|---|
| ICE | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| HIST CORTESE | 0.500 | | 0 | 0 | 2 | NR | NR | 2 |
| HWP | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| HWT | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| MINES | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| MWMP | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| NPDES | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| San Bern. Co. Permit | 0.250 | | 2 | 0 | NR | NR | NR | 2 |
| PEST LIC | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| PROC | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| Notify 65 | 1.000 | | 1 | 0 | 0 | 0 | NR | 1 |
| UIC | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| WASTEWATER PITS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| WDS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| WIP | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| PROJECT | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| PROD WATER PONDS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| OTHER OIL GAS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| NON-CASE INFO | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| MILITARY PRIV SITES | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| UIC GEO | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| WELL STIM PROJ | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| SAMPLING POINT | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| CIWQS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| **EDR HIGH RISK HISTORICAL RECORDS** | | | | | | | | |
| ***EDR Exclusive Records*** | | | | | | | | |
| EDR MGP | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| EDR Hist Auto | 0.125 | | 2 | NR | NR | NR | NR | 2 |
| EDR Hist Cleaner | 0.125 | | 1 | NR | NR | NR | NR | 1 |
| **EDR RECOVERED GOVERNMENT ARCHIVES** | | | | | | | | |
| ***Exclusive Recovered Govt. Archives*** | | | | | | | | |
| RGA LF | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| RGA LUST | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| - Totals -- | | 0 | 22 | 1 | 7 | 3 | 0 | 33 |

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

**A1**
**SE**
**< 1/8**
**0.011 mi.**
**60 ft.**

**EXPERT CLEANER** — **DRYCLEANERS** — **S121693635**
**9755 ARROW HWY #K** — **N/A**
**RANCHO CUCAMONGA, CA 91730**

**Site 1 of 2 in cluster A**

**Relative:**
**Lower**

**Actual:**
**1154 ft.**

DRYCLEAN SOUTH COAST:

| | |
|---|---|
| Facility ID: | 105454 |
| Application Number: | 304975 |
| Permit Number: | Not reported |
| Status: | O |
| Representative Name: | SY KYONG JO |
| Representative Telephone: | 909 4819626 |
| Permit Status: | Not reported |
| BCAT Number: | 000601 |
| BCAT Description: | DRY CLEANING, DRY-TO-DRY NON-VENT, PERC |
| UTM East: | 0 |
| UTM North: | 0 |

---

**B2**
**West**
**< 1/8**
**0.016 mi.**
**87 ft.**

**MOBIL OIL CORP 11AJ6** — **UST** — **U003784751**
**8477 ARCHIBALD AVE** — **N/A**
**RANCHO CUCAMONGA, CA 91730**

**Site 1 of 9 in cluster B**

**Relative:**
**Higher**

**Actual:**
**1156 ft.**

UST:

| | |
|---|---|
| Facility ID: | 86009049 |
| Permitting Agency: | SAN BERNARDINO COUNTY |
| Latitude: | 34.101006 |
| Longitude: | -117.591658 |

---

**B3**
**West**
**< 1/8**
**0.016 mi.**
**87 ft.**

**EXXONMOBIL OIL CORPORATION NO 11454** — **RCRA-LQG** — **1007200051**
**8477 ARCHIBALD AVE** — **CAL000050535**
**RANCHO CUCAMONGA, CA 91730**

**Site 2 of 9 in cluster B**

**Relative:**
**Higher**

**Actual:**
**1156 ft.**

RCRA-LQG:

| | |
|---|---|
| Date form received by agency: | 03/07/2004 |
| Facility name: | EXXONMOBIL OIL CORPORATION NO 11454 |
| Facility address: | 8477 ARCHIBALD AVE<br>RANCHO CUCAMONGA, CA 91730-3662 |
| EPA ID: | CAL000050535 |
| Mailing address: | 12265 WEST BAYAUD AVE<br>LAKEWOOD, CO 80228 |
| Contact: | JOHN HOOVER |
| Contact address: | Not reported<br>Not reported |
| Contact country: | US |
| Contact telephone: | 800-253-8054 |
| Contact email: | Not reported |
| EPA Region: | 09 |
| Classification: | Large Quantity Generator |
| Description: | Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous |

**EXXONMOBIL OIL CORPORATION NO 11454 (Continued)** **1007200051**

waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

| | |
|---|---|
| Owner/operator name: | EXXONMOBIL OIL CORPORATION |
| Owner/operator address: | Not reported |
| | Not reported |
| Owner/operator country: | US |
| Owner/operator telephone: | Not reported |
| Owner/operator email: | Not reported |
| Owner/operator fax: | Not reported |
| Owner/operator extension: | Not reported |
| Legal status: | Private |
| Owner/Operator Type: | Operator |
| Owner/Op start date: | 03/24/2002 |
| Owner/Op end date: | Not reported |

| | |
|---|---|
| Owner/operator name: | EXXONMOBIL OIL CORPORATION |
| Owner/operator address: | 3225 GALLOWS RD |
| | FAIRFAX, VA 22937 |
| Owner/operator country: | US |
| Owner/operator telephone: | Not reported |
| Owner/operator email: | Not reported |
| Owner/operator fax: | Not reported |
| Owner/operator extension: | Not reported |
| Legal status: | Private |
| Owner/Operator Type: | Owner |
| Owner/Op start date: | 03/24/2002 |
| Owner/Op end date: | Not reported |

Handler Activities Summary:

| | |
|---|---|
| U.S. importer of hazardous waste: | No |
| Mixed waste (haz. and radioactive): | No |
| Recycler of hazardous waste: | No |
| Transporter of hazardous waste: | No |
| Treater, storer or disposer of HW: | No |
| Underground injection activity: | No |
| On-site burner exemption: | No |
| Furnace exemption: | No |
| Used oil fuel burner: | No |
| Used oil processor: | No |
| User oil refiner: | No |
| Used oil fuel marketer to burner: | No |
| Used oil Specification marketer: | No |
| Used oil transfer facility: | No |
| Used oil transporter: | No |

| | |
|---|---|
| . Waste code: | D001 |
| . Waste name: | IGNITABLE WASTE |

**EXXONMOBIL OIL CORPORATION NO 11454 (Continued)** **1007200051**

Historical Generators:
Date form received by agency: 02/28/2002
Site name: EXXON MOBIL OIL CORP
Classification: Large Quantity Generator

Violation Status: No violations found

---

**B4** **MOBIL #18 -AJ6** **LUST** **S105774326**
**West** **8477 ARCHIBALD AVENUE** **N/A**
**< 1/8** **RANCHO CUCAMONGA, CA 91730**
**0.016 mi.**
**87 ft.** **Site 3 of 9 in cluster B**

**Relative:** **Higher**
**Actual:** **1156 ft.**

LUST REG 8:

| | |
|---|---|
| Region: | 8 |
| County: | San Bernardino |
| Regional Board: | Santa Ana Region |
| Facility Status: | Case Closed |
| Case Number: | Not reported |
| Local Case Num: | 2001012 |
| Case Type: | Soil only |
| Substance: | Gasoline |
| Qty Leaked: | Not reported |
| Abate Method: | Not reported |
| Cross Street: | Not reported |
| Enf Type: | Not reported |
| Funding: | Not reported |
| How Discovered: | Tank Closure |
| How Stopped: | Close Tank |
| Leak Cause: | UNK |
| Leak Source: | UNK |
| Global ID: | T0607101726 |
| How Stopped Date: | 2/20/2001 |
| Enter Date: | Not reported |
| Date Confirmation of Leak Began: | Not reported |
| Date Preliminary Assessment Began: | Not reported |
| Discover Date: | 2/20/2001 |
| Enforcement Date: | Not reported |
| Close Date: | 11/5/2001 |
| Date Prelim Assessment Workplan Submitted: | Not reported |
| Date Pollution Characterization Began: | Not reported |
| Date Remediation Plan Submitted: | Not reported |
| Date Remedial Action Underway: | Not reported |
| Date Post Remedial Action Monitoring: | Not reported |
| Enter Date: | Not reported |
| GW Qualifies: | Not reported |
| Soil Qualifies: | Not reported |
| Operator: | Not reported |
| Facility Contact: | Not reported |
| Interim: | Not reported |
| Oversite Program: | LUST |
| Latitude: | 0 |
| Longitude: | 0 |
| MTBE Date: | Not reported |
| Max MTBE GW: | Not reported |
| MTBE Concentration: | 0 |
| Max MTBE Soil: | Not reported |
| MTBE Fuel: | 1 |

**MOBIL #18 -AJ6 (Continued)** **S105774326**

| | |
|---|---|
| MTBE Tested: | Site NOT Tested for MTBE.Includes Unknown and Not Analyzed. |
| MTBE Class: | * |
| Staff: | RS |
| Staff Initials: | JC3 |
| Lead Agency: | Local Agency |
| Local Agency: | 36000L |
| Hydr Basin #: | Not reported |
| Beneficial: | Not reported |
| Priority: | Not reported |
| Cleanup Fund Id: | Not reported |
| Work Suspended: | Not reported |

Summary: Not reported

---

**B5** **MOBIL #18 -AJ6** **LUST** **S100179548**
**West** **8477 ARCHIBALD AVENUE** **San Bern. Co. Permit** **N/A**
**< 1/8** **RANCHO CUCAMONGA, CA 91730** **Notify 65**
**0.016 mi.**
**87 ft.** **Site 4 of 9 in cluster B**

**Relative:**
**Higher**

**Actual:**
**1156 ft.**

LUST:

| | |
|---|---|
| Lead Agency: | SAN BERNARDINO COUNTY |
| Case Type: | LUST Cleanup Site |
| Geo Track: | http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0607101726 |
| Global Id: | T0607101726 |
| Latitude: | 34.099656 |
| Longitude: | -117.593008 |
| Status: | Completed - Case Closed |
| Status Date: | 11/05/2001 |
| Case Worker: | JC |
| RB Case Number: | Not reported |
| Local Agency: | SAN BERNARDINO COUNTY |
| File Location: | Local Agency |
| Local Case Number: | 2001012 |
| Potential Media Affect: | Soil |
| Potential Contaminants of Concern: | Gasoline |
| Site History: | Not reported |

LUST:

| | |
|---|---|
| Global Id: | T0607101726 |
| Contact Type: | Local Agency Caseworker |
| Contact Name: | JACKSON CRUTSINGER |
| Organization Name: | SAN BERNARDINO COUNTY |
| Address: | 620 SOUTH E STREET |
| City: | SAN BERNARDINO |
| Email: | jcrutsinger@sbcfire.org |
| Phone Number: | Not reported |

| | |
|---|---|
| Global Id: | T0607101726 |
| Contact Type: | Regional Board Caseworker |
| Contact Name: | ROSE SCOTT |
| Organization Name: | SANTA ANA RWQCB (REGION 8) |
| Address: | 3737 MAIN STREET, SUITE 500 |
| City: | RIVERSIDE |
| Email: | rose.scott@waterboards.ca.gov |
| Phone Number: | 9513206375 |

LUST:

| | |
|---|---|
| Global Id: | T0607101726 |

**MOBIL #18 -AJ6 (Continued)** **S100179548**

Action Type: Other
Date: 02/20/2001
Action: Leak Discovery

Global Id: T0607101726
Action Type: Other
Date: 02/20/2001
Action: Leak Stopped

Global Id: T0607101726
Action Type: Other
Date: 03/02/2001
Action: Leak Reported

LUST:
Global Id: T0607101726
Status: Open - Case Begin Date
Status Date: 02/20/2001

Global Id: T0607101726
Status: Completed - Case Closed
Status Date: 11/05/2001

San Bern. Co. Permit:
Region: SAN BERNARDINO
Facility ID: FA0004767
Owner: WESTERN FUEL GROUP
Permit Number: PT0002338
Permit Category: HAZMAT HANDLER - UST ONLY
Facility Status: INACTIVE
Expiration Date: 07/31/2004

Region: SAN BERNARDINO
Facility ID: FA0004767
Owner: WESTERN FUEL GROUP
Permit Number: PT0002345
Permit Category: HAZMAT HANDLER 0-10 EMPLOYEES (W/GEN PRMT)
Facility Status: INACTIVE
Expiration Date: 07/31/2004

Region: SAN BERNARDINO
Facility ID: FA0004767
Owner: WESTERN FUEL GROUP
Permit Number: PT0002341
Permit Category: SPECIAL GENERATOR
Facility Status: INACTIVE
Expiration Date: 07/31/2004

Region: SAN BERNARDINO
Facility ID: FA0004767
Owner: WESTERN FUEL GROUP
Permit Number: PT0011877
Permit Category: UST OWNERSHIP/OPERATING PERMIT (PER UST)
Facility Status: INACTIVE
Expiration Date: 07/31/2004

**MOBIL #18 -AJ6 (Continued)** **S100179548**

Region: SAN BERNARDINO
Facility ID: FA0004767
Owner: WESTERN FUEL GROUP
Permit Number: PT0011878
Permit Category: UST OWNERSHIP/OPERATING PERMIT (PER UST)
Facility Status: INACTIVE
Expiration Date: 07/31/2004

Region: SAN BERNARDINO
Facility ID: FA0004767
Owner: WESTERN FUEL GROUP
Permit Number: PT0011879
Permit Category: UST OWNERSHIP/OPERATING PERMIT (PER UST)
Facility Status: INACTIVE
Expiration Date: 07/31/2004

NOTIFY 65:
Date Reported: Not reported
Staff Initials: Not reported
Board File Number: Not reported
Facility Type: Not reported
Discharge Date: Not reported
Issue Date: Not reported
Incident Description: Not reported

---

**B6** **MOBIL OIL** **SWEEPS UST S101590945**
**West** **8477 ARCHIBALD** **CA FID UST N/A**
**< 1/8** **RANCHO CUCAMONGA, CA 91730**
**0.016 mi.**
**87 ft.** **Site 5 of 9 in cluster B**

**Relative:**
**Higher**

**Actual:**
**1156 ft.**

SWEEPS UST:
Status: Active
Comp Number: 39175
Number: 9
Board Of Equalization: 44-020967
Referral Date: 07-28-92
Action Date: 07-28-92
Created Date: 02-29-88
Owner Tank Id: 333
SWRCB Tank Id: 36-000-039175-000001
Tank Status: A
Capacity: 1000
Active Date: 07-08-88
Tank Use: OIL
STG: W
Content: WASTE OIL
Number Of Tanks: 4

Status: Active
Comp Number: 39175
Number: 9
Board Of Equalization: 44-020967
Referral Date: 07-28-92
Action Date: 07-28-92
Created Date: 02-29-88
Owner Tank Id: 334

**MOBIL OIL (Continued)** **S101590945**

SWRCB Tank Id: 36-000-039175-000002
Tank Status: A
Capacity: 8000
Active Date: 07-08-88
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 39175
Number: 9
Board Of Equalization: 44-020967
Referral Date: 07-28-92
Action Date: 07-28-92
Created Date: 02-29-88
Owner Tank Id: 335
SWRCB Tank Id: 36-000-039175-000003
Tank Status: A
Capacity: 10000
Active Date: 07-08-88
Tank Use: M.V. FUEL
STG: P
Content: LEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 39175
Number: 9
Board Of Equalization: 44-020967
Referral Date: 07-28-92
Action Date: 07-28-92
Created Date: 02-29-88
Owner Tank Id: 336
SWRCB Tank Id: 36-000-039175-000004
Tank Status: A
Capacity: 12000
Active Date: 07-08-88
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 36000337
Regulated By: UTNKA
Regulated ID: 00039175
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: Not reported
Mail To: Not reported
Mailing Address: 8477 ARCHIBALD
Mailing Address 2: Not reported
Mailing City,St,Zip: RANCHO CUCAMONGA 91730
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported

**MOBIL OIL (Continued)** **S101590945**

NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

---

**B7** **WENTLAND MOBILE** **EDR Hist Auto** **1020706997**
**West** **8477 ARCHIBALD AV** **N/A**
**< 1/8** **CUCAMONGA, CA 91730**
**0.016 mi.**
**87 ft.** **Site 6 of 9 in cluster B**

**Relative:** EDR Hist Auto
**Higher**

**Actual:**
**1156 ft.**

| Year: | Name: | Type: |
|---|---|---|
| 1987 | WENTLAND MOBILE | Gasoline Service Stations |
| 1988 | WENTLAND MOBILE | Gasoline Service Stations |
| 1991 | GEORGES MOBIL | Gasoline Service Stations |
| 1992 | GEORGES MOBIL | Gasoline Service Stations |
| 1993 | GEORGES MOBIL | Gasoline Service Stations |
| 1996 | RANCHO MOBILE AUTO SVC & REPR | Auto And Truck Equipment And Parts |
| 1997 | RANCHO MOBILE AUTO SVC & REPR | Auto And Truck Equipment And Parts |
| 1998 | RANCHO MOBILE AUTO SVC & REPR | Auto And Truck Equipment And Parts |
| 1999 | RANCHO MOBILE AUTO SVC & REPR | Auto And Truck Equipment And Parts |
| 2000 | RANCHO MOBILE AUTO SVC & REPR | Auto And Truck Equipment And Parts |
| 2001 | RANCHO MOBILE AUTO SVC & REPR | Auto And Truck Equipment And Parts |

---

**B8** **JOHN R HIX (14-313)** **HIST UST** **U001569289**
**West** **8477 ARCHIBALD** **N/A**
**< 1/8** **RANCHO CUCAMONGA, CA 91730**
**0.016 mi.**
**87 ft.** **Site 7 of 9 in cluster B**

**Relative:** HIST UST:
**Higher**

**Actual:**
**1156 ft.**

File Number: 0002A273
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002A273.pdf
Region: STATE
Facility ID: 00000039175
Facility Type: Gas Station
Other Type: Not reported
Contact Name: Not reported
Telephone: 7149808440
Owner Name: MOBIL OIL CORPORATION
Owner Address: 612 SOUTH FLOWER STREET
Owner City,St,Zip: LOS ANGELES, CA 90017
Total Tanks: 0004

Tank Num: 001
Container Num: 0333
Year Installed: 1981
Tank Capacity: 00001000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

Tank Num: 002

**JOHN R HIX (14-313) (Continued)** **U001569289**

| | |
|---|---|
| Container Num: | 0334 |
| Year Installed: | 1981 |
| Tank Capacity: | 00008000 |
| Tank Used for: | PRODUCT |
| Type of Fuel: | PREMIUM |
| Container Construction Thickness: | Not reported |
| Leak Detection: | Stock Inventor |

| | |
|---|---|
| Tank Num: | 003 |
| Container Num: | 0335 |
| Year Installed: | 1981 |
| Tank Capacity: | 00010000 |
| Tank Used for: | PRODUCT |
| Type of Fuel: | REGULAR |
| Container Construction Thickness: | Not reported |
| Leak Detection: | Stock Inventor |

| | |
|---|---|
| Tank Num: | 004 |
| Container Num: | 0336 |
| Year Installed: | 1981 |
| Tank Capacity: | 00012000 |
| Tank Used for: | PRODUCT |
| Type of Fuel: | UNLEADED |
| Container Construction Thickness: | Not reported |
| Leak Detection: | Stock Inventor |

Click here for Geo Tracker PDF:

---

**A9** **CALIFORNIA DRY CLEANING** **EDR Hist Cleaner** **1019947310**
**SSE** **9755 ARROW RTE** **N/A**
**< 1/8** **RANCHO CUCAMONGA, CA 91730**
**0.020 mi.**
**107 ft.** **Site 2 of 2 in cluster A**

**Relative:** EDR Hist Cleaner
**Lower**

**Actual:** **1153 ft.**

| Year: | Name: | Type: |
|---|---|---|
| 2000 | CALIFORNIA DRY CLEANING | Drycleaning Plants, Except Rugs |
| 2001 | CALIFORNIA DRY CLEANING | Drycleaning Plants, Except Rugs |
| 2002 | CALIFORNIA DRY CLEANING | Drycleaning Plants, Except Rugs |
| 2003 | CALIFORNIA DRY CLEANING | Drycleaning Plants, Except Rugs |

---

**B10** **HERNANDEZ JOHN R** **EDR Hist Auto** **1020427704**
**WSW** **9710 ARROW** **N/A**
**< 1/8** **CUCAMONGA, CA 91730**
**0.032 mi.**
**168 ft.** **Site 8 of 9 in cluster B**

**Relative:** EDR Hist Auto
**Lower**

**Actual:** **1154 ft.**

| Year: | Name: | Type: |
|---|---|---|
| 1969 | BARRENA MARTIN | Gasoline Service Stations |
| 1970 | BARRENA MARTIN | Gasoline Service Stations |
| 1971 | HERNANDEZ JOHN R | Gasoline Service Stations |
| 1972 | HERNANDEZ JOHN R | Gasoline Service Stations |
| 1973 | HERNANDEZ JOHN R | Gasoline Service Stations |

**HERNANDEZ JOHN R (Continued)** **1020427704**

| | | |
|---|---|---|
| 1974 | HERNANDEZ JOHN R | Gasoline Service Stations |
| 1976 | HERNANDEZ JOHN R | Gasoline Service Stations |
| 1977 | HERNANDEZ JOHN R | Gasoline Service Stations |
| 1978 | HERNANDEZ JOHN R | Gasoline Service Stations |
| 1979 | HERNANDEZ JOHN R | Gasoline Service Stations |
| 1980 | HERNANDEZ JOHN R | Gasoline Service Stations |

---

**B11** **MULBERRY EARLY EDUCATIONAL CENTER** **ENVIROSTOR** **S107736794**
**WSW** **ARCHIBALD AVENUE/ARROW ROUTE** **SCH** **N/A**
**< 1/8** **RANCHO CUCAMONGA, CA 91730**
**0.044 mi.**
**230 ft.** **Site 9 of 9 in cluster B**

**Relative:** **Lower**

**Actual:** **1154 ft.**

ENVIROSTOR:

| | |
|---|---|
| Facility ID: | 36010022 |
| Status: | No Further Action |
| Status Date: | 04/19/2002 |
| Site Code: | 404252 |
| Site Type: | School Investigation |
| Site Type Detailed: | School |
| Acres: | 6.27 |
| NPL: | NO |
| Regulatory Agencies: | SMBRP |
| Lead Agency: | SMBRP |
| Program Manager: | Not reported |
| Supervisor: | Shahir Haddad |
| Division Branch: | Southern California Schools & Brownfields Outreach |
| Assembly: | 40 |
| Senate: | 23 |
| Special Program: | Not reported |
| Restricted Use: | NO |
| Site Mgmt Req: | NONE SPECIFIED |
| Funding: | School District |
| Latitude: | 34.0999 |
| Longitude: | -117.5918 |
| APN: | NONE SPECIFIED |
| Past Use: | RESIDENTIAL AREA |
| Potential COC: | Chlordane DDD DDE DDT Lead |
| Confirmed COC: | 30004-NO 30006-NO 30007-NO 30008-NO 30013-NO |
| Potential Description: | SOIL |
| Alias Name: | MULBERRY EARLY EDUCATION CENTER |
| Alias Type: | Alternate Name |
| Alias Name: | SAN BERNARDINO CO. SUPT. OF SCHOOLS |
| Alias Type: | Alternate Name |
| Alias Name: | SAN BERNARDINO COE-MULBERRY EARLY ED CTR |
| Alias Type: | Alternate Name |
| Alias Name: | 404252 |
| Alias Type: | Project Code (Site Code) |
| Alias Name: | 36010022 |
| Alias Type: | Envirostor ID Number |

Completed Info:

| | |
|---|---|
| Completed Area Name: | PROJECT WIDE |
| Completed Sub Area Name: | Not reported |
| Completed Document Type: | Environmental Oversight Agreement |
| Completed Date: | 11/02/2001 |
| Comments: | Not reported |

**MULBERRY EARLY EDUCATIONAL CENTER (Continued)** **S107736794**

| | |
|---|---|
| Completed Area Name: | PROJECT WIDE |
| Completed Sub Area Name: | Not reported |
| Completed Document Type: | Cost Recovery Closeout Memo |
| Completed Date: | 05/13/2002 |
| Comments: | Not reported |

| | |
|---|---|
| Completed Area Name: | PROJECT WIDE |
| Completed Sub Area Name: | Not reported |
| Completed Document Type: | Preliminary Endangerment Assessment Report |
| Completed Date: | 04/19/2002 |
| Comments: | Not reported |

| | |
|---|---|
| Completed Area Name: | PROJECT WIDE |
| Completed Sub Area Name: | Not reported |
| Completed Document Type: | Phase 1 |
| Completed Date: | 08/09/2001 |
| Comments: | Not reported |

| | |
|---|---|
| Future Area Name: | Not reported |
| Future Sub Area Name: | Not reported |
| Future Document Type: | Not reported |
| Future Due Date: | Not reported |
| Schedule Area Name: | Not reported |
| Schedule Sub Area Name: | Not reported |
| Schedule Document Type: | Not reported |
| Schedule Due Date: | Not reported |
| Schedule Revised Date: | Not reported |

SCH:

| | |
|---|---|
| Facility ID: | 36010022 |
| Site Type: | School Investigation |
| Site Type Detail: | School |
| Site Mgmt. Req.: | NONE SPECIFIED |
| Acres: | 6.27 |
| National Priorities List: | NO |
| Cleanup Oversight Agencies: | SMBRP |
| Lead Agency: | SMBRP |
| Lead Agency Description: | DTSC - Site Cleanup Program |
| Project Manager: | Not reported |
| Supervisor: | Shahir Haddad |
| Division Branch: | Southern California Schools & Brownfields Outreach |
| Site Code: | 404252 |
| Assembly: | 40 |
| Senate: | 23 |
| Special Program Status: | Not reported |
| Status: | No Further Action |
| Status Date: | 04/19/2002 |
| Restricted Use: | NO |
| Funding: | School District |
| Latitude: | 34.0999 |
| Longitude: | -117.5918 |
| APN: | NONE SPECIFIED |
| Past Use: | RESIDENTIAL AREA |
| Potential COC: | Chlordane, DDD, DDE, DDT, Lead |
| Confirmed COC: | 30004-NO, 30006-NO, 30007-NO, 30008-NO, 30013-NO |
| Potential Description: | SOIL |

**MULBERRY EARLY EDUCATIONAL CENTER (Continued)** **S107736794**

Alias Name: MULBERRY EARLY EDUCATION CENTER
Alias Type: Alternate Name
Alias Name: SAN BERNARDINO CO. SUPT. OF SCHOOLS
Alias Type: Alternate Name
Alias Name: SAN BERNARDINO COE-MULBERRY EARLY ED CTR
Alias Type: Alternate Name
Alias Name: 404252
Alias Type: Project Code (Site Code)
Alias Name: 36010022
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 11/02/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 05/13/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 04/19/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 08/09/2001
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

---

**C12** **CHINO BASIN MWD** **SWEEPS UST** **S101618860**
**South** **8555 ARCHIBALD AVE** **HIST UST** **N/A**
**< 1/8** **RANCHO CUCAMONGA, CA 91730** **CA FID UST**
**0.070 mi.** **San Bern. Co. Permit**
**367 ft.** **Site 1 of 4 in cluster C**

**Relative:** **Lower**
**Actual:** **1147 ft.**

SWEEPS UST:
Status: Active
Comp Number: 8858
Number: 9
Board Of Equalization: 44-020130
Referral Date: 09-10-91

**CHINO BASIN MWD (Continued)** **S101618860**

Action Date: 09-10-91
Created Date: 02-29-88
Owner Tank Id: 3
SWRCB Tank Id: 36-000-008858-000001
Tank Status: A
Capacity: 5000
Active Date: 06-28-88
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: 1

HIST UST:
File Number: 00029BF0
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00029BF0.pdf
Region: Not reported
Facility ID: Not reported
Facility Type: Not reported
Other Type: Not reported
Contact Name: Not reported
Telephone: Not reported
Owner Name: Not reported
Owner Address: Not reported
Owner City,St,Zip: Not reported
Total Tanks: Not reported

Tank Num: Not reported
Container Num: Not reported
Year Installed: Not reported
Tank Capacity: Not reported
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

Tank Num: Not reported
Container Num: Not reported
Year Installed: Not reported
Tank Capacity: Not reported
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

Tank Num: Not reported
Container Num: Not reported
Year Installed: Not reported
Tank Capacity: Not reported
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

Click here for Geo Tracker PDF:

CA FID UST:

**CHINO BASIN MWD (Continued)** **S101618860**

Facility ID: 36003408
Regulated By: UTNKA
Regulated ID: 00008858
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: Not reported
Mail To: Not reported
Mailing Address: 8555 ARCHIBALD AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: RANCHO CUCAMONGA 91730
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

Facility ID: 36003408
Regulated By: UTNKA
Regulated ID: 00054010
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: Not reported
Mail To: Not reported
Mailing Address: P O BOX
Mailing Address 2: Not reported
Mailing City,St,Zip: RANCHO CUCAMONGA 91730
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

San Bern. Co. Permit:
Region: SAN BERNARDINO
Facility ID: FA0016208
Owner: Verizon Wireless
Permit Number: PT0036191
Permit Category: HAZARDOUS MATERIALS 1-3 CHEMICALS SPECIAL
Facility Status: ACTIVE
Expiration Date: 09/30/2018

---

**C13** **CHINO BASIN MUNICIPAL WATER DI** **HIST UST** **U001569274**
**South** **8555 ARCHIBALD AVE** **N/A**
**< 1/8** **RANCHO CUCAMONGA, CA 91730**
**0.072 mi.**
**380 ft.** **Site 2 of 4 in cluster C**

**Relative:** HIST UST:
**Lower**
**Actual:** File Number: Not reported
**1147 ft.** URL: Not reported
Region: STATE
Facility ID: 00000054010
Facility Type: Other

**CHINO BASIN MUNICIPAL WATER DI (Continued)** **U001569274**

| | |
|---|---|
| Other Type: | PUBLIC AGENCY |
| Contact Name: | D. PETERS |
| Telephone: | 7149871712 |
| Owner Name: | CHINO BASIN MUNICIPAL WATER DI |
| Owner Address: | 8555 ARCHIBALD AVENUE |
| Owner City,St,Zip: | RANCHO CUCAMONGA, CA 91730 |
| Total Tanks: | 0001 |
| | |
| Tank Num: | 001 |
| Container Num: | 1 |
| Year Installed: | 1981 |
| Tank Capacity: | 00050000 |
| Tank Used for: | PRODUCT |
| Type of Fuel: | UNLEADED |
| Container Construction Thickness: | 1/4 |
| Leak Detection: | Stock Inventor |

---

**C14** **CHINO BASIN WATER DISTRICT** **HIST UST** **U001569275**
**South** **8555 ARCHIBALD AVE** **N/A**
**< 1/8** **RANCHO CUCAMONGA, CA 91730**
**0.072 mi.**
**380 ft.** **Site 3 of 4 in cluster C**

**Relative:** HIST UST:
**Lower**

**Actual:**
**1147 ft.**

| | |
|---|---|
| File Number: | Not reported |
| URL: | Not reported |
| Region: | STATE |
| Facility ID: | 00000056788 |
| Facility Type: | Other |
| Other Type: | PUBLIC AGENCY |
| Contact Name: | D. PETERS |
| Telephone: | 7149871712 |
| Owner Name: | CHINO BASIN WATER DISTRICT |
| Owner Address: | 8555 ARCHIBALD AVENUE |
| Owner City,St,Zip: | RANCHO CUCAMONGA, CA 91730 |
| Total Tanks: | 0001 |
| | |
| Tank Num: | 001 |
| Container Num: | 5 |
| Year Installed: | 1981 |
| Tank Capacity: | 00005000 |
| Tank Used for: | PRODUCT |
| Type of Fuel: | UNLEADED |
| Container Construction Thickness: | 1/4 |
| Leak Detection: | Stock Inventor |

---

**C15** **MAIN OFFICE** **HIST UST** **U001569296**
**South** **8555 ARCHIBALD AVE** **N/A**
**< 1/8** **RANCHO CUCAMONGA, CA 91730**
**0.072 mi.**
**380 ft.** **Site 4 of 4 in cluster C**

**Relative:** HIST UST:
**Lower**

**Actual:**
**1147 ft.**

| | |
|---|---|
| File Number: | Not reported |
| URL: | Not reported |
| Region: | STATE |

**MAIN OFFICE (Continued)** **U001569296**

| | |
|---|---|
| Facility ID: | 00000008858 |
| Facility Type: | Gas Station |
| Other Type: | Not reported |
| Contact Name: | JERALD C. ROGERS |
| Telephone: | 7149871712 |
| Owner Name: | CHINO BASIN MUNICIPAL WATER DI |
| Owner Address: | 8555 ARCHIBALD AVE. |
| Owner City,St,Zip: | CUCAMONGA, CA 91730 |
| Total Tanks: | 0003 |
| | |
| Tank Num: | 001 |
| Container Num: | NUMBER 3 |
| Year Installed: | 1981 |
| Tank Capacity: | 00005000 |
| Tank Used for: | PRODUCT |
| Type of Fuel: | UNLEADED |
| Container Construction Thickness: | 1/4 |
| Leak Detection: | Stock Inventor |
| | |
| Tank Num: | 002 |
| Container Num: | NUMBER 1. |
| Year Installed: | 1974 |
| Tank Capacity: | 00012000 |
| Tank Used for: | PRODUCT |
| Type of Fuel: | UNLEADED |
| Container Construction Thickness: | 1/4 |
| Leak Detection: | Stock Inventor |
| | |
| Tank Num: | 003 |
| Container Num: | NUMBER 2 |
| Year Installed: | 1974 |
| Tank Capacity: | 00009000 |
| Tank Used for: | PRODUCT |
| Type of Fuel: | DIESEL |
| Container Construction Thickness: | 1/4 |
| Leak Detection: | Stock Inventor |

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**16**
**SSW**
**1/8-1/4**
**0.173 mi.**
**911 ft.**

**INSPIRON CORP**
**8600 ARCHIBALD AVE**
**RANCHO CUCAMONGA, CA 91730**

**RCRA-SQG** **1000347777**
**FINDS** **CAD107724254**
**ECHO**

**Relative:**
**Lower**

**Actual:**
**1138 ft.**

RCRA-SQG:

| | |
|---|---|
| Date form received by agency: | 09/01/1996 |
| Facility name: | INSPIRON CORP |
| Facility address: | 8600 ARCHIBALD AVE<br>RANCHO CUCAMONGA, CA 91730 |
| EPA ID: | CAD107724254 |
| Mailing address: | ARCHIBALD AVE<br>RANCHO CUCAMONGA, CA 91730 |
| Contact: | Not reported |
| Contact address: | Not reported<br>Not reported |
| Contact country: | US |
| Contact telephone: | Not reported |
| Contact email: | Not reported |
| EPA Region: | 09 |

**INSPIRON CORP (Continued)** **1000347777**

Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: OMNICARE, INC
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002667123

**INSPIRON CORP (Continued)** **1000347777**

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

| | |
|---|---|
| Envid: | 1000347777 |
| Registry ID: | 110002667123 |
| DFR URL: | http://echo.epa.gov/detailed-facility-report?fid=110002667123 |

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**17**
**East**
**1/4-1/2**
**0.363 mi.**
**1914 ft.**

**ALLMARK PLAZA** **ENVIROSTOR S121475143**
**10060-10080 ARROW ROUTE** **VCP N/A**
**RANCHO CUCAMONGA, CA 91730**

**Relative:**
**Higher**

**Actual:**
**1159 ft.**

ENVIROSTOR:

| | |
|---|---|
| Facility ID: | 60002530 |
| Status: | Active |
| Status Date: | 08/15/2017 |
| Site Code: | 401793 |
| Site Type: | Voluntary Cleanup |
| Site Type Detailed: | Voluntary Cleanup |
| Acres: | 2.19 |
| NPL: | NO |
| Regulatory Agencies: | SMBRP |
| Lead Agency: | SMBRP |
| Program Manager: | Amit Pathak |
| Supervisor: | Yolanda Garza |
| Division Branch: | Southern California Schools & Brownfields Outreach |
| Assembly: | , 40 |
| Senate: | , 23 |
| Special Program: | Voluntary Cleanup Program |
| Restricted Use: | NO |
| Site Mgmt Req: | NONE SPECIFIED |
| Funding: | Responsible Party |
| Latitude: | 34.09996 |
| Longitude: | -117.5854 |
| APN: | 0208-321-32-0000 |
| Past Use: | NONE SPECIFIED |
| Potential COC: | NONE SPECIFIED |
| Confirmed COC: | NONE SPECIFIED |
| Potential Description: | NONE SPECIFIED |
| Alias Name: | 0208-321-32-0000 |
| Alias Type: | APN |
| Alias Name: | 401793 |
| Alias Type: | Project Code (Site Code) |
| Alias Name: | 60002530 |
| Alias Type: | Envirostor ID Number |

**ALLMARK PLAZA (Continued)** **S121475143**

Completed Info:

| | |
|---|---|
| Completed Area Name: | PROJECT WIDE |
| Completed Sub Area Name: | Not reported |
| Completed Document Type: | Voluntary Cleanup Agreement |
| Completed Date: | 11/13/2017 |
| Comments: | Signed and sent a copy to the RP. |
| | |
| Future Area Name: | Not reported |
| Future Sub Area Name: | Not reported |
| Future Document Type: | Not reported |
| Future Due Date: | Not reported |
| Schedule Area Name: | PROJECT WIDE |
| Schedule Sub Area Name: | Not reported |
| Schedule Document Type: | Removal Action Workplan |
| Schedule Due Date: | 03/23/2018 |
| Schedule Revised Date: | Not reported |

VCP:

| | |
|---|---|
| Facility ID: | 60002530 |
| Site Type: | Voluntary Cleanup |
| Site Type Detail: | Voluntary Cleanup |
| Site Mgmt. Req.: | NONE SPECIFIED |
| Acres: | 2.19 |
| National Priorities List: | NO |
| Cleanup Oversight Agencies: | SMBRP |
| Lead Agency: | SMBRP |
| Lead Agency Description: | DTSC - Site Cleanup Program |
| Project Manager: | Amit Pathak |
| Supervisor: | Yolanda Garza |
| Division Branch: | Southern California Schools & Brownfields Outreach |
| Site Code: | 401793 |
| Assembly: | , 40 |
| Senate: | , 23 |
| Special Programs Code: | Voluntary Cleanup Program |
| Status: | Active |
| Status Date: | 08/15/2017 |
| Restricted Use: | NO |
| Funding: | Responsible Party |
| Lat/Long: | 34.09996 / -117.5854 |
| APN: | 0208-321-32-0000 |
| Past Use: | NONE SPECIFIED |
| Potential COC: | NONE SPECIFIED |
| Confirmed COC: | NONE SPECIFIED |
| Potential Description: | NONE SPECIFIED |
| Alias Name: | 0208-321-32-0000 |
| Alias Type: | APN |
| Alias Name: | 401793 |
| Alias Type: | Project Code (Site Code) |
| Alias Name: | 60002530 |
| Alias Type: | Envirostor ID Number |

Completed Info:

| | |
|---|---|
| Completed Area Name: | PROJECT WIDE |
| Completed Sub Area Name: | Not reported |
| Completed Document Type: | Voluntary Cleanup Agreement |
| Completed Date: | 11/13/2017 |
| Comments: | Signed and sent a copy to the RP. |

**ALLMARK PLAZA (Continued)** **S121475143**

| | |
|---|---|
| Future Area Name: | Not reported |
| Future Sub Area Name: | Not reported |
| Future Document Type: | Not reported |
| Future Due Date: | Not reported |
| Schedule Area Name: | PROJECT WIDE |
| Schedule Sub Area Name: | Not reported |
| Schedule Document Type: | Removal Action Workplan |
| Schedule Due Date: | 03/23/2018 |
| Schedule Revised Date: | Not reported |

---

**18** **PNEU DRAULICS INC** **RCRA-SQG** **1000423885**
**WSW** **8575 HELMS** **LUST** **CAD981370810**
**1/4-1/2** **RANCHO CUCAMONGA, CA 91730** **SWEEPS UST**
**0.429 mi.** **CA FID UST**
**2263 ft.** **FINDS**
**ECHO**
**Relative:** **HIST CORTESE**
**Lower** **San Bern. Co. Permit**
**CIWQS**
**Actual:**
**1141 ft.**

RCRA-SQG:

| | |
|---|---|
| Date form received by agency: | 01/24/1986 |
| Facility name: | PNEU DRAULICS INC |
| Facility address: | 8575 HELMS<br>RANCHO CUCAMONGA, CA 91730 |
| EPA ID: | CAD981370810 |
| Contact: | ENVIRONMENTAL MANAGER |
| Contact address: | 8575 HELMS<br>RANCHO CUCAMONGA, CA 91730 |
| Contact country: | US |
| Contact telephone: | 714-980-5366 |
| Contact email: | Not reported |
| EPA Region: | 09 |
| Classification: | Small Small Quantity Generator |
| Description: | Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time |

Owner/Operator Summary:

| | |
|---|---|
| Owner/operator name: | PNEU DRAULICS |
| Owner/operator address: | NOT REQUIRED<br>NOT REQUIRED, ME 99999 |
| Owner/operator country: | Not reported |
| Owner/operator telephone: | 415-555-1212 |
| Owner/operator email: | Not reported |
| Owner/operator fax: | Not reported |
| Owner/operator extension: | Not reported |
| Legal status: | Private |
| Owner/Operator Type: | Owner |
| Owner/Op start date: | Not reported |
| Owner/Op end date: | Not reported |

| | |
|---|---|
| Owner/operator name: | NOT REQUIRED |
| Owner/operator address: | NOT REQUIRED<br>NOT REQUIRED, ME 99999 |

**PNEU DRAULICS INC (Continued)** **1000423885**

Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

LUST:
Lead Agency: SAN BERNARDINO COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0607100092
Global Id: T0607100092
Latitude: 34.097785
Longitude: -117.598866
Status: Completed - Case Closed
Status Date: 05/23/1997
Case Worker: CR2
RB Case Number: 083600858T
Local Agency: SAN BERNARDINO COUNTY
File Location: Local Agency
Local Case Number: 87031
Potential Media Affect: Soil
Potential Contaminants of Concern: Waste Oil / Motor / Hydraulic / Lubricating
Site History: Not reported

LUST:
Global Id: T0607100092
Contact Type: Local Agency Caseworker
Contact Name: CATHERINE RICHARDS
Organization Name: SAN BERNARDINO COUNTY
Address: 620 SOUTH E STREET
City: SAN BERNARDINO
Email: crichards@sbcfire.org
Phone Number: 9093868419

Global Id: T0607100092

**PNEU DRAULICS INC (Continued)** **1000423885**

Contact Type: Regional Board Caseworker
Contact Name: VALERIE JAHN-BULL
Organization Name: SANTA ANA RWQCB (REGION 8)
Address: 3737 MAIN STREET, SUITE 500
City: RIVERSIDE
Email: valerie.jahn-bull@waterboards.ca.gov
Phone Number: 9517824903

LUST:
Global Id: T0607100092
Action Type: Other
Date: 03/31/1988
Action: Leak Discovery

Global Id: T0607100092
Action Type: ENFORCEMENT
Date: 05/23/1997
Action: Closure/No Further Action Letter

Global Id: T0607100092
Action Type: REMEDIATION
Date: 03/31/1988
Action: Not reported

Global Id: T0607100092
Action Type: Other
Date: 03/31/1988
Action: Leak Reported

LUST:
Global Id: T0607100092
Status: Open - Case Begin Date
Status Date: 03/31/1988

Global Id: T0607100092
Status: Open - Site Assessment
Status Date: 05/10/1988

Global Id: T0607100092
Status: Completed - Case Closed
Status Date: 05/23/1997

LUST REG 8:
Region: 8
County: San Bernardino
Regional Board: Santa Ana Region
Facility Status: Case Closed
Case Number: 083600858T
Local Case Num: 87031
Case Type: Soil only
Substance: Waste Oil
Qty Leaked: Not reported
Abate Method: ETIT
Cross Street: 9TH STREET
Enf Type: CLOS

**PNEU DRAULICS INC (Continued)** **1000423885**

| | |
|---|---|
| Funding: | Not reported |
| How Discovered: | Tank Closure |
| How Stopped: | Not reported |
| Leak Cause: | UNK |
| Leak Source: | UNK |
| Global ID: | T0607100092 |
| How Stopped Date: | Not reported |
| Enter Date: | 5/10/1988 |
| Date Confirmation of Leak Began: | Not reported |
| Date Preliminary Assessment Began: | Not reported |
| Discover Date: | 3/31/1988 |
| Enforcement Date: | Not reported |
| Close Date: | 5/23/1997 |
| Date Prelim Assessment Workplan Submitted: | Not reported |
| Date Pollution Characterization Began: | 5/10/1988 |
| Date Remediation Plan Submitted: | Not reported |
| Date Remedial Action Underway: | Not reported |
| Date Post Remedial Action Monitoring: | Not reported |
| Enter Date: | 5/10/1988 |
| GW Qualifies: | Not reported |
| Soil Qualifies: | Not reported |
| Operator: | Not reported |
| Facility Contact: | Not reported |
| Interim: | Yes |
| Oversite Program: | LUST |
| Latitude: | 34.0978012 |
| Longitude: | -117.5997403 |
| MTBE Date: | Not reported |
| Max MTBE GW: | Not reported |
| MTBE Concentration: | 0 |
| Max MTBE Soil: | Not reported |
| MTBE Fuel: | 0 |
| MTBE Tested: | Not Required to be Tested. |
| MTBE Class: | * |
| Staff: | VJJ |
| Staff Initials: | CR2 |
| Lead Agency: | Local Agency |
| Local Agency: | 36000L |
| Hydr Basin #: | UPPER SANTA ANA VALL |
| Beneficial: | Not reported |
| Priority: | Not reported |
| Cleanup Fund Id: | Not reported |
| Work Suspended: | Not reported |

Summary: Not reported

SWEEPS UST:

| | |
|---|---|
| Status: | Active |
| Comp Number: | 9068 |
| Number: | 1 |
| Board Of Equalization: | Not reported |
| Referral Date: | 09-10-91 |
| Action Date: | 09-10-91 |
| Created Date: | 09-21-88 |
| Owner Tank Id: | Not reported |
| SWRCB Tank Id: | 36-000-009068-000001 |
| Tank Status: | A |
| Capacity: | 1 |

**PNEU DRAULICS INC (Continued)** **1000423885**

Active Date: 09-21-88
Tank Use: UNKNOWN
STG: P
Content: UNKNOWN
Number Of Tanks: 1

CA FID UST:
Facility ID: 36000278
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: Not reported
Mail To: Not reported
Mailing Address: 8575 HELMS
Mailing Address 2: Not reported
Mailing City,St,Zip: RANCHO CUCAMONGA 91730
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

FINDS:

Registry ID: 110002683953

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000423885
Registry ID: 110002683953
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002683953

HIST CORTESE:
Region: CORTESE

**PNEU DRAULICS INC (Continued)** **1000423885**

Facility County Code: 36
Reg By: LTNKA
Reg Id: 083600858T

San Bern. Co. Permit:
Region: SAN BERNARDINO
Facility ID: FA0005354
Owner: PNEUDRAULICS INC
Permit Number: PT0002353
Permit Category: SMALL QUANTITY GENERATOR
Facility Status: ACTIVE
Expiration Date: 05/31/2018

Region: SAN BERNARDINO
Facility ID: FA0005354
Owner: PNEUDRAULICS INC
Permit Number: PT0002352
Permit Category: HAZARDOUS MATERIALS 11-30 CHEMICALS
Facility Status: ACTIVE
Expiration Date: 05/31/2018

CIWQS:

| | |
|---|---|
| Agency: | Pneudraulics Inc |
| Agency Address: | 8575 Helms Ave, Rancho Cucamonga, CA 91730 |
| Place/Project Type: | Construction - Commercial |
| SIC/NAICS: | Not reported |
| Region: | 8 |
| Program: | CONSTW |
| Regulatory Measure Status: | Terminated |
| Regulatory Measure Type: | Storm water construction |
| Order Number: | 99-08DW |
| WDID: | 8 36C352003 |
| NPDES Number: | CAS000002 |
| Adoption Date: | Not reported |
| Effective Date: | 05/27/2008 |
| Termination Date: | 06/29/2010 |
| Expiration/Review Date: | Not reported |
| Design Flow: | Not reported |
| Major/Minor: | Not reported |
| Complexity: | Not reported |
| TTWQ: | Not reported |
| Enforcement Actions within 5 years: | 0 |
| Violations within 5 years: | 0 |
| Latitude: | Not reported |
| Longitude: | Not reported |

---

**19** **THRIFTY OIL #320** **LUST** **S103950760**
**NNE** **9888 FOOTHILL BLVD** **HIST CORTESE** **N/A**
**1/4-1/2** **RANCHO CUCAMONGA, CA 91730**
**0.474 mi.**
**2505 ft.**

**Relative:**
**Higher**

**Actual:**
**1208 ft.**

LUST:

| | |
|---|---|
| Lead Agency: | SAN BERNARDINO COUNTY |
| Case Type: | LUST Cleanup Site |
| Geo Track: | http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0607100225 |
| Global Id: | T0607100225 |

**THRIFTY OIL #320 (Continued)** **S103950760**

| | |
|---|---|
| Latitude: | 34.106933 |
| Longitude: | -117.589509 |
| Status: | Completed - Case Closed |
| Status Date: | 05/06/1991 |
| Case Worker: | CR2 |
| RB Case Number: | 083601836T |
| Local Agency: | SAN BERNARDINO COUNTY |
| File Location: | Local Agency |
| Local Case Number: | 91001 |
| Potential Media Affect: | Soil |
| Potential Contaminants of Concern: | Gasoline |
| Site History: | Not reported |

LUST:

| | |
|---|---|
| Global Id: | T0607100225 |
| Contact Type: | Regional Board Caseworker |
| Contact Name: | CARL BERNHARDT |
| Organization Name: | SANTA ANA RWQCB (REGION 8) |
| Address: | 3737 MAIN STREET, SUITE 500 |
| City: | RIVERSIDE |
| Email: | cbernhardt@waterboards.ca.gov |
| Phone Number: | 9517824495 |

| | |
|---|---|
| Global Id: | T0607100225 |
| Contact Type: | Local Agency Caseworker |
| Contact Name: | CATHERINE RICHARDS |
| Organization Name: | SAN BERNARDINO COUNTY |
| Address: | 620 SOUTH E STREET |
| City: | SAN BERNARDINO |
| Email: | crichards@sbcfire.org |
| Phone Number: | 9093868419 |

LUST:

| | |
|---|---|
| Global Id: | T0607100225 |
| Action Type: | ENFORCEMENT |
| Date: | 05/06/1991 |
| Action: | Closure/No Further Action Letter |

| | |
|---|---|
| Global Id: | T0607100225 |
| Action Type: | Other |
| Date: | 09/06/1990 |
| Action: | Leak Discovery |

| | |
|---|---|
| Global Id: | T0607100225 |
| Action Type: | Other |
| Date: | 01/30/1991 |
| Action: | Leak Stopped |

| | |
|---|---|
| Global Id: | T0607100225 |
| Action Type: | Other |
| Date: | 04/24/1991 |
| Action: | Leak Reported |

LUST:

| | |
|---|---|
| Global Id: | T0607100225 |
| Status: | Open - Case Begin Date |
| Status Date: | 09/06/1990 |

**THRIFTY OIL #320 (Continued)** **S103950760**

Global Id: T0607100225
Status: Open - Site Assessment
Status Date: 01/30/1991

Global Id: T0607100225
Status: Completed - Case Closed
Status Date: 05/06/1991

LUST REG 8:

| | |
|---|---|
| Region: | 8 |
| County: | San Bernardino |
| Regional Board: | Santa Ana Region |
| Facility Status: | Case Closed |
| Case Number: | 083601836T |
| Local Case Num: | 91001 |
| Case Type: | Soil only |
| Substance: | Gasoline |
| Qty Leaked: | Not reported |
| Abate Method: | Excavate and Dispose - remove contaminated soil and dispose in approved site |
| Cross Street: | RAMONA |
| Enf Type: | CLOS |
| Funding: | Not reported |
| How Discovered: | Subsurface Monitoring |
| How Stopped: | Not reported |
| Leak Cause: | Overfill |
| Leak Source: | Other Source |
| Global ID: | T0607100225 |
| How Stopped Date: | 1/30/1991 |
| Enter Date: | 4/15/1991 |
| Date Confirmation of Leak Began: | Not reported |
| Date Preliminary Assessment Began: | Not reported |
| Discover Date: | 9/6/1990 |
| Enforcement Date: | Not reported |
| Close Date: | 5/6/1991 |
| Date Prelim Assessment Workplan Submitted: | 1/30/1991 |
| Date Pollution Characterization Began: | Not reported |
| Date Remediation Plan Submitted: | Not reported |
| Date Remedial Action Underway: | Not reported |
| Date Post Remedial Action Monitoring: | Not reported |
| Enter Date: | 4/15/1991 |
| GW Qualifies: | Not reported |
| Soil Qualifies: | Not reported |
| Operator: | Not reported |
| Facility Contact: | Not reported |
| Interim: | No |
| Oversite Program: | LUST |
| Latitude: | 34.106796 |
| Longitude: | -117.5893911 |
| MTBE Date: | Not reported |
| Max MTBE GW: | Not reported |
| MTBE Concentration: | 0 |
| Max MTBE Soil: | Not reported |
| MTBE Fuel: | 1 |
| MTBE Tested: | Site NOT Tested for MTBE.Includes Unknown and Not Analyzed. |
| MTBE Class: | * |

**THRIFTY OIL #320 (Continued)** **S103950760**

| | |
|---|---|
| Staff: | CAB |
| Staff Initials: | CR2 |
| Lead Agency: | Local Agency |
| Local Agency: | 36000L |
| Hydr Basin #: | UPPER SANTA ANA VALL |
| Beneficial: | Not reported |
| Priority: | Not reported |
| Cleanup Fund Id: | Not reported |
| Work Suspended: | Not reported |

Summary: Not reported

HIST CORTESE:

| | |
|---|---|
| Region: | CORTESE |
| Facility County Code: | 36 |
| Reg By: | LTNKA |
| Reg Id: | 083601836T |

---

**20**
**West**
**1/4-1/2**
**0.477 mi.**
**2516 ft.**

**INTER-METRO IND CORP** **ENVIROSTOR** **S110493943**
**9393 ARROW RTE** **San Bern. Co. Permit** **N/A**
**RANCHO CUCAMONGA, CA 91730**

**Relative:**
**Lower**

**Actual:**
**1143 ft.**

ENVIROSTOR:

| | |
|---|---|
| Facility ID: | 71002573 |
| Status: | Inactive - Needs Evaluation |
| Status Date: | Not reported |
| Site Code: | Not reported |
| Site Type: | Tiered Permit |
| Site Type Detailed: | Tiered Permit |
| Acres: | Not reported |
| NPL: | NO |
| Regulatory Agencies: | NONE SPECIFIED |
| Lead Agency: | NONE SPECIFIED |
| Program Manager: | Not reported |
| Supervisor: | Not reported |
| Division Branch: | Cleanup Cypress |
| Assembly: | 41 |
| Senate: | 25 |
| Special Program: | Not reported |
| Restricted Use: | NO |
| Site Mgmt Req: | NONE SPECIFIED |
| Funding: | Not reported |
| Latitude: | 34.09940 |
| Longitude: | -117.6291 |
| APN: | NONE SPECIFIED |
| Past Use: | NONE SPECIFIED |
| Potential COC: | NONE SPECIFIED |
| Confirmed COC: | NONE SPECIFIED |
| Potential Description: | NONE SPECIFIED |
| Alias Name: | CAD076053701 |
| Alias Type: | EPA Identification Number |
| Alias Name: | 110000477573 |
| Alias Type: | EPA (FRS #) |
| Alias Name: | 71002573 |
| Alias Type: | Envirostor ID Number |

**INTER-METRO IND CORP (Continued)** **S110493943**

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

San Bern. Co. Permit:
Region: SAN BERNARDINO
Facility ID: FA0003998
Owner: BESSEMER HOLDINGS, LP
Permit Number: PT0014569
Permit Category: EPCRA FACILITY
Facility Status: INACTIVE
Expiration Date: 09/30/2006

Region: SAN BERNARDINO
Facility ID: FA0003998
Owner: BESSEMER HOLDINGS, LP
Permit Number: PT0001582
Permit Category: HAZARDOUS WASTE GENERATOR - 51-100 EMPLOYEES
Facility Status: INACTIVE
Expiration Date: 09/30/2006

Region: SAN BERNARDINO
Facility ID: FA0003998
Owner: BESSEMER HOLDINGS, LP
Permit Number: PT0001580
Permit Category: CA ANNUAL FEE
Facility Status: INACTIVE
Expiration Date: 09/30/2006

Region: SAN BERNARDINO
Facility ID: FA0003998
Owner: BESSEMER HOLDINGS, LP
Permit Number: PT0001581
Permit Category: HAZMAT HANDLER 51-100 EMPLOYEES (W/GEN PRMT)
Facility Status: INACTIVE
Expiration Date: 09/30/2006

**21**
**North**
**1/2-1**
**0.558 mi.**
**2944 ft.**

**RC PLAZA**
**8013 ARCHIBALD AVENUE**
**RANCHO CUCAMONGA, CA 91730**

**ENVIROSTOR**
**VCP**

**S118757317**
**N/A**

**Relative:**
**Higher**

**Actual:**
**1224 ft.**

ENVIROSTOR:

| | |
|---|---|
| Facility ID: | 60002366 |
| Status: | No Further Action |
| Status Date: | 10/23/2017 |
| Site Code: | 401749 |
| Site Type: | Voluntary Cleanup |
| Site Type Detailed: | Voluntary Cleanup |
| Acres: | 3.38 |
| NPL: | NO |
| Regulatory Agencies: | SMBRP |
| Lead Agency: | SMBRP |
| Program Manager: | Xihong (Scarlett) Zhai |
| Supervisor: | Shahir Haddad |
| Division Branch: | Southern California Schools & Brownfields Outreach |
| Assembly: | , 40 |
| Senate: | , 23 |
| Special Program: | Voluntary Cleanup Program |
| Restricted Use: | NO |
| Site Mgmt Req: | NONE SPECIFIED |
| Funding: | Responsible Party |
| Latitude: | 34.10801 |
| Longitude: | -117.5925 |
| APN: | 1077-641-68-0000, 1077-641-69-0000, 1077-641-70-0000, 1077-641-72-0000, 1077-641-73-0000, 1077-641-74-0000, 1077-641-75-0000, 1077-641-76-0000, 1077-641-77-0000 |
| Past Use: | NONE SPECIFIED |
| Potential COC: | NONE SPECIFIED |
| Confirmed COC: | NONE SPECIFIED |
| Potential Description: | NONE SPECIFIED |
| Alias Name: | 1077-641-68-0000 |
| Alias Type: | APN |
| Alias Name: | 1077-641-69-0000 |
| Alias Type: | APN |
| Alias Name: | 1077-641-70-0000 |
| Alias Type: | APN |
| Alias Name: | 1077-641-72-0000 |
| Alias Type: | APN |
| Alias Name: | 1077-641-73-0000 |
| Alias Type: | APN |
| Alias Name: | 1077-641-74-0000 |
| Alias Type: | APN |
| Alias Name: | 1077-641-75-0000 |
| Alias Type: | APN |
| Alias Name: | 1077-641-76-0000 |
| Alias Type: | APN |
| Alias Name: | 1077-641-77-0000 |
| Alias Type: | APN |
| Alias Name: | 401749 |
| Alias Type: | Project Code (Site Code) |
| Alias Name: | 60002366 |
| Alias Type: | Envirostor ID Number |

Completed Info:

| | |
|---|---|
| Completed Area Name: | PROJECT WIDE |

**RC PLAZA (Continued)** **S118757317**

Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 07/07/2016
Comments: DTSC branch chief and the RP signed the agreement.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/07/2017
Comments: Mailed annual cost estimate letter.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 08/03/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 10/19/2017
Comments: DTSC approved the SSI report with a No Further Action determination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/13/2016
Comments: Annual Cost Estimate letter sent to RP on 09/13/16.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

VCP:
Facility ID: 60002366
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 3.38
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Xihong (Scarlett) Zhai
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 401749
Assembly: , 40
Senate: , 23
Special Programs Code: Voluntary Cleanup Program
Status: No Further Action

**RC PLAZA (Continued)** **S118757317**

| | |
|---|---|
| Status Date: | 10/23/2017 |
| Restricted Use: | NO |
| Funding: | Responsible Party |
| Lat/Long: | 34.10801 / -117.5925 |
| APN: | 1077-641-68-0000, 1077-641-69-0000, 1077-641-70-0000, 1077-641-72-0000, 1077-641-73-0000, 1077-641-74-0000, 1077-641-75-0000, 1077-641-76-0000, 1077-641-77-0000 |
| Past Use: | NONE SPECIFIED |
| Potential COC: | NONE SPECIFIED |
| Confirmed COC: | NONE SPECIFIED |
| Potential Description: | NONE SPECIFIED |
| Alias Name: | 1077-641-68-0000 |
| Alias Type: | APN |
| Alias Name: | 1077-641-69-0000 |
| Alias Type: | APN |
| Alias Name: | 1077-641-70-0000 |
| Alias Type: | APN |
| Alias Name: | 1077-641-72-0000 |
| Alias Type: | APN |
| Alias Name: | 1077-641-73-0000 |
| Alias Type: | APN |
| Alias Name: | 1077-641-74-0000 |
| Alias Type: | APN |
| Alias Name: | 1077-641-75-0000 |
| Alias Type: | APN |
| Alias Name: | 1077-641-76-0000 |
| Alias Type: | APN |
| Alias Name: | 1077-641-77-0000 |
| Alias Type: | APN |
| Alias Name: | 401749 |
| Alias Type: | Project Code (Site Code) |
| Alias Name: | 60002366 |
| Alias Type: | Envirostor ID Number |

Completed Info:

| | |
|---|---|
| Completed Area Name: | PROJECT WIDE |
| Completed Sub Area Name: | Not reported |
| Completed Document Type: | Voluntary Cleanup Agreement |
| Completed Date: | 07/07/2016 |
| Comments: | DTSC branch chief and the RP signed the agreement. |
| Completed Area Name: | PROJECT WIDE |
| Completed Sub Area Name: | Not reported |
| Completed Document Type: | Annual Oversight Cost Estimate |
| Completed Date: | 09/07/2017 |
| Comments: | Mailed annual cost estimate letter. |
| Completed Area Name: | PROJECT WIDE |
| Completed Sub Area Name: | Not reported |
| Completed Document Type: | Preliminary Endangerment Assessment Report |
| Completed Date: | 08/03/2017 |
| Comments: | Not reported |
| Completed Area Name: | PROJECT WIDE |
| Completed Sub Area Name: | Not reported |
| Completed Document Type: | Technical Report |
| Completed Date: | 10/19/2017 |
| Comments: | DTSC approved the SSI report with a No Further Action determination. |

**RC PLAZA (Continued)** **S118757317**

| | |
|---|---|
| Completed Area Name: | PROJECT WIDE |
| Completed Sub Area Name: | Not reported |
| Completed Document Type: | Annual Oversight Cost Estimate |
| Completed Date: | 09/13/2016 |
| Comments: | Annual Cost Estimate letter sent to RP on 09/13/16. |
| Future Area Name: | Not reported |
| Future Sub Area Name: | Not reported |
| Future Document Type: | Not reported |
| Future Due Date: | Not reported |
| Schedule Area Name: | Not reported |
| Schedule Sub Area Name: | Not reported |
| Schedule Document Type: | Not reported |
| Schedule Due Date: | Not reported |
| Schedule Revised Date: | Not reported |

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**22**
**WSW**
**1/2-1**
**0.682 mi.**
**3601 ft.**

**AVERY DENNISON-MPD** **ENVIROSTOR** **S110493657**
**9292 NINTH STREET** **HIST UST** **N/A**
**RANCHO CUCAMONGA, CA 91730**

**Relative:**
**Lower**

**Actual:**
**1123 ft.**

ENVIROSTOR:

| | |
|---|---|
| Facility ID: | 71002437 |
| Status: | Inactive - Needs Evaluation |
| Status Date: | Not reported |
| Site Code: | Not reported |
| Site Type: | Tiered Permit |
| Site Type Detailed: | Tiered Permit |
| Acres: | Not reported |
| NPL: | NO |
| Regulatory Agencies: | NONE SPECIFIED |
| Lead Agency: | NONE SPECIFIED |
| Program Manager: | Not reported |
| Supervisor: | Not reported |
| Division Branch: | Cleanup Cypress |
| Assembly: | 40 |
| Senate: | 23 |
| Special Program: | Not reported |
| Restricted Use: | NO |
| Site Mgmt Req: | NONE SPECIFIED |
| Funding: | Not reported |
| Latitude: | 34.09663 |
| Longitude: | -117.6038 |
| APN: | NONE SPECIFIED |
| Past Use: | NONE SPECIFIED |
| Potential COC: | NONE SPECIFIED |
| Confirmed COC: | NONE SPECIFIED |
| Potential Description: | NONE SPECIFIED |
| Alias Name: | CAD050745363 |
| Alias Type: | EPA Identification Number |
| Alias Name: | 71002437 |
| Alias Type: | Envirostor ID Number |

Completed Info:

| | |
|---|---|
| Completed Area Name: | Not reported |
| Completed Sub Area Name: | Not reported |
| Completed Document Type: | Not reported |

**AVERY DENNISON-MPD (Continued)** **S110493657**

| | |
|---|---|
| Completed Date: | Not reported |
| Comments: | Not reported |
| Future Area Name: | Not reported |
| Future Sub Area Name: | Not reported |
| Future Document Type: | Not reported |
| Future Due Date: | Not reported |
| Schedule Area Name: | Not reported |
| Schedule Sub Area Name: | Not reported |
| Schedule Document Type: | Not reported |
| Schedule Due Date: | Not reported |
| Schedule Revised Date: | Not reported |

HIST UST:

| | |
|---|---|
| File Number: | 0002999E |
| URL: | http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002999E.pdf |
| Region: | Not reported |
| Facility ID: | Not reported |
| Facility Type: | Not reported |
| Other Type: | Not reported |
| Contact Name: | Not reported |
| Telephone: | Not reported |
| Owner Name: | Not reported |
| Owner Address: | Not reported |
| Owner City,St,Zip: | Not reported |
| Total Tanks: | Not reported |
| Tank Num: | Not reported |
| Container Num: | Not reported |
| Year Installed: | Not reported |
| Tank Capacity: | Not reported |
| Tank Used for: | Not reported |
| Type of Fuel: | Not reported |
| Container Construction Thickness: | Not reported |
| Leak Detection: | Not reported |

Click here for Geo Tracker PDF:

---

**23**
**NW**
**1/2-1**
**0.953 mi.**
**5032 ft.**

**FORMER TOWN CENTER CLEANERS** **ENVIROSTOR** **S121475146**
**9116 EAST FOOTHILL BOULEVARD, SUITE 102** **VCP** **N/A**
**RANCH CUCAMONGA, CA 91730**

**Relative:**
**Higher**

**Actual:**
**1219 ft.**

ENVIROSTOR:

| | |
|---|---|
| Facility ID: | 60002569 |
| Status: | Active |
| Status Date: | 10/20/2017 |
| Site Code: | 401800 |
| Site Type: | Voluntary Cleanup |
| Site Type Detailed: | Voluntary Cleanup |
| Acres: | 1.06 |
| NPL: | NO |
| Regulatory Agencies: | SMBRP |
| Lead Agency: | SMBRP |
| Program Manager: | Anantaramam Peddada |
| Supervisor: | Robert Senga |

**FORMER TOWN CENTER CLEANERS (Continued)** **S121475146**

Division Branch: Cleanup Cypress
Assembly: , 40
Senate: , 23
Special Program: Voluntary Cleanup Program
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.10765
Longitude: -117.6063
APN: NONE SPECIFIED
Past Use: DRY CLEANING
Potential COC: Tetrachloroethylene (PCE
Confirmed COC: Tetrachloroethylene (PCE
Potential Description: SOIL, SV, UE
Alias Name: 401800
Alias Type: Project Code (Site Code)
Alias Name: 60002569
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 01/16/2018
Comments: Not reported

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Site Screening
Future Due Date: 2018
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Site Characterization Report
Future Due Date: 2018
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Phase 1
Schedule Due Date: 05/02/2018
Schedule Revised Date: Not reported

VCP:
Facility ID: 60002569
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1.06
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Anantaramam Peddada
Supervisor: Robert Senga
Division Branch: Cleanup Cypress
Site Code: 401800
Assembly: , 40
Senate: , 23
Special Programs Code: Voluntary Cleanup Program

**FORMER TOWN CENTER CLEANERS (Continued)** **S121475146**

| | |
|---|---|
| Status: | Active |
| Status Date: | 10/20/2017 |
| Restricted Use: | NO |
| Funding: | Responsible Party |
| Lat/Long: | 34.10765 / -117.6063 |
| APN: | NONE SPECIFIED |
| Past Use: | DRY CLEANING |
| Potential COC: | 30022 |
| Confirmed COC: | 30022 |
| Potential Description: | SOIL, SV, UE |
| Alias Name: | 401800 |
| Alias Type: | Project Code (Site Code) |
| Alias Name: | 60002569 |
| Alias Type: | Envirostor ID Number |

Completed Info:

| | |
|---|---|
| Completed Area Name: | PROJECT WIDE |
| Completed Sub Area Name: | Not reported |
| Completed Document Type: | Voluntary Cleanup Agreement |
| Completed Date: | 01/16/2018 |
| Comments: | Not reported |
| | |
| Future Area Name: | PROJECT WIDE |
| Future Sub Area Name: | Not reported |
| Future Document Type: | Site Screening |
| Future Due Date: | 2018 |
| Future Area Name: | PROJECT WIDE |
| Future Sub Area Name: | Not reported |
| Future Document Type: | Site Characterization Report |
| Future Due Date: | 2018 |
| Schedule Area Name: | PROJECT WIDE |
| Schedule Sub Area Name: | Not reported |
| Schedule Document Type: | Phase 1 |
| Schedule Due Date: | 05/02/2018 |
| Schedule Revised Date: | Not reported |

Count: 0 records.

ORPHAN SUMMARY

| City | EDR ID | Site Name | Site Address | Zip | Database(s) |
|---|---|---|---|---|---|
| | | NO SITES FOUND | | | |

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

**Number of Days to Update:** Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

**STANDARD ENVIRONMENTAL RECORDS**

***Federal NPL site list***

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/22/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 14

Source: EPA
Telephone: N/A
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/22/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 14

Source: EPA
Telephone: N/A
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

***Federal Delisted NPL site list***

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/22/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 14

Source: EPA
Telephone: N/A
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

***Federal CERCLIS list***

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 92

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 04/06/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 66

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Quarterly

***Federal CERCLIS NFRAP site list***

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 66

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Quarterly

***Federal RCRA CORRACTS facilities list***

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

***Federal RCRA non-CORRACTS TSD facilities list***

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

***Federal RCRA generators list***

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

***Federal institutional controls / engineering controls registries***

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 02/16/2018
Date Data Arrived at EDR: 02/22/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 78

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 05/09/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 02/13/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/29/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 02/13/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/29/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

***Federal ERNS list***

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 01/16/2018
Date Data Arrived at EDR: 01/19/2018
Date Made Active in Reports: 03/23/2018
Number of Days to Update: 63

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

***State- and tribal - equivalent NPL***

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 01/30/2018
Date Data Arrived at EDR: 01/31/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 47

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

***State- and tribal - equivalent CERCLIS***

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 01/30/2018
Date Data Arrived at EDR: 01/31/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 47

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

***State and tribal landfill and/or solid waste disposal site lists***

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 02/12/2018
Date Data Arrived at EDR: 02/14/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 48

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Quarterly

***State and tribal leaking storage tank lists***

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)
Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 7

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Quarterly

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/12/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 10/24/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/14/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 10/14/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 01/06/2018
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 10/16/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 10/12/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)
Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 7
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

***State and tribal registered storage tank lists***

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 05/15/2017
Date Data Arrived at EDR: 05/30/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 136

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Varies

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases
UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)
Military ust sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/29/2018
Number of Days to Update: 15

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 03/21/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

INDIAN UST R1: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 10/14/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 10/12/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 01/13/2018
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 04/24/2017
Date Data Arrived at EDR: 07/27/2017
Date Made Active in Reports: 12/08/2017
Number of Days to Update: 134

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 10/24/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 10/14/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 10/16/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

***State and tribal voluntary cleanup sites***

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 03/21/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Properties
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 01/30/2018
Date Data Arrived at EDR: 01/31/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 47

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

***State and tribal Brownfields sites***

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 38

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

**ADDITIONAL ENVIRONMENTAL RECORDS**

***Local Brownfield lists***

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 01/19/2018
Date Data Arrived at EDR: 01/19/2018
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 03/21/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Semi-Annually

***Local Lists of Landfill / Solid Waste Disposal Sites***

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 02/08/2018
Date Data Arrived at EDR: 02/09/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 39

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 01/30/2018
Next Scheduled EDR Contact: 05/14/2018
Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 05/04/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

***Local Lists of Hazardous waste / Contaminated Sites***

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 71

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 01/30/2018
Date Data Arrived at EDR: 01/31/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 47

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 06/30/2017
Date Data Arrived at EDR: 08/18/2017
Date Made Active in Reports: 09/21/2017
Number of Days to Update: 34

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Varies

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 71

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Quarterly

***Local Lists of Registered Storage Tanks***

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 02/28/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 03/28/2018
Number of Days to Update: 27

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing

Aboveground storage tank sites

Date of Government Version: 04/19/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 10

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

***Local Land Records***

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 01/28/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 46

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 94

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 02/08/2018
Date Data Arrived at EDR: 02/08/2018
Date Made Active in Reports: 02/08/2018
Number of Days to Update: 0

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Semi-Annually

***Records of Emergency Release Reports***

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 01/19/2018
Date Data Arrived at EDR: 01/19/2018
Date Made Active in Reports: 03/23/2018
Number of Days to Update: 63

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 02/15/2018
Date Data Arrived at EDR: 02/20/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 42

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 04/24/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 7

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

***Other Ascertainable Records***

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015
Date Data Arrived at EDR: 07/08/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 97

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 05/25/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 05/15/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 01/11/2018
Date Data Arrived at EDR: 01/19/2018
Date Made Active in Reports: 03/02/2018
Number of Days to Update: 42

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 04/22/2013
Date Data Arrived at EDR: 03/03/2015
Date Made Active in Reports: 03/09/2015
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 05/08/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/21/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 198

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 03/23/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 01/10/2018
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 2

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 05/25/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 04/09/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 94

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/08/2017
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 04/20/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 10/17/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 3

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 06/01/2017
Date Data Arrived at EDR: 06/09/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 126

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 04/09/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/30/2016
Date Data Arrived at EDR: 09/08/2016
Date Made Active in Reports: 10/21/2016
Number of Days to Update: 43
Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76
Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 03/09/2018
Next Scheduled EDR Contact: 06/18/2018
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 06/04/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 05/24/2017
Date Data Arrived at EDR: 11/30/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 15
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 04/27/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 01/03/2018
Date Data Arrived at EDR: 01/04/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 99

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 79

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 04/06/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 09/28/2017
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 05/25/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 12/23/2016
Date Data Arrived at EDR: 12/27/2016
Date Made Active in Reports: 02/17/2017
Number of Days to Update: 52

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 06/23/2017
Date Data Arrived at EDR: 10/11/2017
Date Made Active in Reports: 11/03/2017
Number of Days to Update: 23

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 03/02/2018
Number of Days to Update: 24

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data
A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File
Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 01/25/2018
Date Data Arrived at EDR: 02/28/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 72

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing
This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing
Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines
An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 12/20/2017
Date Data Arrived at EDR: 12/21/2017
Date Made Active in Reports: 03/23/2018
Number of Days to Update: 92

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 02/21/2018
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 03/23/2018
Number of Days to Update: 28

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 09/30/2016
Date Data Arrived at EDR: 10/31/2017
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 73

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Varies

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 01/13/2018
Date Data Arrived at EDR: 01/19/2018
Date Made Active in Reports: 03/02/2018
Number of Days to Update: 42

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 01/04/2018
Date Data Arrived at EDR: 01/19/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 84

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 06/01/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 02/20/2018
Date Data Arrived at EDR: 02/21/2018
Date Made Active in Reports: 03/23/2018
Number of Days to Update: 30

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List
The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 38
Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

CUPA LIVERMORE-PLEASANTON: CUPA LIVERMORE-PLEASANTON
list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 02/28/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 64
Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

CUPA SAN FRANCISCO CO: CUPA SAN FRANCISCO CO
Cupa facilities

Date of Government Version: 04/20/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 10
Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

DRYCLEAN AVAQMD: DRYCLEAN AVAQMD
A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/13/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 52
Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities
A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 03/27/2018
Date Data Arrived at EDR: 03/29/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 36
Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Annually

DRYCLEAN SOUTH COAST: DRYCLEAN SOUTH COAST
A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 03/16/2018
Date Data Arrived at EDR: 03/20/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 45
Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

EMI: Emissions Inventory Data
Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 03/21/2017
Date Made Active in Reports: 08/15/2017
Number of Days to Update: 147

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 03/23/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 54

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 55

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 02/14/2018
Date Data Arrived at EDR: 02/16/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 46

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 05/09/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 07/12/2017
Date Made Active in Reports: 10/17/2017
Number of Days to Update: 97

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 04/12/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Annually

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 02/20/2018
Date Data Arrived at EDR: 02/21/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 41

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 02/20/2018
Date Data Arrived at EDR: 02/21/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 41

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 01/08/2018
Date Data Arrived at EDR: 01/09/2018
Date Made Active in Reports: 02/06/2018
Number of Days to Update: 28

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 02/27/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 42

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 03/14/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing

A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 04/19/2018
Number of Days to Update: 45

Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 03/23/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 38

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: No Update Planned

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 04/15/2015
Date Data Arrived at EDR: 04/17/2015
Date Made Active in Reports: 06/23/2015
Number of Days to Update: 67

Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 03/21/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Varies

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)
Military privatized sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

OTHER OIL GAS: OTHER OIL & GAS (GEOTRACKER)
Other Oil & Gas Projects sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

PROD WATER PONDS: PROD WATER PONDS (GEOTRACKER)
Produced water ponds sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

PROJECT: PROJECT (GEOTRACKER)
Projects sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

NON-CASE INFO: NON-CASE INFO (GEOTRACKER)
Non-Case Information sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

SAMPLING POINT: SAMPLING POINT (GEOTRACKER)
Sampling point - public sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

WELL STIM PROJ: WELL SAMP PROJ (GEOTRACKER)
Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

CIWQS: The California Integrated Water Quality System

The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 60

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

UIC GEO: UIC GEO (GEOTRACKER)

Underground control injection sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Varies

**EDR HIGH RISK HISTORICAL RECORDS**

***EDR Exclusive Records***

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

**EDR RECOVERED GOVERNMENT ARCHIVES**

***Exclusive Recovered Govt. Archives***

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

**COUNTY RECORDS**

ALAMEDA COUNTY:

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 01/11/2018
Date Made Active in Reports: 02/22/2018
Number of Days to Update: 42

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 04/24/2047
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA Facility List
Cupa Facility List

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 03/15/2018
Number of Days to Update: 10

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA Facility Listing
Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 01/25/2018
Date Data Arrived at EDR: 01/26/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 47

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 03/26/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 02/26/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 03/15/2018
Number of Days to Update: 14

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 48

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 04/30/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA Facility List
Cupa Facility list

Date of Government Version: 01/05/2018
Date Data Arrived at EDR: 02/02/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 40

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 04/25/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/08/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 39

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 04/30/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 9

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 03/06/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

HUMBOLDT COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/08/2018
Date Made Active in Reports: 04/30/2018
Number of Days to Update: 53

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 05/21/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/26/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 47

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INYO COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 06/08/2017
Date Data Arrived at EDR: 06/09/2017
Date Made Active in Reports: 08/04/2017
Number of Days to Update: 56

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 02/02/2018
Date Data Arrived at EDR: 02/02/2018
Date Made Active in Reports: 03/28/2018
Number of Days to Update: 54

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 11/14/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 28

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

LAKE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 02/06/2018
Date Data Arrived at EDR: 02/09/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 33

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 04/16/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

LOS ANGELES COUNTY:

San Gabriel Valley Areas of Concern
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: No Update Planned

HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 01/16/2018
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 56

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 01/16/2018
Date Data Arrived at EDR: 01/16/2018
Date Made Active in Reports: 02/14/2018
Number of Days to Update: 29

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 04/17/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Varies

City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2018
Date Data Arrived at EDR: 05/01/2018
Date Made Active in Reports: 05/14/2018
Number of Days to Update: 13

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Varies

Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 01/01/2018
Date Data Arrived at EDR: 01/17/2018
Date Made Active in Reports: 02/14/2018
Number of Days to Update: 28

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 04/17/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/09/2017
Date Data Arrived at EDR: 03/10/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 54

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Annually

City of Torrance Underground Storage Tank

Underground storage tank sites located in the city of Torrance.

Date of Government Version: 01/04/2018
Date Data Arrived at EDR: 01/05/2018
Date Made Active in Reports: 01/18/2018
Number of Days to Update: 13

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 02/21/2018
Date Data Arrived at EDR: 02/22/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 40

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

MARIN COUNTY:

Underground Storage Tank Sites

Currently permitted USTs in Marin County.

Date of Government Version: 03/30/2018
Date Data Arrived at EDR: 04/06/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 28

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 03/29/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 01/11/2018
Date Data Arrived at EDR: 01/12/2018
Date Made Active in Reports: 02/08/2018
Number of Days to Update: 27

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

MONO COUNTY:

CUPA Facility List
CUPA Facility List

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 15

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 03/27/2018
Date Data Arrived at EDR: 03/29/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 18

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 05/21/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

NAPA COUNTY:

Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: No Update Planned

Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 03/29/2018
Number of Days to Update: 30

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 01/31/2018
Date Data Arrived at EDR: 02/01/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 41

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 04/25/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

ORANGE COUNTY:

List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 02/05/2018
Date Data Arrived at EDR: 02/13/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 49

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 02/05/2018
Date Data Arrived at EDR: 02/13/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 35

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 01/02/2018
Date Data Arrived at EDR: 02/07/2018
Date Made Active in Reports: 03/28/2018
Number of Days to Update: 49

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/08/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 03/15/2018
Date Data Arrived at EDR: 03/19/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 46

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/15/2018
Number of Days to Update: 50

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 03/19/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Quarterly

Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 03/19/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 01/03/2018
Date Made Active in Reports: 02/05/2018
Number of Days to Update: 33

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 04/04/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 01/03/2018
Date Made Active in Reports: 02/14/2018
Number of Days to Update: 42

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 04/04/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 11/01/2017
Date Data Arrived at EDR: 11/03/2017
Date Made Active in Reports: 11/17/2017
Number of Days to Update: 14

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 11/30/2017
Date Data Arrived at EDR: 12/01/2017
Date Made Active in Reports: 01/16/2018
Number of Days to Update: 46

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 04/06/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/07/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 40

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2015
Date Data Arrived at EDR: 11/07/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 58

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

Local Oversight Program Listing

A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/23/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 11

Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 11/07/2017
Date Made Active in Reports: 12/19/2017
Number of Days to Update: 42

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 03/20/2018
Date Data Arrived at EDR: 03/22/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 43

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 11/16/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/18/2017
Number of Days to Update: 31

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

SAN MATEO COUNTY:

Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 03/14/2018
Date Data Arrived at EDR: 03/20/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 45

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Annually

Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/15/2018
Date Data Arrived at EDR: 03/20/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 45

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

SANTA CLARA COUNTY:

Cupa Facility List
Cupa facility list

Date of Government Version: 02/20/2018
Date Data Arrived at EDR: 02/20/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 27

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Annually

Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 02/04/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 42

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

SOLANO COUNTY:

Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/13/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 52

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/13/2018
Date Made Active in Reports: 03/29/2018
Number of Days to Update: 16

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

SONOMA COUNTY:

Cupa Facility List
Cupa Facility list

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 20

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 03/22/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Varies

Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 04/03/2018
Date Data Arrived at EDR: 04/06/2018
Date Made Active in Reports: 05/09/2018
Number of Days to Update: 33

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 03/22/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 02/06/2018
Date Data Arrived at EDR: 02/07/2018
Date Made Active in Reports: 03/16/2018
Number of Days to Update: 37

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 04/16/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Varies

SUTTER COUNTY:

Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 01/08/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 03/30/2018
Number of Days to Update: 29

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA Facility List
Cupa facilities

Date of Government Version: 01/26/2018
Date Data Arrived at EDR: 02/02/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 47

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/25/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 53

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

TULARE COUNTY:

CUPA Facility List
Cupa program facilities

Date of Government Version: 03/19/2018
Date Data Arrived at EDR: 03/22/2018
Date Made Active in Reports: 04/17/2018
Number of Days to Update: 26

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/25/2018
Date Made Active in Reports: 03/16/2018
Number of Days to Update: 50

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

VENTURA COUNTY:

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 12/26/2017
Date Data Arrived at EDR: 01/25/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 48

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 04/23/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Quarterly

Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 03/29/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 05/09/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Quarterly

Medical Waste Program List

To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 12/26/2017
Date Data Arrived at EDR: 01/25/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 54
Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 04/23/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Quarterly

Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 02/28/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/30/2018
Number of Days to Update: 16
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 03/14/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report

Underground storage tank sites located in Yolo county.

Date of Government Version: 03/27/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 31
Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 03/29/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Annually

YUBA COUNTY:

CUPA Facility List

CUPA facility listing for Yuba County.

Date of Government Version: 02/01/2018
Date Data Arrived at EDR: 02/02/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 47
Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 04/25/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

**OTHER DATABASE(S)**

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 01/03/2018
Date Data Arrived at EDR: 02/14/2018
Date Made Active in Reports: 03/22/2018
Number of Days to Update: 36

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 04/11/2017
Date Made Active in Reports: 07/27/2017
Number of Days to Update: 107

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 04/23/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 01/31/2018
Date Made Active in Reports: 03/09/2018
Number of Days to Update: 37

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 07/25/2017
Date Made Active in Reports: 09/25/2017
Number of Days to Update: 62

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 04/12/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Annually

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 04/09/2018
Number of Days to Update: 45

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 05/21/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Annually

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 04/13/2017
Date Made Active in Reports: 07/14/2017
Number of Days to Update: 92

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 03/08/2018
Next Scheduled EDR Contact: 06/25/2018
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: PennWell Corporation
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data
Source: PennWell Corporation
This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish & Game
Telephone: 916-445-0411

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

**STREET AND ADDRESS INFORMATION**

# GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

**TARGET PROPERTY ADDRESS**

ARBOR CARWASH
9744 ARROW ROUTE
RANCHO CUCAMONGA, CA 91730

**TARGET PROPERTY COORDINATES**

| | |
|---|---|
| Latitude (North): | 34.099654 - 34° 5' 58.75'' |
| Longitude (West): | 117.59249 - 117° 35' 32.96'' |
| Universal Tranverse Mercator: | Zone 11 |
| UTM X (Meters): | 445347.2 |
| UTM Y (Meters): | 3773169.2 |
| Elevation: | 1156 ft. above sea level |

**USGS TOPOGRAPHIC MAP**

| | |
|---|---|
| Target Property Map: | 5620426 GUASTI, CA |
| Version Date: | 2012 |

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

**GROUNDWATER FLOW DIRECTION INFORMATION**

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

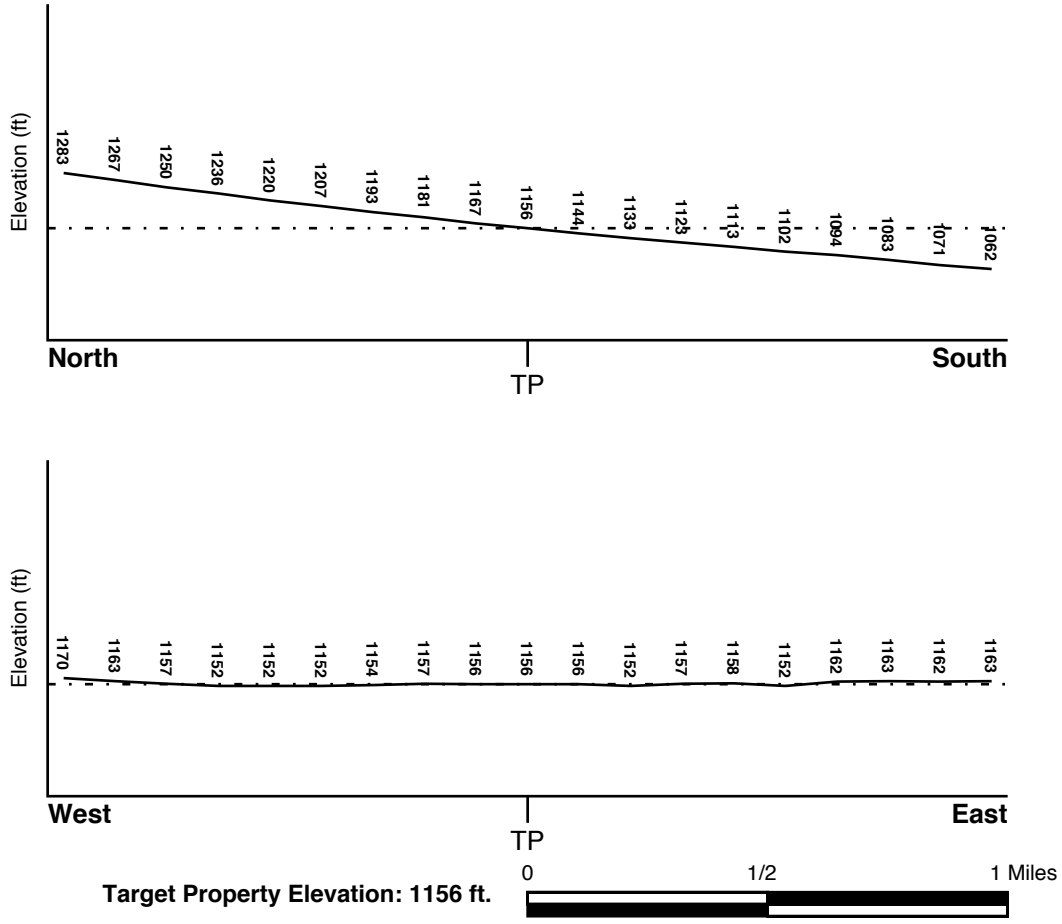
**TOPOGRAPHIC INFORMATION**

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

**TARGET PROPERTY TOPOGRAPHY**

General Topographic Gradient: General South

**SURROUNDING TOPOGRAPHY: ELEVATION PROFILES**




Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

**HYDROLOGIC INFORMATION**

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

**FEMA FLOOD ZONE**

| Flood Plain Panel at Target Property | FEMA Source Type |
|---|---|
| 06071C8630J | FEMA FIRM Flood data |

| Additional Panels in search area: | FEMA Source Type |
|---|---|
| 06071C8628J | FEMA FIRM Flood data |
| 06071C8629H | FEMA FIRM Flood data |

**NATIONAL WETLAND INVENTORY**

| NWI Quad at Target Property | NWI Electronic Data Coverage |
|---|---|
| GUASTI | YES - refer to the Overview Map and Detail Map |

**HYDROGEOLOGIC INFORMATION**

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

***Site-Specific Hydrogeological Data*:***

| | |
|---|---|
| Search Radius: | 1.25 miles |
| Status: | Not found |

**AQUIFLOW®**

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

| MAP ID | LOCATION FROM TP | GENERAL DIRECTION GROUNDWATER FLOW |
|---|---|---|
| Not Reported | | |

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

**GROUNDWATER FLOW VELOCITY INFORMATION**

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

**GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY**

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

**ROCK STRATIGRAPHIC UNIT**

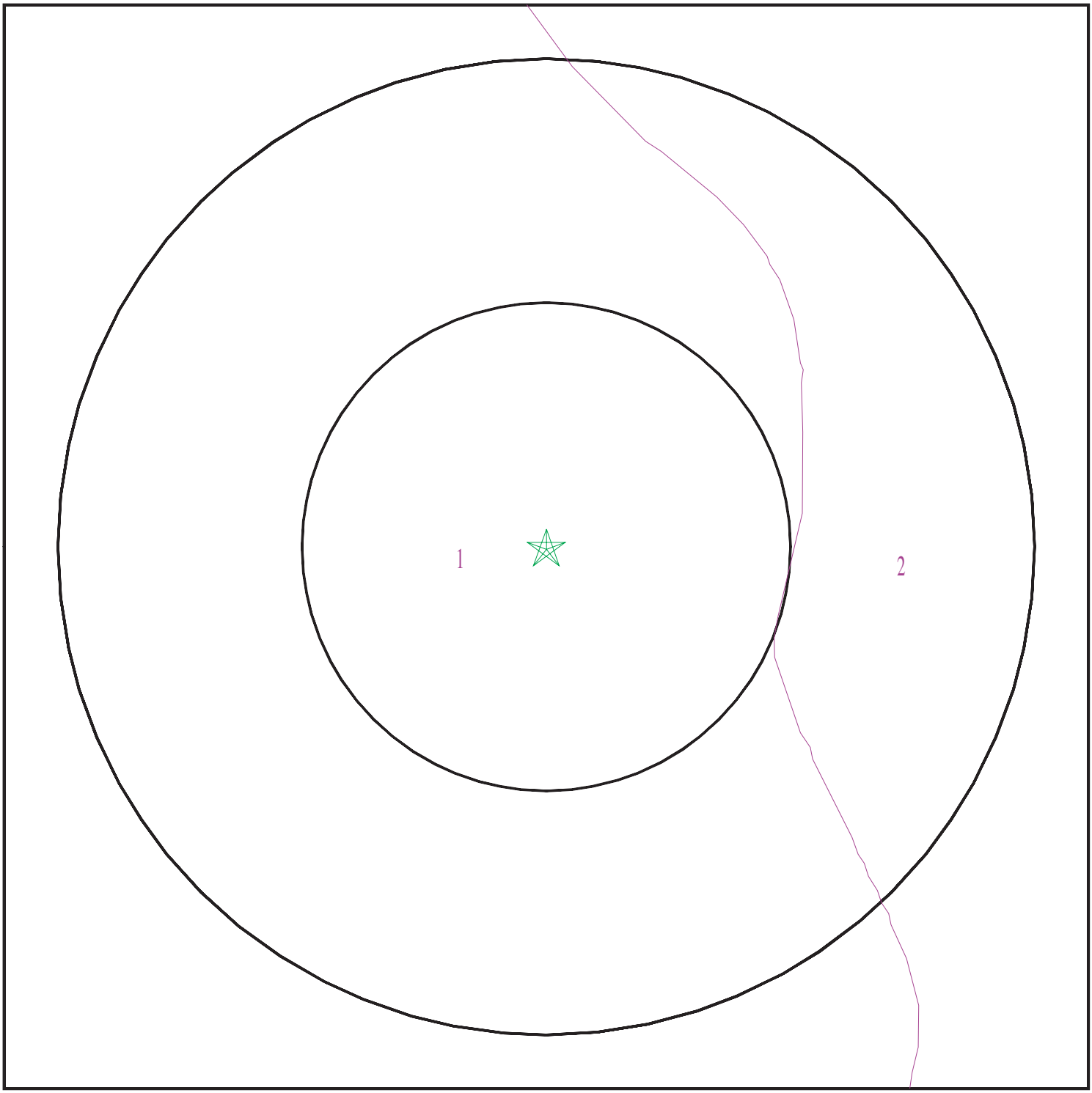
| | |
|---|---|
| Era: | Cenozoic |
| System: | Quaternary |
| Series: | Quaternary |
| Code: | Q *(decoded above as Era, System & Series)* |

**GEOLOGIC AGE IDENTIFICATION**

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

# SSURGO SOIL MAP - 5324295.2s




Target Property
SSURGO Soil
Water

0 1/16 1/8 1/4 Miles

N

| | | | |
|---|---|---|---|
| SITE NAME: | Arbor Carwash | CLIENT: | RGS Geosciences |
| ADDRESS: | 9744 Arrow Route<br>Rancho Cucamonga CA 91730 | CONTACT: | Christopher Krall |
| LAT/LONG: | 34.099654 / 117.59249 | INQUIRY #: | 5324295.2s |
| | | DATE: | June 07, 2018 12:54 pm |

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

**DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY**

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

---

**Soil Map ID: 1**

Soil Component Name: HANFORD

Soil Surface Texture: sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

| Soil Layer Information | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Boundary | | | Classification | | Saturated hydraulic conductivity micro m/sec | Soil Reaction (pH) |
| Layer | Upper | Lower | Soil Texture Class | AASHTO Group | Unified Soil | | |
| 1 | 0 inches | 11 inches | sandy loam | Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils. | COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. | Max: 42<br>Min: 14 | Max: 7.8<br>Min: 6.1 |
| 2 | 11 inches | 59 inches | fine sandy loam | Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils. | COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. | Max: 42<br>Min: 14 | Max: 7.8<br>Min: 5.6 |

---

**Soil Map ID: 2**

Soil Component Name: Hanford

Soil Surface Texture: sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

| Soil Layer Information | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Boundary | | | Classification | | Saturated hydraulic conductivity micro m/sec | Soil Reaction (pH) |
| Layer | Upper | Lower | Soil Texture Class | AASHTO Group | Unified Soil | | |
| 1 | 0 inches | 11 inches | sandy loam | Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand. | COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. | Max: 42<br>Min: 14 | Max: 7.8<br>Min: 6.1 |
| 2 | 11 inches | 59 inches | fine sandy loam | Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand. | COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand. | Max: 42<br>Min: 14 | Max: 7.8<br>Min: 5.6 |

## LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

## WELL SEARCH DISTANCE INFORMATION

| DATABASE | SEARCH DISTANCE (miles) |
|---|---|
| Federal USGS | 1.000 |
| Federal FRDS PWS | Nearest PWS within 0.001 miles |
| State Database | 1.000 |

## FEDERAL USGS WELL INFORMATION

| MAP ID | WELL ID | LOCATION FROM TP |
|---|---|---|
| 2 | USGS40000140837 | 1/2 - 1 Mile South |
| 4 | USGS40000140834 | 1/2 - 1 Mile SSE |

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

**FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION**

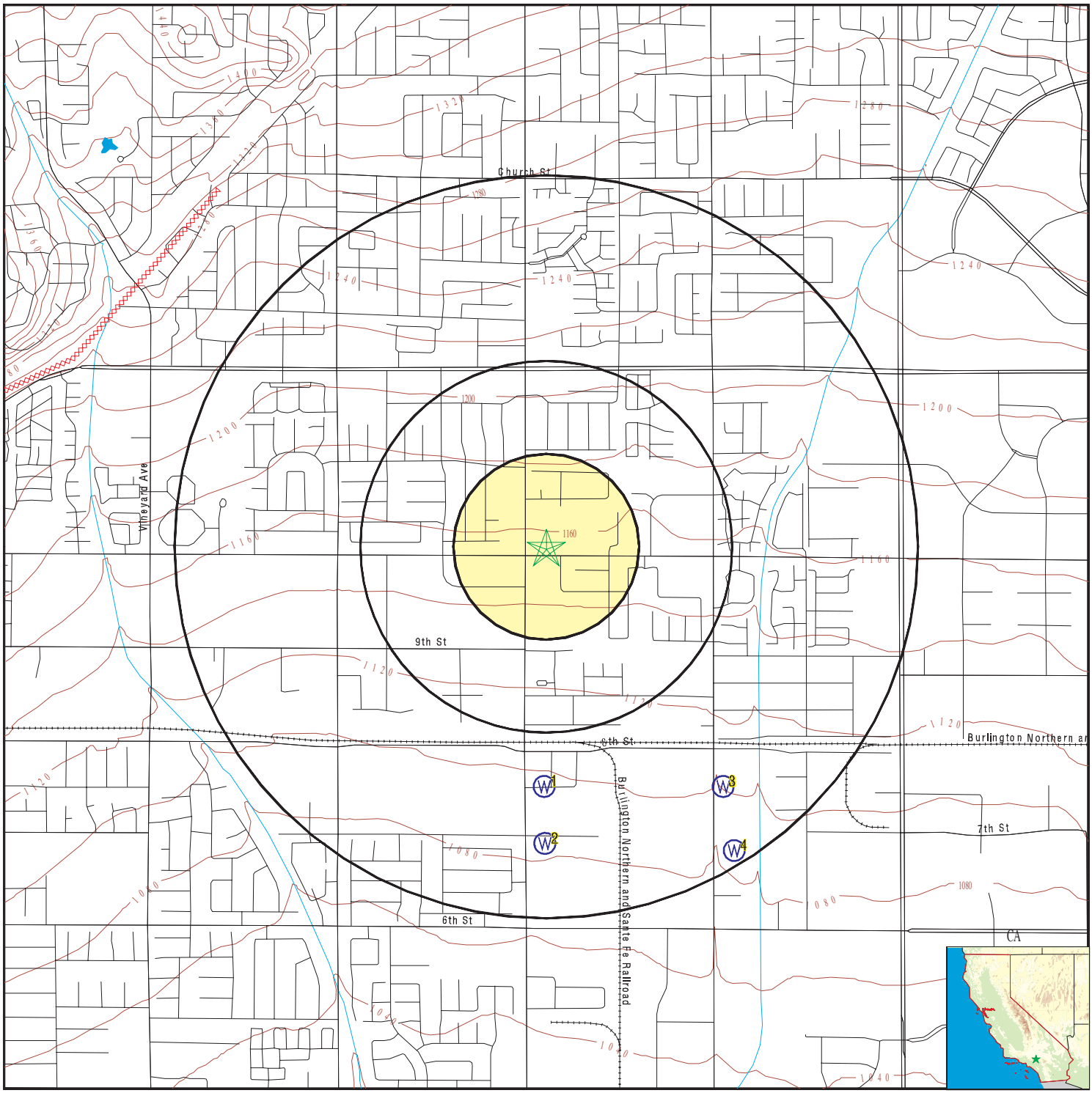
| MAP ID | WELL ID | LOCATION FROM TP |
|---|---|---|
| No PWS System Found | | |

Note: PWS System location is not always the same as well location.

**STATE DATABASE WELL INFORMATION**

| MAP ID | WELL ID | LOCATION FROM TP |
|---|---|---|
| 1 | 3149 | 1/2 - 1 Mile South |
| 3 | 1071 | 1/2 - 1 Mile SE |

# PHYSICAL SETTING SOURCE MAP - 5324295.2s




- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

| | | | |
|---|---|---|---|
| SITE NAME: | Arbor Carwash | CLIENT: | RGS Geosciences |
| ADDRESS: | 9744 Arrow Route<br>Rancho Cucamonga CA 91730 | CONTACT: | Christopher Krall |
| LAT/LONG: | 34.099654 / 117.59249 | INQUIRY #: | 5324295.2s |
| | | DATE: | June 07, 2018 12:54 pm |

# GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

| | Database | EDR ID Number |
|---|---|---|
| **1**<br>**South**<br>**1/2 - 1 Mile**<br>**Lower** | **CA WELLS** | **3149** |

**Water System Information:**

| | | | |
|---|---|---|---|
| Prime Station Code: | 036/018-005 | User ID: | TAN |
| FRDS Number: | 3610018037 | County: | San Beernardino |
| District Number: | 13 | Station Type: | WELL/AMBNT |
| Water Type: | Well/Groundwater | Well Status: | Active Raw |
| Source Lat/Long: | 340525.0 1173530.0 | Precision: | Undefined |
| Source Name: | WELL 30 | | |
| System Number: | 3610018 | | |
| System Name: | CUCAMONGA CWD | | |
| Organization That Operates System: | P O BOX 638<br>CUCAMONGA 91730 | | |
| Pop Served: | 128000 | Connections: | 34398 |
| Area Served: | CUCAMONGA | | |
| Sample Collected: | 03-JAN-12 | Findings: | 35. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 03-JAN-12 | Findings: | 5.9 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 07-FEB-12 | Findings: | 35. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 07-FEB-12 | Findings: | 4.7 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 05-MAR-12 | Findings: | 35. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 02-APR-12 | Findings: | 33. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 02-APR-12 | Findings: | 4.8 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 24-APR-12 | Findings: | 34. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 24-APR-12 | Findings: | 6.1 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 07-MAY-12 | Findings: | 34. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 07-MAY-12 | Findings: | 6.3 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 15-MAY-12 | Findings: | 36. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 15-MAY-12 | Findings: | 5.7 UG/L |
| Chemical: | PERCHLORATE | | |

| | | | |
|---|---|---|---|
| Sample Collected: | 22-MAY-12 | Findings: | 34. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 22-MAY-12 | Findings: | 5.3 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 30-MAY-12 | Findings: | 31. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 30-MAY-12 | Findings: | 5.1 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 04-JUN-12 | Findings: | 37. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 04-JUN-12 | Findings: | 6.7 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 12-JUN-12 | Findings: | 40. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 12-JUN-12 | Findings: | 6.2 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 19-JUN-12 | Findings: | 41. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 19-JUN-12 | Findings: | 6.3 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 26-JUN-12 | Findings: | 38. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 26-JUN-12 | Findings: | 6.1 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 02-JUL-12 | Findings: | 34. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 02-JUL-12 | Findings: | 5.4 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 09-JUL-12 | Findings: | 40. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 09-JUL-12 | Findings: | 6.1 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 16-JUL-12 | Findings: | 4.3 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 23-JUL-12 | Findings: | 39. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 23-JUL-12 | Findings: | 6.2 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 31-JUL-12 | Findings: | 38. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 31-JUL-12 | Findings: | 6.2 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 06-AUG-12 | Findings: | 22. MG/L |
| Chemical: | NITRATE (AS NO3) | | |

| | | | |
|---|---|---|---|
| Sample Collected: | 20-AUG-12 | Findings: | 17. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 28-AUG-12 | Findings: | 17. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 04-SEP-12 | Findings: | 15. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 10-SEP-12 | Findings: | 15. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 18-SEP-12 | Findings: | 35. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 24-SEP-12 | Findings: | 34. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 24-SEP-12 | Findings: | 5.7 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 01-OCT-12 | Findings: | 17. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 08-OCT-12 | Findings: | 33. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 08-OCT-12 | Findings: | 4.7 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 15-OCT-12 | Findings: | 32. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 30-OCT-12 | Findings: | 34. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 30-OCT-12 | Findings: | 5.4 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 05-NOV-12 | Findings: | 18. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 13-NOV-12 | Findings: | 22. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 19-NOV-12 | Findings: | 35. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 19-NOV-12 | Findings: | 6.6 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 09-SEP-13 | Findings: | 35. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 09-SEP-13 | Findings: | 5.7 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 08-OCT-13 | Findings: | 0.22 UG/L |
| Chemical: | DIBROMOCHLOROPROPANE (DBCP) | | |
| Sample Collected: | 08-OCT-13 | Findings: | 33. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 08-OCT-13 | Findings: | 5.4 UG/L |
| Chemical: | PERCHLORATE | | |

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|---|---|---|---|
| Sample Collected: | 14-OCT-13 | Findings: | 38. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 14-OCT-13 | Findings: | 6.2 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 21-OCT-13 | Findings: | 34. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 28-OCT-13 | Findings: | 5.1 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 04-NOV-13 | Findings: | 31. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 04-NOV-13 | Findings: | 5.9 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 12-NOV-13 | Findings: | 32. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 12-NOV-13 | Findings: | 5.3 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 06-JAN-14 | Findings: | 33. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 06-JAN-14 | Findings: | 5.9 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 03-MAR-14 | Findings: | 29. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 03-MAR-14 | Findings: | 4.9 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 11-MAR-14 | Findings: | 33. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 11-MAR-14 | Findings: | 5.7 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 17-MAR-14 | Findings: | 42. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 17-MAR-14 | Findings: | 6.2 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 24-MAR-14 | Findings: | 30. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 24-MAR-14 | Findings: | 5.4 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 31-MAR-14 | Findings: | 35. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 07-APR-14 | Findings: | 33. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 22-APR-14 | Findings: | 31. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 22-APR-14 | Findings: | 4.4 UG/L |
| Chemical: | PERCHLORATE | | |

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|---|---|---|---|
| Sample Collected: | 01-MAY-14 | Findings: | 39. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 01-MAY-14 | Findings: | 5.7 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 05-MAY-14 | Findings: | 33. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 05-MAY-14 | Findings: | 6.3 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 12-MAY-14 | Findings: | 37. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 12-MAY-14 | Findings: | 5.9 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 19-MAY-14 | Findings: | 28. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 27-MAY-14 | Findings: | 40. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 27-MAY-14 | Findings: | 5.3 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 02-JUN-14 | Findings: | 22. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 10-JUN-14 | Findings: | 19. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 16-JUN-14 | Findings: | 23. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 16-JUN-14 | Findings: | 5.4 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 23-JUN-14 | Findings: | 36. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 23-JUN-14 | Findings: | 5.5 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 30-JUN-14 | Findings: | 32. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 30-JUN-14 | Findings: | 5.8 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 08-JUL-14 | Findings: | 34. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 08-JUL-14 | Findings: | 5.1 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 10-JUL-14 | Findings: | 410. US |
| Chemical: | SPECIFIC CONDUCTANCE | | |
| Sample Collected: | 10-JUL-14 | Findings: | 7.8 |
| Chemical: | PH, LABORATORY | | |
| Sample Collected: | 10-JUL-14 | Findings: | 160. MG/L |
| Chemical: | ALKALINITY (TOTAL) AS CACO3 | | |

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|---|---|---|---|
| Sample Collected: | 10-JUL-14 | Findings: | 190. MG/L |
| Chemical: | BICARBONATE ALKALINITY | | |
| Sample Collected: | 10-JUL-14 | Findings: | 160. MG/L |
| Chemical: | HARDNESS (TOTAL) AS CACO3 | | |
| Sample Collected: | 10-JUL-14 | Findings: | 48. MG/L |
| Chemical: | CALCIUM | | |
| Sample Collected: | 10-JUL-14 | Findings: | 9.9 MG/L |
| Chemical: | MAGNESIUM | | |
| Sample Collected: | 10-JUL-14 | Findings: | 24. MG/L |
| Chemical: | SODIUM | | |
| Sample Collected: | 10-JUL-14 | Findings: | 1.9 MG/L |
| Chemical: | POTASSIUM | | |
| Sample Collected: | 10-JUL-14 | Findings: | 8.9 MG/L |
| Chemical: | CHLORIDE | | |
| Sample Collected: | 10-JUL-14 | Findings: | 20. MG/L |
| Chemical: | SULFATE | | |
| Sample Collected: | 10-JUL-14 | Findings: | 0.21 MG/L |
| Chemical: | FLUORIDE (F) (NATURAL-SOURCE) | | |
| Sample Collected: | 10-JUL-14 | Findings: | 16. UG/L |
| Chemical: | VANADIUM | | |
| Sample Collected: | 10-JUL-14 | Findings: | 270. MG/L |
| Chemical: | TOTAL DISSOLVED SOLIDS | | |
| Sample Collected: | 10-JUL-14 | Findings: | 34. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 10-JUL-14 | Findings: | 7800. MG/L |
| Chemical: | NITRATE + NITRITE (AS N) | | |
| Sample Collected: | 10-JUL-14 | Findings: | 5.7 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 14-JUL-14 | Findings: | 33. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 14-JUL-14 | Findings: | 5.3 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 21-JUL-14 | Findings: | 31. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 28-JUL-14 | Findings: | 34. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 28-JUL-14 | Findings: | 6.1 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 04-AUG-14 | Findings: | 31. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 04-AUG-14 | Findings: | 5.1 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 11-AUG-14 | Findings: | 29. MG/L |
| Chemical: | NITRATE (AS NO3) | | |

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|---|---|---|---|
| Sample Collected: | 11-AUG-14 | Findings: | 5.6 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 08-SEP-14 | Findings: | 31. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 08-SEP-14 | Findings: | 4.9 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 08-SEP-14 | Findings: | 4.6 UG/L |
| Chemical: | CHROMIUM, HEXAVALENT | | |
| Sample Collected: | 16-SEP-14 | Findings: | 26. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 22-SEP-14 | Findings: | 35. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 22-SEP-14 | Findings: | 5.3 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 29-SEP-14 | Findings: | 36. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 29-SEP-14 | Findings: | 6.4 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 07-OCT-14 | Findings: | 32. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 07-OCT-14 | Findings: | 4.7 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 13-OCT-14 | Findings: | 35. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 13-OCT-14 | Findings: | 5.2 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 20-OCT-14 | Findings: | 32. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 08-DEC-14 | Findings: | 29. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 08-JAN-15 | Findings: | 32. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 08-JAN-15 | Findings: | 5.2 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 12-JAN-15 | Findings: | 32. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 12-JAN-15 | Findings: | 4.7 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 21-JAN-15 | Findings: | 32. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 21-JAN-15 | Findings: | 5.2 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 27-JAN-15 | Findings: | 33. MG/L |
| Chemical: | NITRATE (AS NO3) | | |

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|---|---|---|---|
| Sample Collected: | 27-JAN-15 | Findings: | 4.7 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 03-FEB-15 | Findings: | 34. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 03-FEB-15 | Findings: | 4.8 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 17-FEB-15 | Findings: | 37. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 17-FEB-15 | Findings: | 5.6 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 23-FEB-15 | Findings: | 32. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 23-FEB-15 | Findings: | 5.3 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 09-MAR-15 | Findings: | 33. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 09-MAR-15 | Findings: | 5. UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 16-MAR-15 | Findings: | 34. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 16-MAR-15 | Findings: | 5.8 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 24-MAR-15 | Findings: | 32. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 24-MAR-15 | Findings: | 5.1 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 30-MAR-15 | Findings: | 25. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 30-MAR-15 | Findings: | 4.2 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 06-APR-15 | Findings: | 22. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 13-APR-15 | Findings: | 34. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 13-APR-15 | Findings: | 5.3 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 20-APR-15 | Findings: | 21. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 29-APR-15 | Findings: | 23. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 04-MAY-15 | Findings: | 18. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 11-MAY-15 | Findings: | 37. MG/L |
| Chemical: | NITRATE (AS NO3) | | |

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|---|---|---|---|
| Sample Collected: | 11-MAY-15 | Findings: | 5. UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 01-JUN-15 | Findings: | 35. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 08-JUN-15 | Findings: | 6.1 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 15-JUN-15 | Findings: | 5.7 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 22-JUN-15 | Findings: | 38. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 22-JUN-15 | Findings: | 6. UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 29-JUN-15 | Findings: | 17. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 07-JUL-15 | Findings: | 17. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 13-JUL-15 | Findings: | 16. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 20-JUL-15 | Findings: | 34. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 20-JUL-15 | Findings: | 5.4 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 27-JUL-15 | Findings: | 16. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 03-AUG-15 | Findings: | 38. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 03-AUG-15 | Findings: | 5.8 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 11-AUG-15 | Findings: | 22. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 18-AUG-15 | Findings: | 19. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 24-AUG-15 | Findings: | 34. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 24-AUG-15 | Findings: | 5.2 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 31-AUG-15 | Findings: | 38. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 31-AUG-15 | Findings: | 5.6 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 08-SEP-15 | Findings: | 33. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 08-SEP-15 | Findings: | 4.5 UG/L |
| Chemical: | PERCHLORATE | | |

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|---|---|---|---|
| Sample Collected: | 14-SEP-15 | Findings: | 35. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 14-SEP-15 | Findings: | 5.8 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 21-SEP-15 | Findings: | 36. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 21-SEP-15 | Findings: | 5.3 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 28-SEP-15 | Findings: | 14. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 14-OCT-15 | Findings: | 14. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 19-OCT-15 | Findings: | 33. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 19-OCT-15 | Findings: | 6.4 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 26-OCT-15 | Findings: | 13. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 09-NOV-15 | Findings: | 35. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 09-NOV-15 | Findings: | 5.8 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 16-NOV-15 | Findings: | 13. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 23-NOV-15 | Findings: | 13. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 30-NOV-15 | Findings: | 2.9 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 30-NOV-15 | Findings: | 13. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 07-DEC-15 | Findings: | 2.9 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 07-DEC-15 | Findings: | 13. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 21-DEC-15 | Findings: | 2.9 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 21-DEC-15 | Findings: | 13. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 12-JAN-16 | Findings: | 7.8 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 12-JAN-16 | Findings: | 5.6 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 01-FEB-16 | Findings: | 6.7 MG/L |
| Chemical: | NITRATE (AS N) | | |

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|---|---|---|---|
| Sample Collected: | 01-FEB-16 | Findings: | 4.9 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 29-FEB-16 | Findings: | 7.8 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 29-FEB-16 | Findings: | 5.8 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 07-MAR-16 | Findings: | 7.1 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 07-MAR-16 | Findings: | 4.8 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 06-APR-16 | Findings: | 8.9 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 06-APR-16 | Findings: | 6.6 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 25-APR-16 | Findings: | 9.3 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 25-APR-16 | Findings: | 6.8 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 09-MAY-16 | Findings: | 8. MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 09-MAY-16 | Findings: | 5.9 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 06-JUN-16 | Findings: | 8.4 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 06-JUN-16 | Findings: | 5.7 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 15-JUN-16 | Findings: | 5.7 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 20-JUN-16 | Findings: | 8.8 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 20-JUN-16 | Findings: | 5.5 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 28-JUN-16 | Findings: | 8.6 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 28-JUN-16 | Findings: | 6. UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 05-JUL-16 | Findings: | 8.1 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 05-JUL-16 | Findings: | 6.1 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 11-JUL-16 | Findings: | 8.8 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 11-JUL-16 | Findings: | 5.8 UG/L |
| Chemical: | PERCHLORATE | | |

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|---|---|---|---|
| Sample Collected: | 18-JUL-16 | Findings: | 3.7 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 26-JUL-16 | Findings: | 5. MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 02-AUG-16 | Findings: | 7.6 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 02-AUG-16 | Findings: | 4.5 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 08-AUG-16 | Findings: | 3.5 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 15-AUG-16 | Findings: | 3.5 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 22-AUG-16 | Findings: | 3.4 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 29-AUG-16 | Findings: | 8. MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 29-AUG-16 | Findings: | 5.7 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 06-SEP-16 | Findings: | 8.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 06-SEP-16 | Findings: | 6.5 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 12-SEP-16 | Findings: | 8.5 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 12-SEP-16 | Findings: | 6.4 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 20-SEP-16 | Findings: | 8. MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 20-SEP-16 | Findings: | 5.8 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 27-SEP-16 | Findings: | 4.7 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 04-OCT-16 | Findings: | 8.3 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 04-OCT-16 | Findings: | 5.9 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 11-OCT-16 | Findings: | 7.9 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 11-OCT-16 | Findings: | 5.8 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 17-OCT-16 | Findings: | 8. MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 17-OCT-16 | Findings: | 5.9 UG/L |
| Chemical: | PERCHLORATE | | |

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|---|---|---|---|
| Sample Collected: | 25-OCT-16 | Findings: | 7.1 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 25-OCT-16 | Findings: | 5.3 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 31-OCT-16 | Findings: | 8.6 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 31-OCT-16 | Findings: | 6.4 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 07-NOV-16 | Findings: | 5.4 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 14-NOV-16 | Findings: | 3.5 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 22-NOV-16 | Findings: | 7.9 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 22-NOV-16 | Findings: | 5.4 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 13-JAN-17 | Findings: | 7.3 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 13-JAN-17 | Findings: | 4.9 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 09-FEB-17 | Findings: | 7.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 09-FEB-17 | Findings: | 4.2 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 13-MAR-17 | Findings: | 7.3 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 13-MAR-17 | Findings: | 5.5 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 20-MAR-17 | Findings: | 7.3 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 20-MAR-17 | Findings: | 4.8 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 17-APR-17 | Findings: | 8. MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 17-APR-17 | Findings: | 5.3 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 24-APR-17 | Findings: | 9.9 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 24-APR-17 | Findings: | 6.4 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 01-MAY-17 | Findings: | 8.4 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 01-MAY-17 | Findings: | 5.8 UG/L |
| Chemical: | PERCHLORATE | | |

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|---|---|---|---|
| Sample Collected: | 08-MAY-17 | Findings: | 7.9 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 08-MAY-17 | Findings: | 5.6 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 15-MAY-17 | Findings: | 8.4 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 15-MAY-17 | Findings: | 6.1 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 22-MAY-17 | Findings: | 7.9 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 22-MAY-17 | Findings: | 5.6 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 30-MAY-17 | Findings: | 7.1 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 30-MAY-17 | Findings: | 4.9 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 05-JUN-17 | Findings: | 6.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 05-JUN-17 | Findings: | 4.2 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 12-JUN-17 | Findings: | 6.4 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 12-JUN-17 | Findings: | 4.3 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 19-JUN-17 | Findings: | 5.4 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 26-JUN-17 | Findings: | 5.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 03-JUL-17 | Findings: | 5.7 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 10-JUL-17 | Findings: | 4.7 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 17-JUL-17 | Findings: | 7.6 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 17-JUL-17 | Findings: | 5.2 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 24-JUL-17 | Findings: | 7.8 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 24-JUL-17 | Findings: | 5.4 UG/L |
| Chemical: | PERCHLORATE | | |
| Sample Collected: | 02-AUG-17 | Findings: | 220. MG/L |
| Chemical: | TOTAL DISSOLVED SOLIDS | | |
| Sample Collected: | 02-OCT-17 | Findings: | 7.2 MG/L |
| Chemical: | NITRATE (AS N) | | |

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|---|---|---|---|
| Sample Collected: | 02-OCT-17 | Findings: | 5.1 UG/L |
| Chemical: | PERCHLORATE | | |

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**2**
**South** **FED USGS** **USGS40000140837**
**1/2 - 1 Mile**
**Lower**

| | | | |
|---|---|---|---|
| Org. Identifier: | USGS-CA | | |
| Formal name: | USGS California Water Science Center | | |
| Monloc Identifier: | USGS-340517117353001 | | |
| Monloc name: | 001S007W14E001S | | |
| Monloc type: | Well | | |
| Monloc desc: | Not Reported | | |
| Huc code: | 18070203 | Drainagearea value: | Not Reported |
| Drainagearea Units: | Not Reported | Contrib drainagearea: | Not Reported |
| Contrib drainagearea units: | Not Reported | Latitude: | 34.0880661 |
| Longitude: | -117.5925527 | Sourcemap scale: | 24000 |
| Horiz Acc measure: | 1 | Horiz Acc measure units: | seconds |
| Horiz Collection method: | Interpolated from map | | |
| Horiz coord refsys: | NAD83 | Vert measure val: | Not Reported |
| Vert measure units: | Not Reported | Vertacc measure val: | Not Reported |
| Vert accmeasure units: | Not Reported | | |
| Vertcollection method: | Not Reported | | |
| Vert coord refsys: | Not Reported | Countrycode: | US |
| Aquifername: | California Coastal Basin aquifers | | |
| Formation type: | Not Reported | | |
| Aquifer type: | Not Reported | | |
| Construction date: | Not Reported | Welldepth: | Not Reported |
| Welldepth units: | Not Reported | Wellholedepth: | Not Reported |
| Wellholedepth units: | Not Reported | | |

Ground-water levels, Number of Measurements: 0

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**3**
**SE** **CA WELLS** **1071**
**1/2 - 1 Mile**
**Lower**

**Water System Information:**

| | | | |
|---|---|---|---|
| Prime Station Code: | 01S/07W-14G01 S | User ID: | TAN |
| FRDS Number: | 3610018025 | County: | San Beernardino |
| District Number: | 13 | Station Type: | WELL/AMBNT |
| Water Type: | Well/Groundwater | Well Status: | Active Raw |
| Source Lat/Long: | 340525.0 1173500.0 | Precision: | 100 Feet (one Second) |
| Source Name: | WELL 05 | | |
| System Number: | 3610018 | | |
| System Name: | CUCAMONGA CWD | | |
| Organization That Operates System: | | | |
| | P O BOX 638 | | |
| | CUCAMONGA 91730 | | |
| Pop Served: | 128000 | Connections: | 34398 |
| Area Served: | CUCAMONGA | | |

| | | | |
|---|---|---|---|
| Sample Collected: | 10-JUL-14 | Findings: | 200. MG/L |
| Chemical: | TOTAL DISSOLVED SOLIDS | | |
| Sample Collected: | 10-JUL-14 | Findings: | 5.4 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 10-JUL-14 | Findings: | 1200. MG/L |
| Chemical: | NITRATE + NITRITE (AS N) | | |
| Sample Collected: | 14-JUL-14 | Findings: | 5.4 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 21-JUL-14 | Findings: | 6.9 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 28-JUL-14 | Findings: | 5.8 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 04-AUG-14 | Findings: | 7.3 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 11-AUG-14 | Findings: | 6.5 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 18-AUG-14 | Findings: | 6.4 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 25-AUG-14 | Findings: | 6.1 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 02-SEP-14 | Findings: | 6.4 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 08-SEP-14 | Findings: | 4.5 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 08-SEP-14 | Findings: | 3.4 UG/L |
| Chemical: | CHROMIUM, HEXAVALENT | | |
| Sample Collected: | 16-SEP-14 | Findings: | 5.3 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 22-SEP-14 | Findings: | 5.3 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 29-SEP-14 | Findings: | 5.2 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 07-OCT-14 | Findings: | 5.4 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 13-OCT-14 | Findings: | 5.3 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 20-OCT-14 | Findings: | 6.3 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 27-OCT-14 | Findings: | 7.3 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 08-DEC-14 | Findings: | 6.5 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 08-JAN-15 | Findings: | 6.5 MG/L |
| Chemical: | NITRATE (AS NO3) | | |

| | | | |
|---|---|---|---|
| Sample Collected: | 12-JAN-15 | Findings: | 6.5 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 21-JAN-15 | Findings: | 6.5 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 27-JAN-15 | Findings: | 6.5 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 03-FEB-15 | Findings: | 6.6 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 09-FEB-15 | Findings: | 6.7 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 17-FEB-15 | Findings: | 5.2 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 23-FEB-15 | Findings: | 6.8 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 09-MAR-15 | Findings: | 5.6 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 16-MAR-15 | Findings: | 5. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 24-MAR-15 | Findings: | 5.4 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 10-MAR-16 | Findings: | 1.5 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 14-MAR-16 | Findings: | 1.5 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 06-APR-16 | Findings: | 1.4 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 13-APR-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 18-APR-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 25-APR-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 02-MAY-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 09-MAY-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 16-MAY-16 | Findings: | 1.6 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 24-MAY-16 | Findings: | 1.5 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 31-MAY-16 | Findings: | 1.4 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 06-JUN-16 | Findings: | 1.6 MG/L |
| Chemical: | NITRATE (AS N) | | |

| | | | |
|---|---|---|---|
| Sample Collected: | 15-JUN-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 20-JUN-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 28-JUN-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 05-JUL-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 11-JUL-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 18-JUL-16 | Findings: | 1.1 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 26-JUL-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 02-AUG-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 08-AUG-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 15-AUG-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 22-AUG-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 29-AUG-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 06-SEP-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 12-SEP-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 20-SEP-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 27-SEP-16 | Findings: | 1.3 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 04-OCT-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 11-OCT-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 17-OCT-16 | Findings: | 1.1 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 25-OCT-16 | Findings: | 1.6 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 31-OCT-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 07-NOV-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |

| | | | |
|---|---|---|---|
| Sample Collected: | 14-NOV-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 22-NOV-16 | Findings: | 1.8 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 30-NOV-16 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 05-DEC-16 | Findings: | 1.1 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 12-DEC-16 | Findings: | 1.7 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 19-DEC-16 | Findings: | 1.7 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 27-DEC-16 | Findings: | 1.7 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 13-JAN-17 | Findings: | 1.7 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 23-JAN-17 | Findings: | 1.6 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 30-JAN-17 | Findings: | 1.7 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 09-FEB-17 | Findings: | 1.7 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 13-MAR-17 | Findings: | 1.6 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 27-MAR-17 | Findings: | 1.6 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 03-APR-17 | Findings: | 1.5 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 10-APR-17 | Findings: | 1.6 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 17-APR-17 | Findings: | 1.3 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 24-APR-17 | Findings: | 1.3 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 01-MAY-17 | Findings: | 1.3 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 08-MAY-17 | Findings: | 1.7 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 15-MAY-17 | Findings: | 1.3 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 22-MAY-17 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 30-MAY-17 | Findings: | 1.3 MG/L |
| Chemical: | NITRATE (AS N) | | |

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|---|---|---|---|
| Sample Collected: | 05-JUN-17 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 12-JUN-17 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 19-JUN-17 | Findings: | 1.1 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 22-JUN-17 | Findings: | 300. US |
| Chemical: | SPECIFIC CONDUCTANCE | | |
| Sample Collected: | 22-JUN-17 | Findings: | 7.1 |
| Chemical: | PH, LABORATORY | | |
| Sample Collected: | 22-JUN-17 | Findings: | 150. MG/L |
| Chemical: | ALKALINITY (TOTAL) AS CACO3 | | |
| Sample Collected: | 22-JUN-17 | Findings: | 180. MG/L |
| Chemical: | BICARBONATE ALKALINITY | | |
| Sample Collected: | 22-JUN-17 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 22-JUN-17 | Findings: | 120. MG/L |
| Chemical: | HARDNESS (TOTAL) AS CACO3 | | |
| Sample Collected: | 22-JUN-17 | Findings: | 37. MG/L |
| Chemical: | CALCIUM | | |
| Sample Collected: | 22-JUN-17 | Findings: | 7.4 MG/L |
| Chemical: | MAGNESIUM | | |
| Sample Collected: | 22-JUN-17 | Findings: | 22. MG/L |
| Chemical: | SODIUM | | |
| Sample Collected: | 22-JUN-17 | Findings: | 2.1 MG/L |
| Chemical: | POTASSIUM | | |
| Sample Collected: | 22-JUN-17 | Findings: | 3.9 MG/L |
| Chemical: | CHLORIDE | | |
| Sample Collected: | 22-JUN-17 | Findings: | 12. MG/L |
| Chemical: | SULFATE | | |
| Sample Collected: | 22-JUN-17 | Findings: | 0.15 MG/L |
| Chemical: | FLUORIDE (F) (NATURAL-SOURCE) | | |
| Sample Collected: | 22-JUN-17 | Findings: | 3.5 UG/L |
| Chemical: | CHROMIUM, HEXAVALENT | | |
| Sample Collected: | 22-JUN-17 | Findings: | 24. UG/L |
| Chemical: | VANADIUM | | |
| Sample Collected: | 22-JUN-17 | Findings: | 210. MG/L |
| Chemical: | TOTAL DISSOLVED SOLIDS | | |
| Sample Collected: | 22-JUN-17 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE + NITRITE (AS N) | | |
| Sample Collected: | 26-JUN-17 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 10-JUL-17 | Findings: | 1.2 MG/L |
| Chemical: | NITRATE (AS N) | | |

| | | | |
|---|---|---|---|
| Sample Collected: | 17-JUL-17 | Findings: | 1.7 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 24-JUL-17 | Findings: | 1.8 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 31-JUL-17 | Findings: | 1.7 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 02-AUG-17 | Findings: | 210. MG/L |
| Chemical: | TOTAL DISSOLVED SOLIDS | | |
| Sample Collected: | 05-SEP-17 | Findings: | 1.7 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 02-OCT-17 | Findings: | 1.6 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 09-OCT-17 | Findings: | 1.7 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 23-OCT-17 | Findings: | 1.7 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 30-OCT-17 | Findings: | 1.7 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 06-NOV-17 | Findings: | 1.7 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 18-DEC-17 | Findings: | 1.7 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 08-JAN-18 | Findings: | 1.6 MG/L |
| Chemical: | NITRATE (AS N) | | |
| Sample Collected: | 03-JAN-12 | Findings: | 4.6 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 09-JAN-12 | Findings: | 4.4 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 16-JAN-12 | Findings: | 4.6 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 25-JAN-12 | Findings: | 5.9 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 07-FEB-12 | Findings: | 4.9 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 13-FEB-12 | Findings: | 4.2 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 21-FEB-12 | Findings: | 5.6 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 27-FEB-12 | Findings: | 5.4 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 05-MAR-12 | Findings: | 4.4 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 14-MAR-12 | Findings: | 4.7 MG/L |
| Chemical: | NITRATE (AS NO3) | | |

| | | | |
|---|---|---|---|
| Sample Collected: | 19-MAR-12 | Findings: | 5.7 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 27-MAR-12 | Findings: | 5.9 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 02-APR-12 | Findings: | 4.6 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 09-APR-12 | Findings: | 4.7 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 16-APR-12 | Findings: | 4.5 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 24-APR-12 | Findings: | 4.2 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 01-MAY-12 | Findings: | 4.6 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 07-MAY-12 | Findings: | 4.6 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 15-MAY-12 | Findings: | 4.6 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 22-MAY-12 | Findings: | 4.7 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 30-MAY-12 | Findings: | 4.5 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 04-JUN-12 | Findings: | 4.4 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 12-JUN-12 | Findings: | 4.3 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 19-JUN-12 | Findings: | 4.2 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 26-JUN-12 | Findings: | 4.8 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 02-JUL-12 | Findings: | 5.1 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 09-JUL-12 | Findings: | 5.4 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 23-JUL-12 | Findings: | 4.8 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 31-JUL-12 | Findings: | 5. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 06-AUG-12 | Findings: | 5.9 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 20-AUG-12 | Findings: | 5.1 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 28-AUG-12 | Findings: | 5.2 MG/L |
| Chemical: | NITRATE (AS NO3) | | |

| | | | |
|---|---|---|---|
| Sample Collected: | 04-SEP-12 | Findings: | 4.9 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 10-SEP-12 | Findings: | 4.8 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 18-SEP-12 | Findings: | 4.4 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 24-SEP-12 | Findings: | 4.9 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 08-OCT-12 | Findings: | 6.5 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 15-OCT-12 | Findings: | 5.3 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 22-OCT-12 | Findings: | 4.7 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 30-OCT-12 | Findings: | 4.7 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 05-NOV-12 | Findings: | 5.7 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 13-NOV-12 | Findings: | 4.6 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 19-NOV-12 | Findings: | 4.1 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 26-NOV-12 | Findings: | 4.3 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 04-DEC-12 | Findings: | 6.6 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 10-DEC-12 | Findings: | 4.6 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 20-DEC-12 | Findings: | 6.3 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 26-DEC-12 | Findings: | 5.5 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 31-DEC-12 | Findings: | 6.2 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 07-JAN-13 | Findings: | 4.4 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 14-JAN-13 | Findings: | 4.6 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 21-JAN-13 | Findings: | 4.6 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 12-FEB-13 | Findings: | 4.6 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 25-FEB-13 | Findings: | 4.7 MG/L |
| Chemical: | NITRATE (AS NO3) | | |

| | | | |
|---|---|---|---|
| Sample Collected: | 04-MAR-13 | Findings: | 4.9 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 11-MAR-13 | Findings: | 6.2 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 18-MAR-13 | Findings: | 4.6 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 25-MAR-13 | Findings: | 4.7 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 16-APR-13 | Findings: | 4.7 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 22-APR-13 | Findings: | 4.3 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 29-APR-13 | Findings: | 4.3 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 06-MAY-13 | Findings: | 4.7 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 15-MAY-13 | Findings: | 5. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 29-MAY-13 | Findings: | 4.9 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 03-JUN-13 | Findings: | 5.2 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 10-JUN-13 | Findings: | 5.2 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 17-JUN-13 | Findings: | 4.9 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 24-JUN-13 | Findings: | 4.7 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 09-JUL-13 | Findings: | 5.2 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 17-JUL-13 | Findings: | 5.1 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 29-JUL-13 | Findings: | 4.8 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 05-AUG-13 | Findings: | 4.8 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 19-AUG-13 | Findings: | 5. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 26-AUG-13 | Findings: | 5.3 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 03-SEP-13 | Findings: | 5. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 09-SEP-13 | Findings: | 5. MG/L |
| Chemical: | NITRATE (AS NO3) | | |

| | | | |
|---|---|---|---|
| Sample Collected: | 16-SEP-13 | Findings: | 5.1 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 23-SEP-13 | Findings: | 5. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 30-SEP-13 | Findings: | 5. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 08-OCT-13 | Findings: | 4.5 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 14-OCT-13 | Findings: | 5.4 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 21-OCT-13 | Findings: | 5. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 04-NOV-13 | Findings: | 4.7 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 12-NOV-13 | Findings: | 4.6 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 18-NOV-13 | Findings: | 4.6 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 25-NOV-13 | Findings: | 6.5 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 09-DEC-13 | Findings: | 6.6 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 16-DEC-13 | Findings: | 5.8 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 23-DEC-13 | Findings: | 7. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 06-JAN-14 | Findings: | 5.1 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 13-JAN-14 | Findings: | 5.1 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 20-JAN-14 | Findings: | 5.3 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 27-JAN-14 | Findings: | 5. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 03-FEB-14 | Findings: | 5.1 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 10-FEB-14 | Findings: | 5.3 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 18-FEB-14 | Findings: | 4.4 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 24-FEB-14 | Findings: | 4.4 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 03-MAR-14 | Findings: | 6.4 MG/L |
| Chemical: | NITRATE (AS NO3) | | |

| | | | |
|---|---|---|---|
| Sample Collected: | 10-MAR-14 | Findings: | 4.8 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 17-MAR-14 | Findings: | 5.1 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 24-MAR-14 | Findings: | 5.3 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 31-MAR-14 | Findings: | 5. MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 07-APR-14 | Findings: | 5.2 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 14-APR-14 | Findings: | 5.2 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 22-APR-14 | Findings: | 5.1 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 29-APR-14 | Findings: | 6.9 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 05-MAY-14 | Findings: | 5.1 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 12-MAY-14 | Findings: | 4.9 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 19-MAY-14 | Findings: | 4.5 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 27-MAY-14 | Findings: | 4.7 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 02-JUN-14 | Findings: | 5.2 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 10-JUN-14 | Findings: | 5.3 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 16-JUN-14 | Findings: | 5.4 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 23-JUN-14 | Findings: | 5.1 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 30-JUN-14 | Findings: | 5.1 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 08-JUL-14 | Findings: | 5.2 MG/L |
| Chemical: | NITRATE (AS NO3) | | |
| Sample Collected: | 10-JUL-14 | Findings: | 320. US |
| Chemical: | SPECIFIC CONDUCTANCE | | |
| Sample Collected: | 10-JUL-14 | Findings: | 7.7 |
| Chemical: | PH, LABORATORY | | |
| Sample Collected: | 10-JUL-14 | Findings: | 150. MG/L |
| Chemical: | ALKALINITY (TOTAL) AS CACO3 | | |
| Sample Collected: | 10-JUL-14 | Findings: | 190. MG/L |
| Chemical: | BICARBONATE ALKALINITY | | |

| | | | |
|---|---|---|---|
| Sample Collected: | 10-JUL-14 | Findings: | 130. MG/L |
| Chemical: | HARDNESS (TOTAL) AS CACO3 | | |
| Sample Collected: | 10-JUL-14 | Findings: | 40. MG/L |
| Chemical: | CALCIUM | | |
| Sample Collected: | 10-JUL-14 | Findings: | 8.2 MG/L |
| Chemical: | MAGNESIUM | | |
| Sample Collected: | 10-JUL-14 | Findings: | 19. MG/L |
| Chemical: | SODIUM | | |
| Sample Collected: | 10-JUL-14 | Findings: | 1.8 MG/L |
| Chemical: | POTASSIUM | | |
| Sample Collected: | 10-JUL-14 | Findings: | 4.5 MG/L |
| Chemical: | CHLORIDE | | |
| Sample Collected: | 10-JUL-14 | Findings: | 12. MG/L |
| Chemical: | SULFATE | | |
| Sample Collected: | 10-JUL-14 | Findings: | 0.29 MG/L |
| Chemical: | FLUORIDE (F) (NATURAL-SOURCE) | | |
| Sample Collected: | 10-JUL-14 | Findings: | 18. UG/L |
| Chemical: | VANADIUM | | |

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**4**
**SSE** **FED USGS** **USGS40000140834**
**1/2 - 1 Mile**
**Lower**

| | | | |
|---|---|---|---|
| Org. Identifier: | USGS-CA | | |
| Formal name: | USGS California Water Science Center | | |
| Monloc Identifier: | USGS-340516117345801 | | |
| Monloc name: | 001S007W14G001S | | |
| Monloc type: | Well | | |
| Monloc desc: | Not Reported | | |
| Huc code: | 18070203 | Drainagearea value: | Not Reported |
| Drainagearea Units: | Not Reported | Contrib drainagearea: | Not Reported |
| Contrib drainagearea units: | Not Reported | Latitude: | 34.0877884 |
| Longitude: | -117.5836636 | Sourcemap scale: | 24000 |
| Horiz Acc measure: | 1 | Horiz Acc measure units: | seconds |
| Horiz Collection method: | Interpolated from map | | |
| Horiz coord refsys: | NAD83 | Vert measure val: | Not Reported |
| Vert measure units: | Not Reported | Vertacc measure val: | Not Reported |
| Vert accmeasure units: | Not Reported | | |
| Vertcollection method: | Not Reported | | |
| Vert coord refsys: | Not Reported | Countrycode: | US |
| Aquifername: | California Coastal Basin aquifers | | |
| Formation type: | Not Reported | | |
| Aquifer type: | Not Reported | | |
| Construction date: | Not Reported | Welldepth: | Not Reported |
| Welldepth units: | Not Reported | Wellholedepth: | Not Reported |
| Wellholedepth units: | Not Reported | | |

Ground-water levels, Number of Measurements: 0

# GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
# RADON

**AREA RADON INFORMATION**

State Database: CA Radon

Radon Test Results

| Zipcode | Num Tests | > 4 pCi/L |
|---|---|---|
| 91730 | 34 | 0 |

Federal EPA Radon Zone for SAN BERNARDINO County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

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Federal Area Radon Information for Zip Code: 91730

Number of sites tested: 1

| Area | Average Activity | % <4 pCi/L | % 4-20 pCi/L | % >20 pCi/L |
|---|---|---|---|---|
| Living Area - 1st Floor | 2.400 pCi/L | 100% | 0% | 0% |
| Living Area - 2nd Floor | Not Reported | Not Reported | Not Reported | Not Reported |
| Basement | Not Reported | Not Reported | Not Reported | Not Reported |

# PHYSICAL SETTING SOURCE RECORDS SEARCHED

## TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

## HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish & Game
Telephone: 916-445-0411

## HYDROGEOLOGIC INFORMATION

AQUIFLOW$^{R}$ Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

## GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

# PHYSICAL SETTING SOURCE RECORDS SEARCHED

## LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

## OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations
Source: Department of Conservation
Telephone: 916-323-1779
Oil and Gas well locations in the state.

RADON

State Database: CA Radon
Source: Department of Health Services
Telephone: 916-324-2208
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

# PHYSICAL SETTING SOURCE RECORDS SEARCHED

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

**STREET AND ADDRESS INFORMATION**

## 16.6 Interview Documentation

**No interviews were conducted due to the open and vacant nature of the property.**

## 16.8 Resume

**CHRISTOPHER M. KRALL P.G, C.E.G., REA**

**POSITION**: Principal Engineering Geologist

**EDUCATION**: B.S., Geology, University of Redlands, Redlands, California, 1985 Special Studies in Environmental Waste Management, University of California, Riverside Extension Program, Cal-OSHA Safety Training Program for Hazardous Waste Workers, Trench Excavation Safety

**EXPERIENCE**: Mr. Krall has performed numerous preliminary geotechnical investigations throughout southern California. He has conducted fault investigations along the San Andreas, San Jacinto, Elsinore-Whittier, Willard, Wildomar, Murrieta Hot Springs, Cucamonga, Casa Loma and Park Hills fault zones. Mr. Krall is experienced in percolation testing, geologic field mapping, subsurface explorations, aerial photo interpretations, seismic refraction surveys, laboratory testing and report preparations. In various localities, these studies have involved evaluation of slope stability, landslides, fault zones, seismicity, liquefaction, ground water conditions, grading requirements and other geologic conditions. Mr. Krall has served as the Project Manager for Assessment District 159 and 161 improvements in the Temecula area of Riverside County, California.

Mr. Krall has gained extensive practical experience on transportation related projects through his participation in a variety of highway and road improvement projects on major San Bernardino and Riverside County Highways. He has been involved in geotechnical investigations on five major highway projects in San Bernardino and Riverside Counties including: Highway 74/Ortega Highway; Highway 178/San Bernardino County; Interstate 10/San Bernardino County; Route 91/Riverside County; and Highway 60/Riverside County. Mr. Krall is knowledgeable and experienced in working with highway operating right-of-ways, encroachment permits and lane closure procedures, in accordance with Caltrans standards. Additionally, Mr. Krall has been involved in the preparation of Materials reports following Caltrans Test 130 procedures.

**ASSOCIATIONS/AFFILIATIONS:**
Member - Inland Geologic Society
Member - Geologic Society of America
Member - Association of Engineering Geologist

**REGISTRATIONS**:
Registered Geologist - State of California
Certified Engineering Geologist - State of California
Registered Environmental Assessor - State of California
Certified Concrete Technician - American Concrete Institute

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Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 09/05/2018
Case Description: Arbor Car Wash Site Preparation

**** Receptor #1 ****

Baselines (dBA)

| Description | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| Single-Family Residence | Residential | 69.7 | 52.2 | 52.2 |

Equipment

| Description | Impact Device | Usage (%) | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Grader | No | 40 | 85.0 | | 360.0 | 0.0 |
| Dozer | No | 40 | | 81.7 | 360.0 | 0.0 |
| Front End Loader | No | 40 | | 79.1 | 360.0 | 0.0 |
| Backhoe | No | 40 | | 77.6 | 360.0 | 0.0 |
| Tractor | No | 40 | 84.0 | | 360.0 | 0.0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Grader | 67.9 | 63.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 64.5 | 60.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Front End Loader | 62.0 | 58.0 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 60.4 | 56.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 66.9 | 62.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 67.9 | 68.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

**** Receptor #2 ****

Baselines (dBA)

| Description | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| Mulberry Ed. Center | Commercial | 69.7 | 52.2 | 52.2 |

Equipment

| Description | Impact Device | Spec Usage (%) | Actual Lmax (dBA) | Receptor Lmax (dBA) | Estimated Distance (feet) | Shielding (dBA) |
|---|---|---|---|---|---|---|
| Grader | No | 40 | 85.0 | | 205.0 | 0.0 |
| Dozer | No | 40 | | 81.7 | 205.0 | 0.0 |
| Front End Loader | No | 40 | | 79.1 | 205.0 | 0.0 |
| Backhoe | No | 40 | | 77.6 | 205.0 | 0.0 |
| Tractor | No | 40 | 84.0 | | 205.0 | 0.0 |

Results

| Equipment | Calculated (dBA) Lmax | Calculated (dBA) Leq | Day Lmax | Day Leq | Evening Lmax | Evening Leq | Night Lmax | Night Leq | Noise Limit Exceedance (dBA) Day Lmax | Day Leq | Evening Lmax | Evening Leq | Night Lmax | Night Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grader | 72.7 | 68.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 69.4 | 65.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Front End Loader | 66.9 | 62.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 65.3 | 61.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 71.7 | 67.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 72.7 | 73.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 09/05/2018
Case Description: Arbor Car Wash Paving

**** Receptor #1 ****

Baselines (dBA)

| Description | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| Single-Family Residence | Residential | 69.7 | 52.2 | 52.2 |

Equipment

| Description | Impact Device | Usage (%) | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Concrete Mixer Truck | No | 40 | | 78.8 | 360.0 | 0.0 |
| Paver | No | 50 | | 77.2 | 360.0 | 0.0 |
| Roller | No | 20 | | 80.0 | 360.0 | 0.0 |
| Backhoe | No | 40 | | 77.6 | 360.0 | 0.0 |
| Tractor | No | 40 | 84.0 | | 360.0 | 0.0 |
| Front End Loader | No | 40 | | 79.1 | 360.0 | 0.0 |
| All Other Equipment > 5 HP | No | 50 | 85.0 | | 360.0 | 0.0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Concrete Mixer Truck | 61.7 | 57.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 60.1 | 57.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Roller | 62.9 | 55.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 60.4 | 56.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 66.9 | 62.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Front End Loader | 62.0 | 58.0 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| All Other Equipment > 5 HP | 67.9 | 64.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 67.9 | 68.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

**** Receptor #2 ****

Baselines (dBA)

| Description | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| Mulberry Ed. Center | Commercial | 69.7 | 52.2 | 52.2 |

Equipment

| Description | Impact Device | Spec Usage (%) | Actual Lmax (dBA) | Receptor Lmax (dBA) | Estimated Distance (feet) | Shielding (dBA) |
|---|---|---|---|---|---|---|
| Concrete Mixer Truck | No | 40 | 78.8 | 205.0 | | 0.0 |
| Paver | No | 50 | 77.2 | 205.0 | | 0.0 |
| Roller | No | 20 | 80.0 | 205.0 | | 0.0 |
| Backhoe | No | 40 | 77.6 | 205.0 | | 0.0 |
| Tractor | No | 40 | 84.0 | 205.0 | | 0.0 |
| Front End Loader | No | 40 | 79.1 | 205.0 | | 0.0 |
| All Other Equipment > 5 HP | No | 50 | 85.0 | 205.0 | | 0.0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) Day | | Evening | | Night | | Noise Limit Exceedance (dBA) Day | | Evening | | Night | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Equipment | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Concrete Mixer Truck | 66.5 | 62.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 65.0 | 62.0 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Roller | 67.7 | 60.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 65.3 | 61.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 71.7 | 67.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Front End Loader | 66.9 | 62.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| All Other Equipment > 5 HP | 72.7 | 69.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 72.7 | 73.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 09/05/2018
Case Description: Arbor Car Wash Site Preparation

**** Receptor #1 ****

Baselines (dBA)

| Description | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| Single-Family Residence | Residential | 69.7 | 52.2 | 52.2 |

Equipment

| Description | Impact Device | Usage (%) | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Grader | No | 40 | 85.0 | | 360.0 | 0.0 |
| Dozer | No | 40 | | 81.7 | 360.0 | 0.0 |
| Front End Loader | No | 40 | | 79.1 | 360.0 | 0.0 |
| Backhoe | No | 40 | | 77.6 | 360.0 | 0.0 |
| Tractor | No | 40 | 84.0 | | 360.0 | 0.0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Grader | 67.9 | 63.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 64.5 | 60.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Front End Loader | 62.0 | 58.0 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 60.4 | 56.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 66.9 | 62.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 67.9 | 68.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

**** Receptor #2 ****

Baselines (dBA)

| Description | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| Mulberry Ed. Center | Commercial | 69.7 | 52.2 | 52.2 |

Equipment

| Description | Impact Device | Spec Usage (%) | Actual Lmax (dBA) | Receptor Lmax (dBA) | Estimated Distance (feet) | Shielding (dBA) |
|---|---|---|---|---|---|---|
| Grader | No | 40 | 85.0 | | 205.0 | 0.0 |
| Dozer | No | 40 | | 81.7 | 205.0 | 0.0 |
| Front End Loader | No | 40 | | 79.1 | 205.0 | 0.0 |
| Backhoe | No | 40 | | 77.6 | 205.0 | 0.0 |
| Tractor | No | 40 | 84.0 | | 205.0 | 0.0 |

Results

| Equipment | Calculated (dBA) Lmax | Calculated (dBA) Leq | Noise Limits (dBA) Day Lmax | Day Leq | Evening Lmax | Evening Leq | Night Lmax | Night Leq | Noise Limit Exceedance (dBA) Day Lmax | Day Leq | Evening Lmax | Evening Leq | Night Lmax | Night Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grader | 72.7 | 68.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 69.4 | 65.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Front End Loader | 66.9 | 62.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 65.3 | 61.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 71.7 | 67.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 72.7 | 73.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 09/05/2018
Case Description: Arbor Car Wash Demolition

**** Receptor #1 ****

Baselines (dBA)

| Description | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| Single-Family Residence | Residential | 69.7 | 52.2 | 52.2 |

Equipment

| Description | Impact Device | Usage (%) | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Concrete Saw | No | 20 | | 89.6 | 360.0 | 0.0 |
| Dozer | No | 40 | | 81.7 | 360.0 | 0.0 |
| Front End Loader | No | 40 | | 79.1 | 360.0 | 0.0 |
| Tractor | No | 40 | | 84.0 | 360.0 | 0.0 |
| Backhoe | No | 40 | | 77.6 | 360.0 | 0.0 |

Results

| Equipment | Calculated (dBA) Lmax | Calculated (dBA) Leq | Day Lmax | Day Leq | Evening Lmax | Evening Leq | Night Lmax | Night Leq | Day Lmax | Day Leq | Evening Lmax | Evening Leq | Night Lmax | Night Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Concrete Saw | 72.4 | 65.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 64.5 | 60.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Front End Loader | 62.0 | 58.0 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 66.9 | 62.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 60.4 | 56.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 72.4 | 68.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

**** Receptor #2 ****

Baselines (dBA)

| Description | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| Mulberry Ed. Center | Commercial | 69.7 | 52.2 | 52.2 |

Equipment

| Description | Impact Device | Spec Usage (%) | Actual Lmax (dBA) | Receptor Lmax (dBA) | Estimated Distance (feet) | Shielding (dBA) |
|---|---|---|---|---|---|---|
| Concrete Saw | No | 20 | 89.6 | 205.0 | | 0.0 |
| Dozer | No | 40 | 81.7 | 205.0 | | 0.0 |
| Front End Loader | No | 40 | 79.1 | 205.0 | | 0.0 |
| Tractor | No | 40 | 84.0 | 205.0 | | 0.0 |
| Backhoe | No | 40 | 77.6 | 205.0 | | 0.0 |

Results

| Equipment | Calculated (dBA) Lmax | Calculated (dBA) Leq | Noise Limits (dBA) Day Lmax | Day Leq | Evening Lmax | Evening Leq | Night Lmax | Night Leq | Noise Limit Exceedance (dBA) Day Lmax | Day Leq | Evening Lmax | Evening Leq | Night Lmax | Night Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Concrete Saw | 77.3 | 70.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 69.4 | 65.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Front End Loader | 66.9 | 62.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 71.7 | 67.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 65.3 | 61.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 77.3 | 73.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 09/05/2018
Case Description: Arbor Car Wash Construction

**** Receptor #1 ****

| Description | Land Use | Baselines (dBA) Daytime | Evening | Night |
|---|---|---|---|---|
| Single-Family Residence | Residential | 69.7 | 52.2 | 52.2 |

Equipment

| Description | Impact Device | Usage (%) | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Crane | No | 16 | | 80.6 | 360.0 | 0.0 |
| Welder / Torch | No | 40 | | 74.0 | 360.0 | 0.0 |
| Roller | No | 20 | | 80.0 | 360.0 | 0.0 |
| Backhoe | No | 40 | | 77.6 | 360.0 | 0.0 |
| Tractor | No | 40 | 84.0 | | 360.0 | 0.0 |
| Front End Loader | No | 40 | | 79.1 | 360.0 | 0.0 |
| All Other Equipment > 5 HP | No | 50 | 85.0 | | 360.0 | 0.0 |

Results

| | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Calculated (dBA) | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Crane | 63.4 | 55.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Welder / Torch | 56.9 | 52.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Roller | 62.9 | 55.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 60.4 | 56.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 66.9 | 62.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Front End Loader | 62.0 | 58.0 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| All Other Equipment > 5 HP | 67.9 | 64.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 67.9 | 68.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

**** Receptor #2 ****

Baselines (dBA)

| Description | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| Mulberry Ed. Center | Commercial | 69.7 | 52.2 | 52.2 |

Equipment

| Description | Impact Device | Usage (%) | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Crane | No | 16 | | 80.6 | 205.0 | 0.0 |
| Welder / Torch | No | 40 | | 74.0 | 205.0 | 0.0 |
| Roller | No | 20 | | 80.0 | 205.0 | 0.0 |
| Backhoe | No | 40 | | 77.6 | 205.0 | 0.0 |
| Tractor | No | 40 | 84.0 | | 205.0 | 0.0 |
| Front End Loader | No | 40 | | 79.1 | 205.0 | 0.0 |
| All Other Equipment > 5 HP | No | 50 | 85.0 | | 205.0 | 0.0 |

Results

| | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Calculated (dBA) | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Crane | 68.3 | 60.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Welder / Torch | 61.7 | 57.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Roller | 67.7 | 60.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 65.3 | 61.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 71.7 | 67.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Front End Loader | 66.9 | 62.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| All Other Equipment > 5 HP | 72.7 | 69.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 72.7 | 73.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 09/05/2018
Case Description: Arbor Car Wash Arch Coatings

**** Receptor #1 ****

Baselines (dBA)

| Description | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| Single-Family Residence | Residential | 69.7 | 52.2 | 52.2 |

Equipment

| Description | Impact Device | Usage (%) | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Compressor (air) | No | 40 | | 77.7 | 360.0 | 0.0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) Day | | Evening | | Night | | Noise Limit Exceedance (dBA) Day | | Evening | | Night | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Equipment | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Compressor (air) | 60.5 | 56.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 60.5 | 56.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

**** Receptor #2 ****

Baselines (dBA)

| Description | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| Mulberry Ed. Center | Commercial | 69.7 | 52.2 | 52.2 |

Equipment

| Description | Impact Device | Usage (%) | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Compressor (air) | No | 40 | | 77.7 | 205.0 | 0.0 |

Results

| | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Calculated (dBA) | Day | | Evening | | Night | | Day | | Evening | | Night | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Equipment | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Compressor (air) | 65.4 | 61.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 65.4 | 61.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 09/26/2018
Case Description: Hypothetical Retail Site Preparation

**** Receptor #1 ****

Baselines (dBA)

| Description | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| Single Faimly Residence | Residential | 69.7 | 52.2 | 52.2 |

Equipment

| Description | Impact Device | Usage (%) | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Grader | No | 40 | 85.0 | | 146.0 | 0.0 |
| Dozer | No | 40 | | 81.7 | 146.0 | 0.0 |
| Backhoe | No | 40 | | 77.6 | 146.0 | 0.0 |
| Front End Loader | No | 40 | | 79.1 | 146.0 | 0.0 |
| Tractor | No | 40 | 84.0 | | 146.0 | 0.0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Grader | 75.7 | 71.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 72.4 | 68.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 68.3 | 64.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Front End Loader | 69.8 | 65.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 74.7 | 70.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 75.7 | 76.0 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

**** Receptor #2 ****

Baselines (dBA)

| Description | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| Mulberry Ed. Center | Commercial | 69.7 | 52.2 | 52.2 |

Equipment

| Description | Impact Device | Spec Usage (%) | Actual Lmax (dBA) | Receptor Lmax (dBA) | Estimated Distance (feet) | Shielding (dBA) |
|---|---|---|---|---|---|---|
| Grader | No | 40 | 85.0 | | 308.0 | 0.0 |
| Dozer | No | 40 | | 81.7 | 308.0 | 0.0 |
| Backhoe | No | 40 | | 77.6 | 308.0 | 0.0 |
| Front End Loader | No | 40 | | 79.1 | 308.0 | 0.0 |
| Tractor | No | 40 | 84.0 | | 308.0 | 0.0 |

Results

| Equipment | Calculated (dBA) Lmax | Calculated (dBA) Leq | Day Lmax | Day Leq | Evening Lmax | Evening Leq | Night Lmax | Night Leq | Noise Limit Exceedance (dBA) Day Lmax | Day Leq | Evening Lmax | Evening Leq | Night Lmax | Night Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grader | 69.2 | 65.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 65.9 | 61.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 61.8 | 57.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Front End Loader | 63.3 | 59.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 68.2 | 64.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 69.2 | 69.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 09/26/2018
Case Description: Hypothetical Retail Paving

**** Receptor #1 ****

| Description | Land Use | Baselines (dBA) Daytime | Evening | Night |
|---|---|---|---|---|
| Single Family Residence | Residential | 69.7 | 52.2 | 52.2 |

Equipment

| Description | Impact Device | Usage (%) | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Concrete Mixer Truck | No | 40 | | 78.8 | 146.0 | 0.0 |
| Paver | No | 50 | | 77.2 | 146.0 | 0.0 |
| All Other Equipment > 5 HP | No | 50 | | 85.0 | 146.0 | 0.0 |
| Roller | No | 20 | | 80.0 | 146.0 | 0.0 |
| Backhoe | No | 40 | | 77.6 | 146.0 | 0.0 |
| Front End Loader | No | 40 | | 79.1 | 146.0 | 0.0 |
| Tractor | No | 40 | | 84.0 | 146.0 | 0.0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) Day | | Evening | | Night | | Noise Limit Exceedance (dBA) Day | | Evening | | Night | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Equipment | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Concrete Mixer Truck | 69.5 | 65.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 67.9 | 64.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| All Other Equipment > 5 HP | 75.7 | 72.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Roller | 70.7 | 63.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 68.3 | 64.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Front End Loader | 69.8 | 65.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 74.7 | 70.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 75.7 | 76.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

**** Receptor #2 ****

Baselines (dBA)

| Description | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| Mulberry Ed. Center | Commercial | 69.7 | 52.2 | 52.2 |

Equipment

| Description | Impact Device | Usage (%) | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Concrete Mixer Truck | No | 40 | | 78.8 | 308.0 | 0.0 |
| Paver | No | 50 | | 77.2 | 308.0 | 0.0 |
| All Other Equipment > 5 HP | No | 50 | | 85.0 | 308.0 | 0.0 |
| Roller | No | 20 | | 80.0 | 308.0 | 0.0 |
| Backhoe | No | 40 | | 77.6 | 308.0 | 0.0 |
| Front End Loader | No | 40 | | 79.1 | 308.0 | 0.0 |
| Tractor | No | 40 | | 84.0 | 308.0 | 0.0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) Day | | Evening | | Night | | Noise Limit Exceedance (dBA) Day | | Evening | | Night | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Equipment | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Concrete Mixer Truck | 63.0 | 59.0 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 61.4 | 58.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| All Other Equipment > 5 HP | 69.2 | 66.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Roller | 64.2 | 57.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 61.8 | 57.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Front End Loader | 63.3 | 59.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 68.2 | 64.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 69.2 | 70.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 09/26/2018
Case Description: Hypothetical Retail Grading

**** Receptor #1 ****

Baselines (dBA)

| Description | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| Single Family Residence | Residential | 69.7 | 52.0 | 52.2 |

Equipment

| Description | Impact Device | Usage (%) | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Grader | No | 40 | 85.0 | | 146.0 | 0.0 |
| Dozer | No | 40 | | 81.7 | 146.0 | 0.0 |
| Backhoe | No | 40 | | 77.6 | 146.0 | 0.0 |
| Front End Loader | No | 40 | | 79.1 | 146.0 | 0.0 |
| Tractor | No | 40 | 84.0 | | 146.0 | 0.0 |

Results

| | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Calculated (dBA) | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Grader | 75.7 | 71.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 72.4 | 68.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 68.3 | 64.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Front End Loader | 69.8 | 65.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 74.7 | 70.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 75.7 | 76.0 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

**** Receptor #2 ****

Baselines (dBA)

| Description | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| Mulberry Ed. Center | Commercial | 69.7 | 52.2 | 52.2 |

Equipment

| Description | Impact Device | Spec Usage (%) | Actual Lmax (dBA) | Receptor Lmax (dBA) | Estimated Distance (feet) | Shielding (dBA) |
|---|---|---|---|---|---|---|
| Grader | No | 40 | 85.0 | | 308.0 | 0.0 |
| Dozer | No | 40 | | 81.7 | 308.0 | 0.0 |
| Backhoe | No | 40 | | 77.6 | 308.0 | 0.0 |
| Front End Loader | No | 40 | | 79.1 | 308.0 | 0.0 |
| Tractor | No | 40 | 84.0 | | 308.0 | 0.0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) Day | | Evening | | Night | | Noise Limit Exceedance (dBA) Day | | Evening | | Night | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Equipment | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Grader | 69.2 | 65.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 65.9 | 61.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 61.8 | 57.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Front End Loader | 63.3 | 59.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 68.2 | 64.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 69.2 | 69.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 09/26/2018
Case Description: Hypothetical Retail Construction

**** Receptor #1 ****

Baselines (dBA)

| Description | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| Single Family Residence | Residential | 69.7 | 52.2 | 52.2 |

Equipment

| Description | Impact Device | Usage (%) | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Crane | No | 16 | | 80.6 | 146.0 | 0.0 |
| All Other Equipment > 5 HP | No | 50 | 85.0 | | 146.0 | 0.0 |
| Generator | No | 50 | | 80.6 | 146.0 | 0.0 |
| Backhoe | No | 40 | | 77.6 | 146.0 | 0.0 |
| Front End Loader | No | 40 | | 79.1 | 146.0 | 0.0 |
| Tractor | No | 40 | 84.0 | | 146.0 | 0.0 |
| Welder / Torch | No | 40 | | 74.0 | 146.0 | 0.0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Crane | 71.2 | 63.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| All Other Equipment > 5 HP | 75.7 | 72.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Generator | 71.3 | 68.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 68.3 | 64.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Front End Loader | 69.8 | 65.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 74.7 | 70.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Welder / Torch | 64.7 | 60.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 75.7 | 76.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

**** Receptor #2 ****

Baselines (dBA)

| Description | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| Mulberry Ed. Center | Commercial | 69.7 | 52.2 | 52.2 |

Equipment

| Description | Impact Device | Usage (%) | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Crane | No | 16 | | 80.6 | 308.0 | 0.0 |
| All Other Equipment > 5 HP | No | 50 | 85.0 | | 308.0 | 0.0 |
| Generator | No | 50 | | 80.6 | 308.0 | 0.0 |
| Backhoe | No | 40 | | 77.6 | 308.0 | 0.0 |
| Front End Loader | No | 40 | | 79.1 | 308.0 | 0.0 |
| Tractor | No | 40 | 84.0 | | 308.0 | 0.0 |
| Welder / Torch | No | 40 | | 74.0 | 308.0 | 0.0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) Day | | Evening | | Night | | Noise Limit Exceedance (dBA) Day | | Evening | | Night | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Equipment | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Crane | 64.8 | 56.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| All Other Equipment > 5 HP | 69.2 | 66.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Generator | 64.8 | 61.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 61.8 | 57.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Front End Loader | 63.3 | 59.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 68.2 | 64.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Welder / Torch | 58.2 | 54.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 69.2 | 70.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 09/26/2018
Case Description: Hypothetical Retail Arch Coatings

**** Receptor #1 ****

Baselines (dBA)

| Description | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| Single Family Residence | Residential | 69.7 | 52.2 | 52.2 |

Equipment

| Description | Impact Device | Usage (%) | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Compressor (air) | No | 40 | | 77.7 | 146.0 | 0.0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Compressor (air) | 68.4 | 64.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 68.4 | 64.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

**** Receptor #2 ****

Baselines (dBA)

| Description | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| Mulberry Ed. Center | Commercial | 69.7 | 52.2 | 52.2 |

Equipment

| Description | Impact Device | Usage (%) | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Compressor (air) | No | 40 | | 77.7 | 308.0 | 0.0 |

Results

| | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Calculated (dBA) | Day | | Evening | | Night | | Day | | Evening | | Night | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Equipment | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Compressor (air) | 61.9 | 57.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 61.9 | 57.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

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Ldn Consulting, Inc.
42428 Chisolm Trail, Murrieta CA 92562 phone 760-473-1253
www.ldnconsulting.net fax 760-689-4943

October 8, 2018

Alan Smith
Owner / Developer
12549 Overland Drive
Rancho Cucamonga, CA 91739

**Subject: The Arbor Carwash Facility Operational Noise Assessment in the City of Rancho Cucamonga CA**

Ldn Consulting is pleased to submit the following noise impact analysis for the proposed Arbors Carwash Project (project). The purpose of this assessment is to evaluate operational noise levels from the proposed car wash, and central vacuum equipment. The calculated noise levels have been propagated to the nearest potential habitat using the logarithmic relationship describing the acoustical spreading or drop off rate of 6 dB per doubling of distance from the source. The propagated noise levels are then compared to the applicable City standards.

## PROJECT LOCATION/DESCRIPTION

The project consists of a carwash facility and is proposing a drive thru carwash building. The project site is located at 9744 Arrow Route in Rancho Cucamonga, CA. The proposed project site vicinity map is provided in Figure 1.

The project site is surrounded by commercial uses to the west and across Arrow Route, a school use to the north and a residential property to the east. It should be noted: the residential property to the east is looking to rezone that property to commercial. The proposed site configuration can be seen in Figure 2.

## CITY OF RANCHO CUCAMONGA NOISE STANDARDS

Section 17.66.050 of the City of Rancho Cucamonga's municipal code regulates exterior noise levels. The noise ordinance provides Noise Standards relative to community noise level exposure, guidelines, and regulations. Pursuant to Municipal Code Section 17.66.050(F), exterior noise levels should not exceed 65 dBA between the hours of 7:00 AM and 10:00 PM at residential uses. The City of Rancho Cucamonga has adopted performance standards for commercial and office uses. All commercial and office uses shall not create any noise that would exceed an exterior noise level of 70 dBA when measured at the adjacent property line between the hours of 7:00 AM and 10:00 PM.

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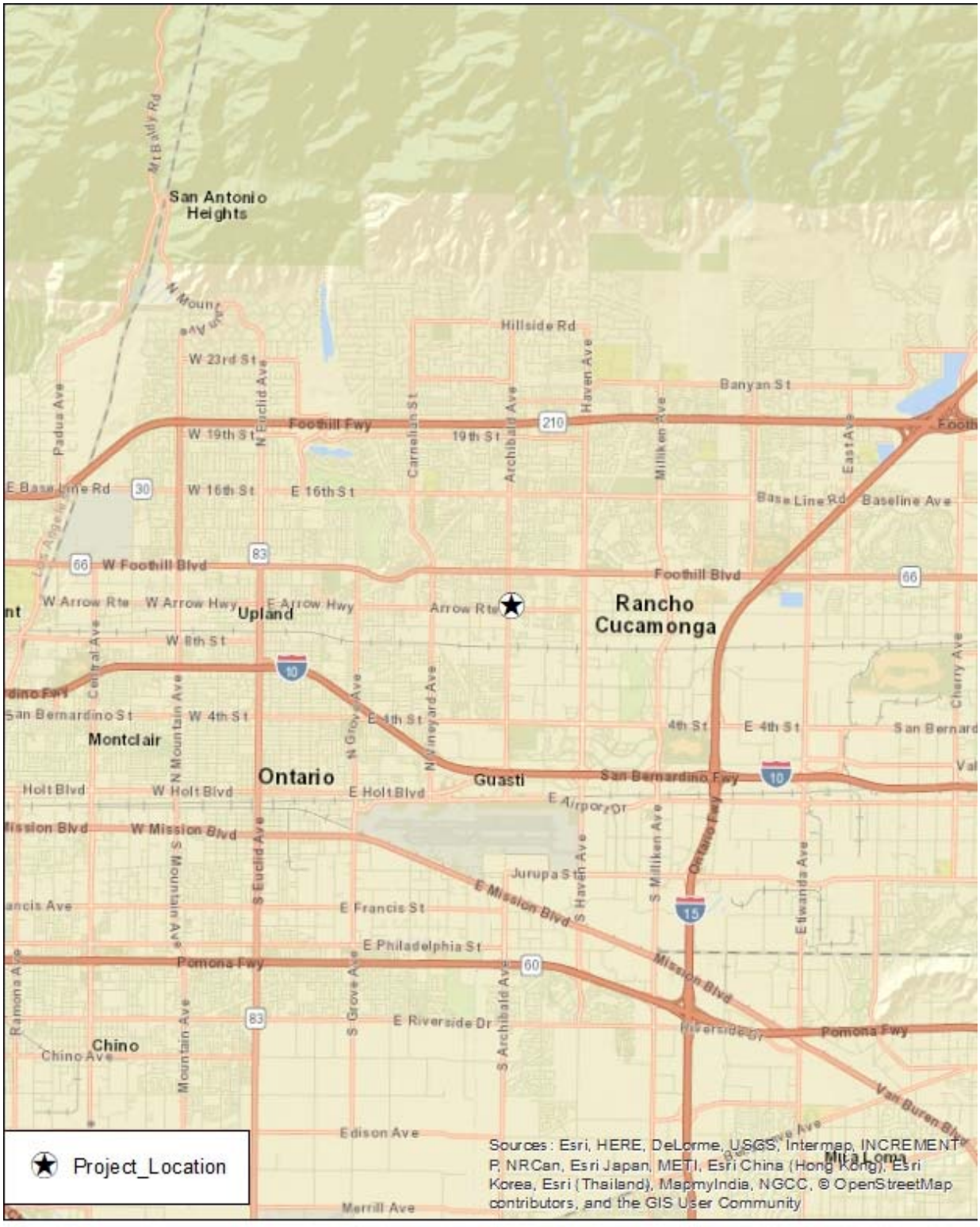


**Figure 1: Project Vicinity Map**

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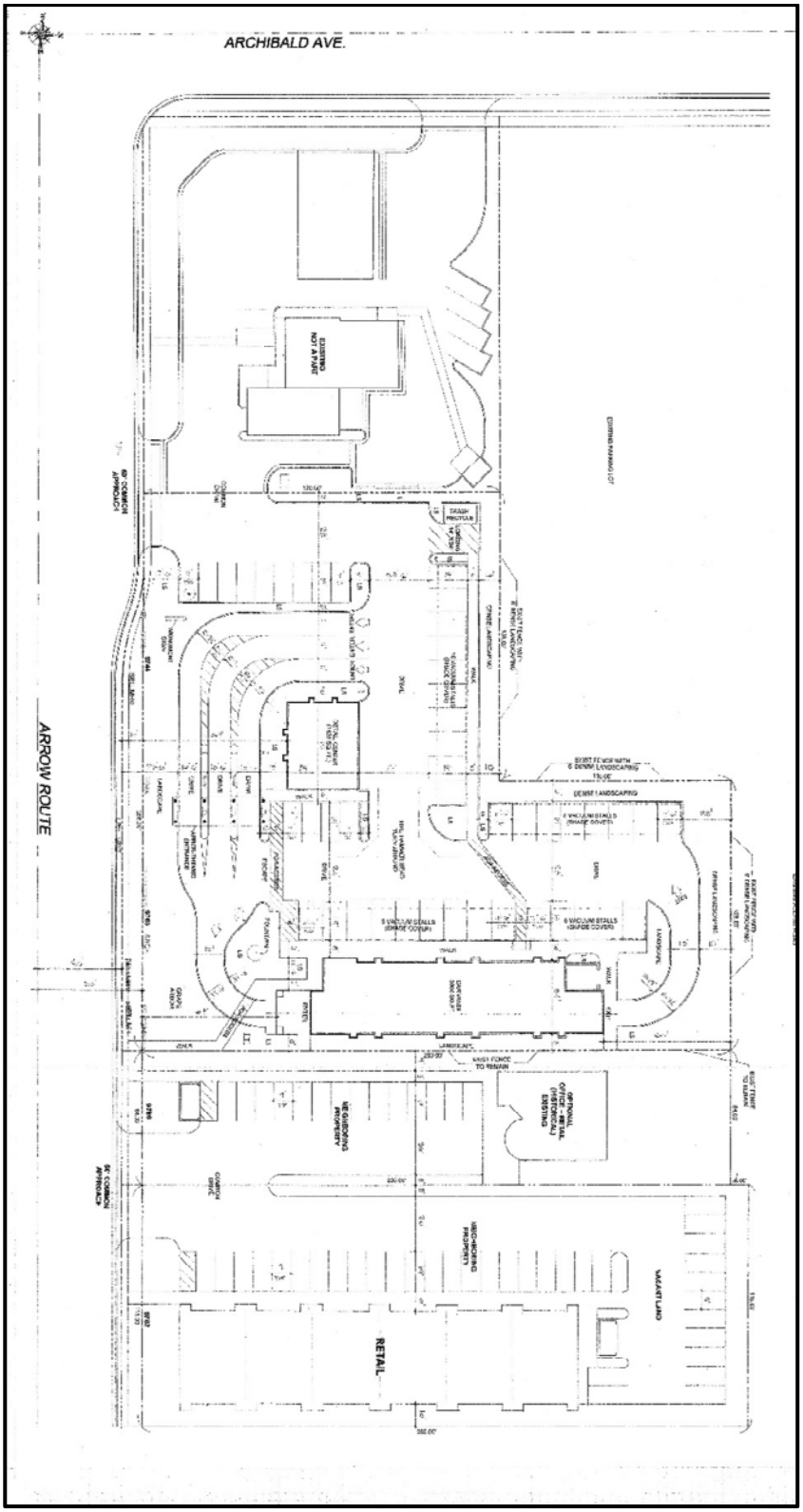


**Figure 2: Proposed Site Plan**

**Ldn Consulting, Inc.**
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Murrieta CA 92562
phone 760-473-1253

## Existing Setting

Noise level measurements were conducted between the hours of 12:00 p.m. and 1:30 p.m. on May 9, 2018. Noise measurements were taken with a Larson Davis Model LxT Type 1 sound level meter set on "slow" response and "A-weighting." The meter was positioned 5 feet above the existing ground elevation at all measurement locations. The sound level meter was calibrated before and after each measurement using a Larson-Davis calibrator, Model CAL 200. Table 1 provides a summary of the noise level measurement and detailed measurement data is included in ***Attachment A***. The Measurement location is shown in Figure 3.

**Table 1: Summary of Noise Level Measurements**

| ID | Location Description | Noise Level (dBA) | | |
|---|---|---|---|---|
| | | Leq | Lmin | Lmax |
| 1 | Central of site at northern property line – set back from roadways | 63.4 | 37.1 | 90.8 |

## ANALYSIS PROCEDURES

### Proposed Carwash and Central Vacuum

The applicant proposes to place a carwash along with blower fans for drying vehicles. The applicant proposes to utilize a Peco Automated Car Wash system, the manufacturer's noise specification is provided in ***Attachment B***. The carwash entrance and exist would be oriented from the south to the north and the blowers would be located on the northern end of the building. The blowers would be located at least 8 feet in the tunnel and would be partially blocked by the building. The blowers would be located approximately 85 feet from the property line to the north. The location of the blowers is shown in Figure 3.

The applicant proposes to utilize a central vacuum unit, a VacuTech (60 HP Turbine Vacuum Producer), or equivalent, placed at the northwestern end of the building. The manufacturer's noise specification is provided in ***Attachment B***. The modeling includes an 8-foot high wall located around the central vacuum. The location of the central vacuum is shown in Figure 3.

### Proposed HVAC

Rooftop mechanical ventilation units (HVAC) will be installed on the proposed buildings. In order to evaluate the HVAC noise impacts, the analysis utilized reference noise level measurements provided by Trane. The unshielded noise levels for the HVAC units was found to be 78-80 dBA as can be seen in ***Attachment B***.

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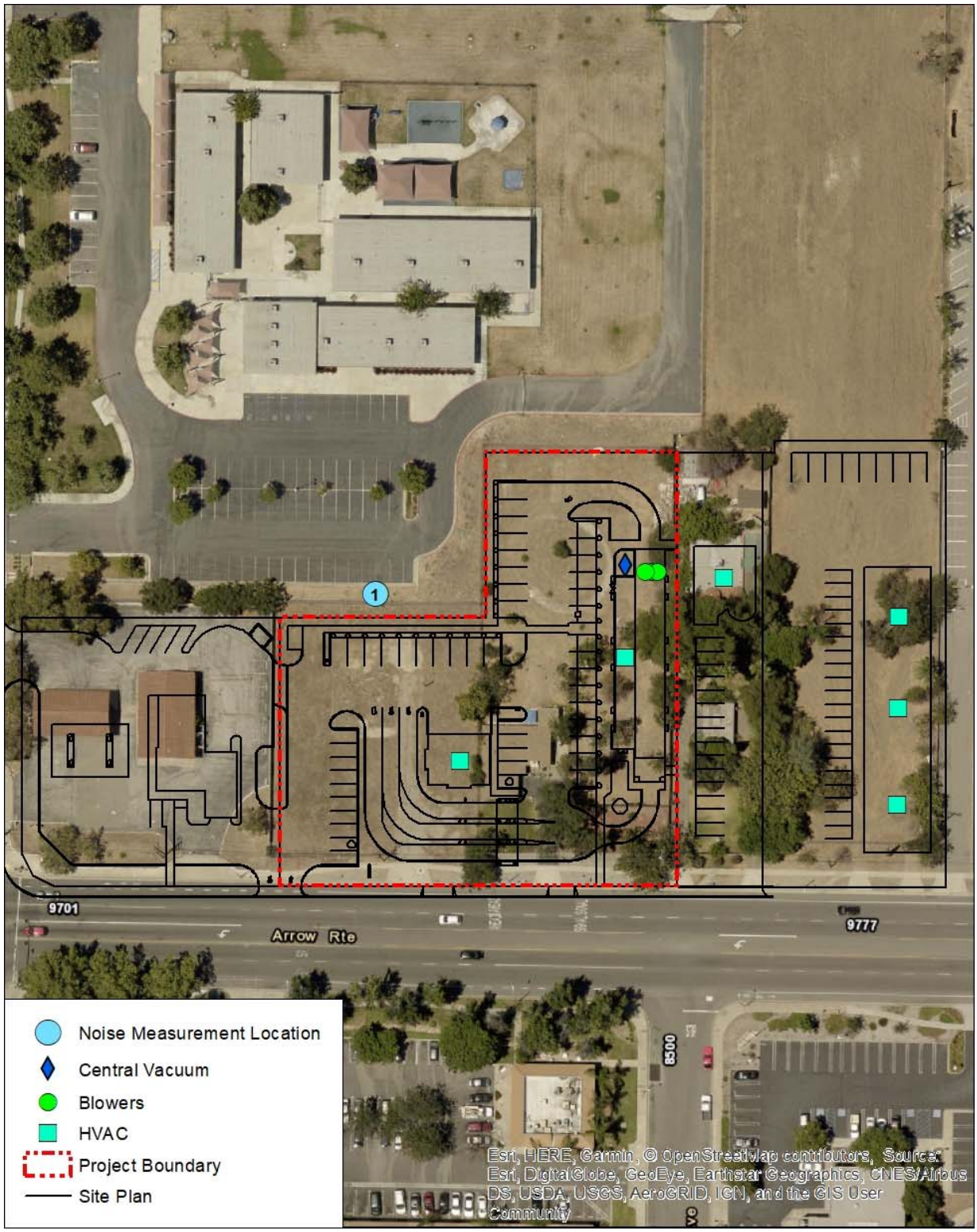


**Figure 3 Proposed Site Configuration**

**Ldn Consulting, Inc.**
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*Murrieta CA 92562*
*phone 760-473-1253*

## Operational Noise Modeling

Noise levels from the proposed operation activities were modeled with SoundPLAN Essential, version 4.1, a three-dimensional acoustical modeling software package (NAVCON 2017). Propagation of modeled stationary noise sources was based on ISO Standard 9613-2, "Attenuation of Sound during Propagation Outdoors, Part 2: General Method of Calculation." The model includes digital terrain modeling, which allows the calculation to take topography into account. The terrain model was developed from project specific topographical data. The ISO Standard 9613-2 assumes that all receptors would be downwind of stationary sources. This is a worst-case assumption for total noise impacts, since, in reality, only some receptors will be downwind at any one time.

Typical increases or decreases of sound levels depend on the ground absorption factor between the source and receiver. Acoustically hard sites include surfaces, such as pavement, bare hard ground, water, and ice, with high reflectivity (i.e., 0.0 absorption). A higher ground factor defines more absorptive ground, such as vegetation or tilled and loose soil (typically 0.5 to 1.0). Based on field observations, portions of the site and off site uses are considered acoustically soft, or absorptive, therefore, an acoustic ground factor of 0.5 was used for modeling. The modeled source noise levels are presented in Table 2. Elevations were taken from the project plans.

**Table 2: Operational Reference Noise Levels (dBA)**

| Noise Source | Number of Sources | Reference Sound Power Level[1] |
|---|---|---|
| Carwash Blowers | 3 | 90.5 |
| Central Vacuum | 1 | 89.7 |
| 3-Ton HVAC | 2 | 78.0 |
| 5-Ton HVAC | 3 | 80.0 |

[1] Reference Noise Level provided in Attachments.

The results of the noise modeling at specific points are shown in Table 3. The results of the noise modeling along with the receiver locations are shown are shown in Figure 4 for the unmitigated scenario. As shown in Table 3 and Figure 4, noise levels would not exceed the City's standards for adjacent properties. Therefore, no noise abatement measure is required to comply with City standards.

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**Table 3: Operational Noise Levels (dBA)**

| Receiver | Without Mitigation |
|---|---|
| R-1 | 60 |
| R-2 | 59 |
| R-3 | 42 |
| R-4 | 33 |
| R-5 | 37 |
| R-6 | 34 |
| R-7 | 43 |
| R-8 | 40 |

## FINDINGS

Operational noise levels would not exceed City standards at adjacent properties with the following design features:

1. *The carwash dryer system shall not to exceed 82.5 dBA unmitigated noise level at 5 feet and shall be set back within the carwash tunnel approximately eight feet from the exit allowing the tunnel structure to function as a sound attenuation barrier.*
2. *All carwash supporting equipment including pumps, compressors, and vacuum motor and canister system shall be installed within a dedicated equipment room equipped with passive rooftop ventilation.*
3. *In order to meet daytime noise limits as defined in the Escondido Noise Ordinance, the carwash must cease operating no later than 10:00 p.m.*

No noise abatement measures are required or recommended. If you have any questions, please contact me directly at (760) 473-1253.

Sincerely,
**Ldn Consulting, Inc.**

Jeremy Louden, Principal

**ATTACHMENTS** A – Measurement Data
B – Sound Reference Data

Alan Smith
Owner / Developer
12549 Overland Drive
Rancho Cucamonga, CA 91739

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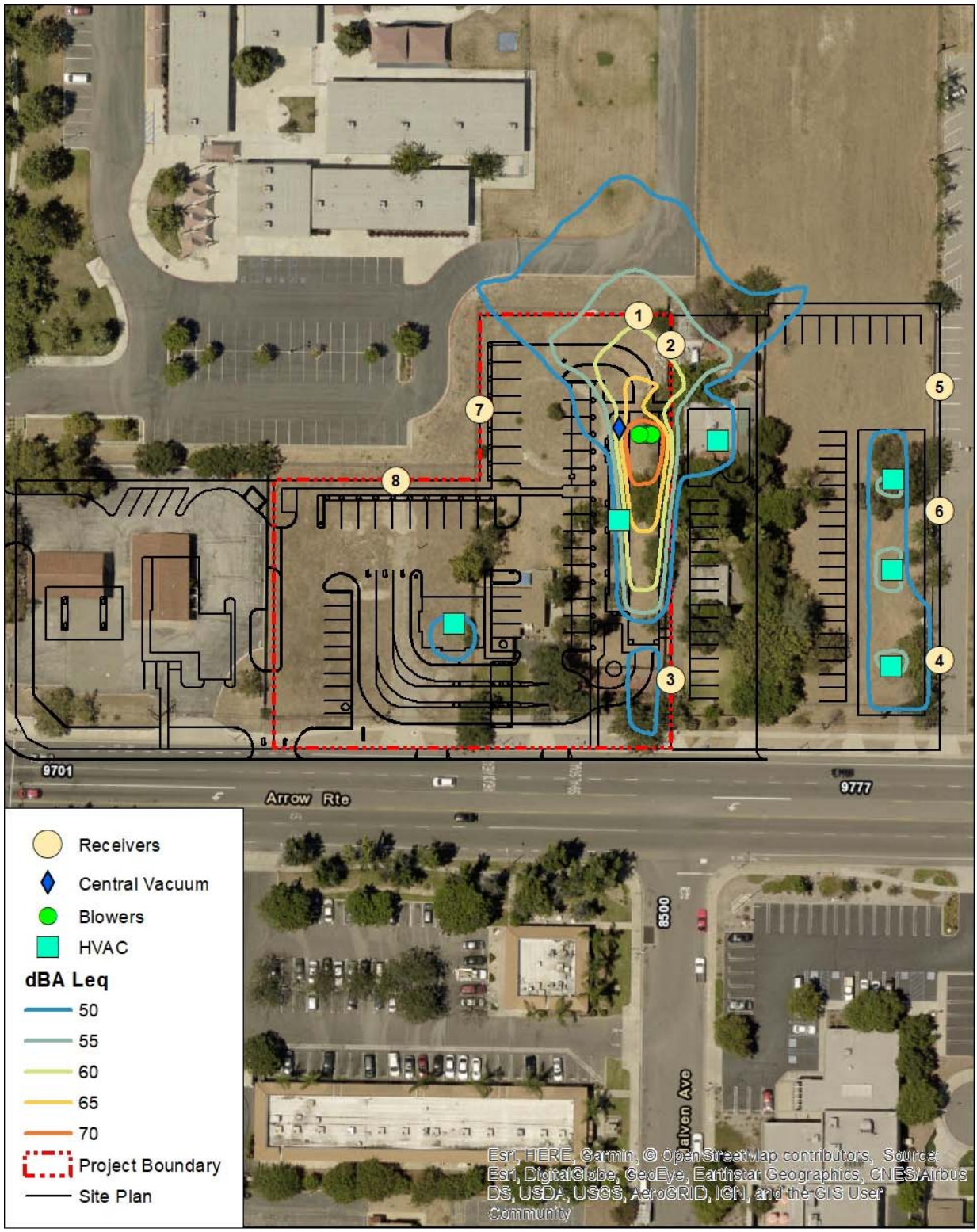



**Figure 4 Unmitigated Noise Level Contours**

# Attachment A: Ambient Noise Levels

| General Information | |
|---|---|
| Serial Number | 21733 |
| Model | 703+ |
| User | |
| Job Description | |
| Location | |
| Start Time | Wednesday, 9 May 2018 12:00:14 |
| Stop Time | Wednesday, 9 May 2018 13:30:14 |
| Run Time | 01:30:00 |
| Pre Calibration | 12:00:01 |
| Post Calibration | 13:30:26 |
| Calibration Deviation | 60 Sec. |
| Sample Interval | |

| Note |
|---|

| Results | Dose 4 | |
|---|---|---|
| Dose | 1.3 | % |
| Projected Dose | 6.9 | % |
| Leq | 63.4 | dBA |
| TWA | 63.4 | dBA |
| TWA (8) | 56.1 | dBA |
| Lmax | 90.8 | dBA |
| Lpeak (max) | 122.8 | dB |
| SEA | 125.8 | dB |
| Lmin | 37.1 | dBA |
| Lep (8) | 56.1 | dBA |
| SE | 0.0 | Pa²hr |
| Overload? | | Yes |

| Statistics | | |
|---|---|---|
| L10 | 60.0 | dBA |
| L30 | 56.5 | dBA |
| L50 | 54.5 | dBA |
| L70 | 53.0 | dBA |
| L90 | 51.0 | dBA |

| Settings | | |
|---|---|---|
| Exchange Rate | 3 | |
| Threshold | 0 | dBA |
| Criterion Level | 75 | dBA |
| Criterion Duration | 8 | hours |
| RMS Weight | A Weighting | |
| Peak Weight | Unweighted | |
| Detector | Slow | |
| Gain | 30 | dB |

***Measurement Results***

The results of all measurements, in the form of print-outs directly from the sound level meter, can be found following this report. All measurements were taken as 15-second averages. For clarity, the results of the ⅓-octave band measurements are listed below. For comparison, I have included the test results from our measurements taken on your original blower (1 motor configuration) in 1998.

⅓-Octave Band Sound Pressure Levels, in decibels (dB)

| Center Frequency (Hz) | 5 Feet from Blowers (4 motor system) | 20 Feet from Blowers (4 motor system) | *5 Feet from Blower (1 motor - 1998 test)* |
|---|---|---|---|
| 25 | 76.1 | 70.2 | *67.3* |
| 31.5 | 76.6 | 71.9 | *71.4* |
| 40 | 76.8 | 72.0 | *75.5* |
| 50 | 78.4 | 74.2 | *79.3* |
| 63 | 77.8 | 72.8 | *85.3* |
| 80 | 77.3 | 74.8 | *81.9* |
| 100 | 78.1 | 74.0 | *83.7* |
| 125 | 80.0 | 73.7 | *83.3* |
| 160 | 75.9 | 73.8 | *86.4* |
| 200 | 77.0 | 73.9 | *85.9* |
| 250 | 81.7 | 73.7 | *88.5* |
| 315 | 79.3 | 75.0 | *90.5* |
| 400 | 83.6 | 80.5 | *97.0* |
| 500 | 76.9 | 73.7 | *96.2* |
| 630 | 67.0 | 70.8 | *96.5* |
| 800 | 67.1 | 63.7 | *89.7* |
| 1,000 | 66.4 | 64.9 | *88.5* |
| 1,250 | 64.5 | 64.5 | *84.7* |
| 1,600 | 65.8 | 63.7 | *82.4* |
| 2,000 | 64.5 | 61.5 | *83.0* |
| 2,500 | 61.4 | 59.4 | *80.3* |
| 3,150 | 61.5 | 58.3 | *78.5* |
| 4,000 | 59.5 | 56.8 | *76.4* |
| 5,000 | 57.9 | 54.1 | *74.0* |
| 6,300 | 54.5 | 49.9 | *72.5* |
| 8,000 | 51.3 | 48.8 | *70.6* |
| 10,000 | 49.6 | 44.5 | *68.9* |
| 12,500 | 47.2 | 42.2 | *67.1* |
| 16,000 | 44.9 | 38.4 | *64.3* |
| 20,000 | 38.9 | 32.8 | *59.9* |
| Overall (sum): | 90.5 dB | 86.4 dB | *103.0 dB* |
| **A-Weighted:** | **82.5 dBA** | **79.4 dBA** | ***99.8 dBA*** |

Please note that even though the data are listed to the nearest 0.1 decibel, accuracy beyond the nearest whole decibel should not be expected.

**SOUND LEVEL METER READINGS**

**MODEL: FT-DD-T460HP3** (60HP TURBINE VACUUM PRODUCER)

**READING ONE:** 72 DB-A, 10 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

**READING TWO:** 65 DB-A, 20 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

**READING THREE:** 59 DB-A, 30 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

**SOUND LEVEL METER USED:**

SIMPSON MODEL #40003 – MSHA APPROVED.
MEETS OSHA & WALSH-HEALY REQUIREMENTS FOR NOISE CONTROL.
CONFORMS TO ANSI S1.4-1983, IEC 651 SPECS FOR METER TYPE.

**NOTE: THESE READINGS WERE TAKEN OUTSIDE ON CONCRETE SLAB NO ENCLOSURE.**

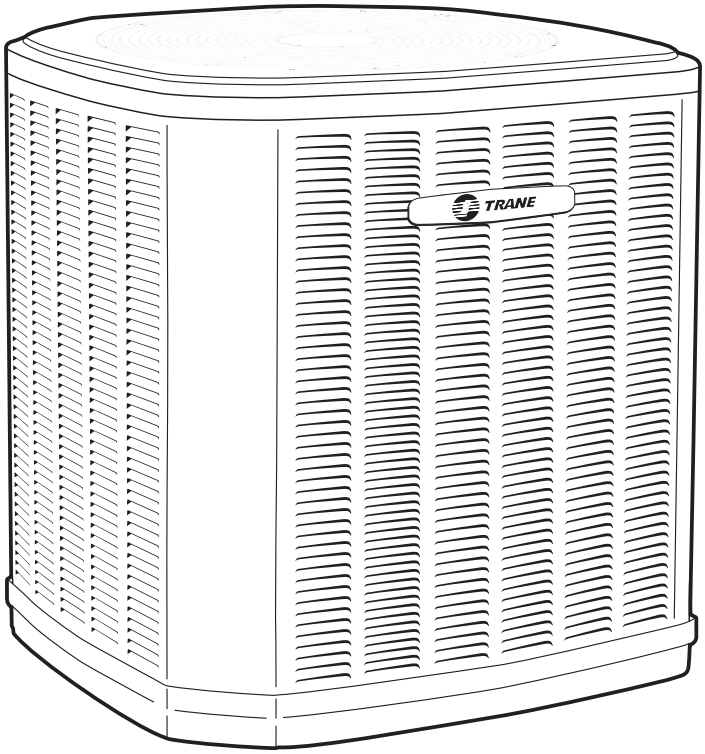
*Vacutech*
*1350 Hi-Tech Drive, Sheridan WY, 82801*
*PHONE: (800) 917-9444 FAX: (303) 675-1988*
*EMAIL: info@vacutechllc*
*WEB SITE: vacutechllc.com*

TRANE®

# Split System Cooling Product Data

## Three Phase
### 4TTA3

### 2½ – 5 Tons




PUB. NO. 22-1791-14-EN

# Features and Benefits

- All aluminum **Spine Fin**™ coil
- **WeatherGuard**™ fasteners
- **Quick-Sess**™ cabinet, service access and refrigerant connections with full coil protection
- **DuraTuff**™ base, fast complete drain, weatherproof
- **Comfort "R"**™ mode approved
- Glossy corrosion resistant finish
- Internal compressor high/low pressure and temperature protection
- Liquid line filter-drier
- Polyslate gray cabinet with anthracite gray badge and cap
- R-410A refrigerant
- Low Pressure Switch
- High Pressure Switch
- Compressor Sump Heat
- S.E.E.T. design testing
- 100% line run test
- Low ambient cooling to 55°F as shipped
- Low ambient cooling to 30°F with AY28X079
- Low ambient cooling to 0°F with BAYLOAM103

- **Extended warranties available**

# Contents

TRANE®

# General Data

## Product Specifications

| Model No. ① | 4TTA3030A3 | 4TTA3030A4 | 4TTA3036B3 | 4TTA3036B4 |
|---|---|---|---|---|
| Electrical Data V/Ph/Hz ② | 200/230/3/60 | 460/3/60 | 208/230/3/60 | 460/3/60 |
| Min Cir Ampacity | 10 | 5 | 14 | 8 |
| Max Fuse Size (Amps) | 15 | 15 | 20 | 15 |
| Compressor | RECIP | RECIP | SCROLL | SCROLL |
| RL Amps - LR Amps | 7.4 - 54.9 | 3.7 - 28 | 10.4 - 73 | 5.8 - 38 |
| Outdoor Fan FL Amps | 0.7 | 0.4 | 0.56 | 0.4 |
| Fan HP | 1/8 | 1/8 | 1/8 | 1/8 |
| Fan Dia (inches) | 23.0 | 23.0 | 23.0 | 23.0 |
| Coil | Spine Fin™ | Spine Fin™ | Spine Fin™ | Spine Fin™ |
| Refrigerant R-410A | 5/11-LB/OZ | 5/11-LB/OZ | 5/12-LB/OZ | 5/12-LB/OZ |
| Line Size - (in.) O.D. Gas ③ | 3/4 | 3/4 | 3/4 | 3/4 |
| Line Size - (in.) O.D. Liquid ③ | 3/8 | 3/8 | 3/8 | 3/8 |
| Charge Spec. Subcooling | 10° | 10° | 10° | 10° |
| Dimensions H x W x D (Crated) | 38 x 30.1 x 33 | 38 x 30.1 x 33 | 34 x 30.1 x 33 | 34 x 30.1 x 33 |
| Weight - Shipping | 224 | 222 | 176 | 176 |
| Weight - Net | 197 | 195 | 149 | 149 |
| Start Components | NO | NO | NO | NO |
| Sound Enclosure | NO | NO | NO | NO |
| Compressor Sump Heat | YES | YES | YES | YES |
| **Optional Accessories:** ④ | | | | |
| Anti-short Cycle Timer | TAYASCT501A | TAYASCT501A | TAYASCT501A | TAYASCT501A |
| Evaporator Defrost Control | AY28X079 | AY28X079 | AY28X079 | AY28X079 |
| Rubber Isolator Kit | BAYISLT101 | BAYISLT101 | BAYISLT101 | BAYISLT101 |
| Snow/Sand Legs - Base & Cap 4" High | BAYLEGS002 | BAYLEGS002 | BAYLEGS002 | BAYLEGS002 |
| Snow/Sand Legs - 4" Extension | BAYLEGS003 | BAYLEGS003 | BAYLEGS003 | BAYLEGS003 |
| Indoor Fan Delay Kit | BAY24X045 | BAY24X045 | BAY24X045 | BAY24X045 |
| Sound Enclosure | BAYSDEN001 | BAYSDEN001 | BAYSDEN003 | BAYSDEN003 |
| Extreme Condition Mounting Kit | BAYECMT001 | BAYECMT001 | BAYECMT001 | BAYECMT001 |
| Seacoast Kit | BAYSEAC001 | BAYSEAC001 | BAYSEAC001 | BAYSEAC001 |
| Low Ambient Kit | BAYLOAM103 | BAYLOAM103 | BAYLOAM103 | BAYLOAM103 |
| Refrigerant Lineset ⑤ | TAYREFLN2* | TAYREFLN2* | TAYREFLN7* | TAYREFLN7* |

① Certified in accordance with the Unitary Air-Conditioner equipment certification program which is based on AHRI Standard 210/240.
② Calculated in accordance with N.E.C. Only use HACR circuit breakers or fuses.
③ Standard line lengths - 60'. Standard lift - 60' Suction and Liquid line.
For greater lengths and lifts refer to refrigerant piping software Pub# 32-3312-0†. (†denotes latest revision)
④ For accessory description and usage, see page 5.
⑤ * = 15, 20, 25, 30, 40 and 50 foot lineset available.

## A-Weighted Sound Power Level [dB(A)]

| MODEL | SOUND POWER LEVEL [dB(A)] | A_WEIGHTED FULL OVTAVE SOUND POWER LEVEL dB - [dB(A)] | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 63 | 125 | 250 | 500 | 1000 | 2000 | 4000 | 8000 |
| 4TTA3030A3/4 | 78 | 49 | 60.2 | 66 | 70.3 | 71.4 | 69.8 | 60.4 | 53 |
| 4TTA3036B3/4 | 78 | 45.5 | 58.7 | 63.1 | 69.7 | 70 | 68.1 | 59 | 49.8 |
| 4TTA3042D3/4 | 79 | 47.5 | 64.5 | 67 | 75.3 | 74 | 70.7 | 62.2 | 52.8 |
| 4TTA3048D3/4 | 79 | 47.4 | 60 | 66.9 | 75.3 | 73.5 | 70.3 | 62 | 51.4 |
| 4TTA3060D3/4 | 80 | 47.3 | 55.7 | 69 | 72.7 | 75.8 | 69.4 | 62.2 | 53.3 |

Note: Rated in accordance with AHRI Stnadard 270-2008

# General Data

## Product Specifications

| Model No. ① | 4TTA3042D3 | 4TTA3042D4 | 4TTA3048D3 | 4TTA3048D4 |
|---|---|---|---|---|
| Electrical Data V/Ph/Hz ② | 208/230/3/60 | 460/3/60 | 208/230/3/60 | 460/3/60 |
| Min Cir Ampacity | 18 | 8 | 18 | 8 |
| Max Fuse Size (Amps) | 30 | 15 | 30 | 15 |
| Compressor | SCROLL | SCROLL | SCROLL | SCROLL |
| RL Amps - LR Amps | 13.6 - 83 | 6.4 - 41 | 13.7 - 83 | 6.4 - 41 |
| Outdoor Fan FL Amps | 1.2 | 0.6 | 1.2 | 0.6 |
| Fan HP | 1/5 | 1/5 | 1/5 | 1/5 |
| Fan Dia (inches) | 27.6 | 27.6 | 27.6 | 27.6 |
| Coil | Spine Fin™ | Spine Fin™ | Spine Fin™ | Spine Fin™ |
| Refrigerant R-410A | 6/2-LB/OZ | 6/2-LB/OZ | 6/13-LB/OZ | 6/13-LB/OZ |
| Line Size - (in.) O.D. Gas ③ | 3/4 | 3/4 | 7/8 | 7/8 |
| Line Size - (in.) O.D. Liquid ③ | 3/8 | 3/8 | 3/8 | 3/8 |
| Charge Spec. Subcooling | 10° | 10° | 10° | 10° |
| Dimensions H x W x D (Crated) | 34.4 x 35.1 x 38.7 | 38.4 x 35.1 x 38.7 | 34.4 x 35.1 x 38.7 | 38.4 x 35.1 x 38.7 |
| Weight - Shipping | 228 | 228 | 235 | 235 |
| Weight - Net | 196 | 196 | 203 | 203 |
| Start Components | NO | NO | NO | NO |
| Sound Enclosure | NO | NO | NO | NO |
| Compressor Sump Heat | YES | YES | YES | YES |
| **Optional Accessories:** ④ | | | | |
| Anti-short Cycle Timer | TAYASCT501A | TAYASCT501A | TAYASCT501A | TAYASCT501A |
| Evaporator Defrost Control | AY28X079 | AY28X079 | AY28X079 | AY28X079 |
| Rubber Isolator Kit | BAYISLT101 | BAYISLT101 | BAYISLT101 | BAYISLT101 |
| Snow/Sand Legs - Base & Cap 4" High | BAYLEGS002 | BAYLEGS002 | BAYLEGS002 | BAYLEGS002 |
| Snow/Sand Legs - 4" Extension | BAYLEGS003 | BAYLEGS003 | BAYLEGS003 | BAYLEGS003 |
| Indoor Fan Delay Kit | BAY24X045 | BAY24X045 | BAY24X045 | BAY24X045 |
| Sound Enclosure | BAYSDEN003 | BAYSDEN003 | BAYSDEN003 | BAYSDEN003 |
| Extreme Condition Mounting Kit | BAYECMT001 | BAYECMT001 | BAYECMT001 | BAYECMT001 |
| Seacoast Kit | BAYSEAC001 | BAYSEAC001 | BAYSEAC001 | BAYSEAC001 |
| Low Ambient Kit | BAYLOAM103 | BAYLOAM103 | BAYLOAM103 | BAYLOAM103 |
| Refrigerant Lineset ⑤ | TAYREFLN7* | TAYREFLN7* | TAYREFLN3* | TAYREFLN3 |

## Accessory Description and Usage

**Anti-Short Cycle Timer** — Solid state timing device that prevents compressor recycling until five (5) minutes have elapsed after satisfying call or power interruptions. Use in area with questionable power delivery, commercial applications, long lineset, etc.

**Evaporator Defrost Control** — SPST Temperature actuated switch that cycles the condenser off as indoor coil reaches freeze-up conditions. Used for low ambient cooling to 30°F with TXV.

**Rubber Isolators** — Five (5) large rubber donuts to isolate condensing unit from transmitting energy into mounting frame or pad. Use on any application where sound transmission needs to be minimized.

**Hard Start kit** — Start capacitor and relay to assist compressor motor startup. Use in areas with marginal power supply, on long linesets, low ambient conditions, etc.

**Extreme Condition Mount Kit** — Bracket kits to securely mount condensing unit to a frame or pad without removing any panels. Use in areas with high winds, or on commercial roof tops, etc.

## AHRI Standard Capacity Rating Conditions

**AHRI STANDARD 210/240 RATING CONDITIONS** —

(A) Cooling 80°F DB, 67°F WB air entering indoor coil, 95°F DB air entering outdoor coil.

(B) High Temperature Heating 47°F DB, 43°F WB air entering outdoor coil, 70°F DB air entering indoor coil.

(C) Low Temperature Heating 17°F DB, 15°F WB air entering outdoor coil, 70°F DB air entering indoor coil.

(D) Rated indoor airflow for heating is the same as for cooling.

**AHRI STANDARD 270 RATING CONDITIONS** — (Noise rating numbers are determined with the unit in cooling operation.) Standard Noise Rating number is at 95°F outdoor air.

AHRI CERTIFIED™ www.ahridirectory.org
Unitary Small AC
AHRI Standard 210/240
Certification applies only when the complete system is listed with AHRI.

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Intertek

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**13603 Vibration Screening**

| Receptors | Distance (ft) |
|---|---|
| 1 - Single-Family Residential (E) | 50 |
| 2 - Mulberry Ed. Center (N) | 205 |
| | |
| | |
| | |
| | |
| | |

| Equipment | PPVref | D | n | Eref | Eequip | PPV |
|---|---|---|---|---|---|---|
| Vibratory Roller | 0.21 | 50 | 1.3 | | | 0.0853 |
| Vibratory Roller | 0.21 | 205 | 1.3 | | | 0.0136 |
| | | | | | | |
| Large Bulldozer | 0.089 | 50 | 1.3 | | | 0.0361 |
| Large Bulldozer | 0.089 | 205 | 1.3 | | | 0.0058 |
| | | | | | | |
| Small Bulldozer | 0.003 | 50 | 1.3 | | | 0.0012 |
| Small Bulldozer | 0.003 | 205 | 1.3 | | | 0.0002 |
| | | | | | | |
| Loaded Truck | 0.076 | 50 | 1.3 | | | 0.0309 |
| Loaded Truck | 0.076 | 205 | 1.3 | | | 0.0049 |
| | | | | | | |
| Jackhammer | 0.035 | 50 | 1.3 | | | 0.0142 |
| Jackhammer | 0.035 | 205 | 1.3 | | | 0.0023 |

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# ARBOR CAR WASH
# TRAFFIC IMPACT ANALYSIS
## RANCHO CUCAMONGA, CALIFORNIA

**SEPTEMBER 24, 2018**

**Prepared for:**

Mr. Alan Smith
Southwest Design Group
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**(760) 291-1400**

TRAMES SOLUTIONS INC.

**(0301-0001-03)**

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# EXECUTIVE SUMMARY

The purpose of this traffic impact analysis (TIA) is to evaluate the traffic impacts of the proposed Arbor Car Wash development. The project is proposed to be developed by 2019 with an automated car wash facility with a 140 foot long tunnel. The site is located north of Arrow Route and east of Archibald Avenue in the City of Rancho Cucamonga.

The amount of vehicular trips generated by a project is typically determined from the trip rates included in the ITE **Trip Generation** manual. The latest version (10th edition) only provides the PM peak hour rate for one observation. Therefore, due to the small data set collected by ITE for an automated car wash, empirical count data has been collected at a Fast 5 Xpress car wash in the City of Murrieta (Murrieta Hot Springs Road at Jackson Ave.) to determine the amount of peak hour and daily vehicles that occur at this facility. Trip generation rates for the proposed development are driven by the amount of cars that can be washed during the peak hour. It is our understanding that a higher number of cars can be washed as the length of the service tunnel is increased. Therefore, the peak hour and daily trip rates shown in Table 1 were based on tunnel length.

The daily and peak hour trip generations for the proposed project are shown on Table 2. The proposed development is projected to generate a total of approximately 710 new trip-ends per day with 37 new vehicle trips per hour during the AM peak hour and 66 new vehicle trips per hour during the PM peak hour. It should be noted that a pass by reduction (AM-37%, PM-35%) and a 5% internal trip reduction was assumed. The pass-by reduction percentages were based on a survey conducted at the Lighting Express Car Wash (17111 Hawthorne Blvd., Lawndale, CA).

**TABLE 1**
**PROJECT TRIP GENERATION RATES**

| LAND USE | SOURCE | QUANTITY | PEAK HOUR TRIP RATES[1] | | | | | | DAILY |
|---|---|---|---|---|---|---|---|---|---|
| | | | AM | | | PM | | | |
| | | | IN | OUT | TOTAL | IN | OUT | TOTAL | |
| Automated Car Wash | Empirical Data | 140 Feet | 025 | 0.21 | 0.46 | 0.38 | 0.41 | 0.79 | 8.45 |

[1] Source: Fast 5 Xpress car wash in the City of Murrieta (Murrieta Hot Springs Road at Jackson Ave.)

**TABLE 2**
**PROJECT TRIP GENERATION SUMMARY**

| LAND USE | QUANTITY | PEAK HOUR | | | | | | DAILY |
|---|---|---|---|---|---|---|---|---|
| | | AM | | | PM | | | |
| | | IN | OUT | TOTAL | IN | OUT | TOTAL | |
| Arbor Car Wash | 140 Feet | 35 | 29 | 64 | 53 | 57 | 111 | 1183 |
| Pass-by Reduction (AM–37%:PM–35%)[1] | | -13 | -11 | -24 | -19 | -20 | -39 | -414 |
| Internal Trip Reduction (5%) | | -2 | -1 | -3 | -3 | -3 | -6 | -59 |
| **TOTAL PROJECT TRIPS** | | **20** | **17** | **37** | **31** | **34** | **66** | **710** |

[1] Pass-by reduction percentages were based on surveys at Lightning Express Car Wash, 17111 Hawthorne Blvd, Lawndale, CA

The traffic study has been conducted in accordance with the City of Rancho Cucamonga traffic study guidelines. These guidelines include the following conditions:

- **Existing (2018) Traffic**
- **Opening Day + Ambient Traffic + Cumulative (ODAC 2019)**
- **Opening Day + Ambient + Cumulative + Project (ODACP 2019)**
- **Horizon Year (2040) Without Project Conditions**
- **Horizon Year (2040) With Project Conditions**

Based on the analysis conducted for the proposed project, no study area intersections were determined to have a direct significant impact due to the proposed project.

Project recommendations include:

- Provide stop sign control at the project driveways.
- On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.
- Verify that minimum sight distance is provided at the project driveways.

# 1.0 INTRODUCTION

A. Purpose of the TIA and Study Objectives

The purpose of this traffic impact analysis (TIA) is to evaluate the traffic impacts of the proposed Arbor Car Wash development. The project is proposed to be developed with an automated car wash facility with a 140 foot long tunnel. The site is located north of Arrow Route and east of Archibald Avenue in the City of Rancho Cucamonga. The traffic study will be based on the San Bernardino Association of Governments (SANBAG) Congestion Management Program and Traffic Impact Analysis Guidelines criteria.

Study objectives include the following:

**Existing (2018) Traffic.** Existing traffic will be counted to determine current conditions. This constitutes the environmental setting for a CEQA analysis at the time that the hearing body reviews the project. Traffic count data shall be new or recent. In some cases, data up to one year old may be acceptable with the approval of the City of Rancho Cucamonga Engineering Department. Any exception to this must be requested prior to approval of the scoping agreement

**Opening Day + Ambient + Cumulative (ODAC 2019)**. Traffic conditions prior to the time that the proposed development is completed will be estimated by increasing the existing traffic counts by an appropriate growth rate to be provided by City of Rancho Cucamonga Engineering Department staff, projected to the year that the project is estimated to be completed. Traffic generated by other cumulative projects will then be added, and the impacts on the circulation system will be analyzed. This will be the basis for determining “no-project” conditions.

**Opening Day + Ambient + Cumulative + Project (ODACP 2019).** Traffic generated by the project will be added to the “No Project” conditions identified in Scenario 2. This scenario will identify the potential project impacts to the circulation system.

**Horizon Year (2040) Without Project.** The Horizon Year forecasts has been developed based on applying a 2% per year growth rate (44% total growth) to the existing traffic volumes and traffic generated by other cumulative projects.

**Horizon Year (2040) With Project.** The project traffic has been added to the Horizon Year traffic volumes to determine the potential long range impacts due to the project traffic.

B. Site Location and Study Area

The site is located north of Arrow Route and east of Archibald Avenue in the City of Rancho Cucamonga. Figure 1-A illustrates the site location and the traffic analysis study area.

In general, the study area shall include any intersection of Collector or higher classification street with another Collector roadway or higher classification street, at which the proposed project will add 50 or more peak hour trips. Per discussion with City Staff, the study area includes the following intersections:

| STUDY AREA INTERSECTIONS | |
|---|---|
| 1. | Archibald Ave./Arrow Route. |
| 2. | Malven Ave./Arrow Route |
| 3. | Hermosa Ave./Arrow Route. |
| 4. | Project Dwy. / Arrow Route. |

C. Development Project Identification

1. Project Size and Description

The Arbor Car Wash site is proposed to be developed by 2019. The following uses are proposed as indicated below:

- An automated car wash facility with a 140 foot long tunnel

2. Existing Land Use

The project site is currently vacant. Adjacent uses include the following:

- North –Residential
- South –Commercial
- East –Residential
- West – Vacant/Gas Station

3. Proposed Land Use

Proposed Land Use: Car Wash

4. Site Plan of Proposed Project

Figure 1-B illustrates the conceptual land use plan. As shown in Figure 1-B, the project is proposed to have a full access driveway along Arrow Route and a reciprocal access with the adjacent gas station.

# FIGURE 1-A
# STUDY AREA


**LEGEND:**

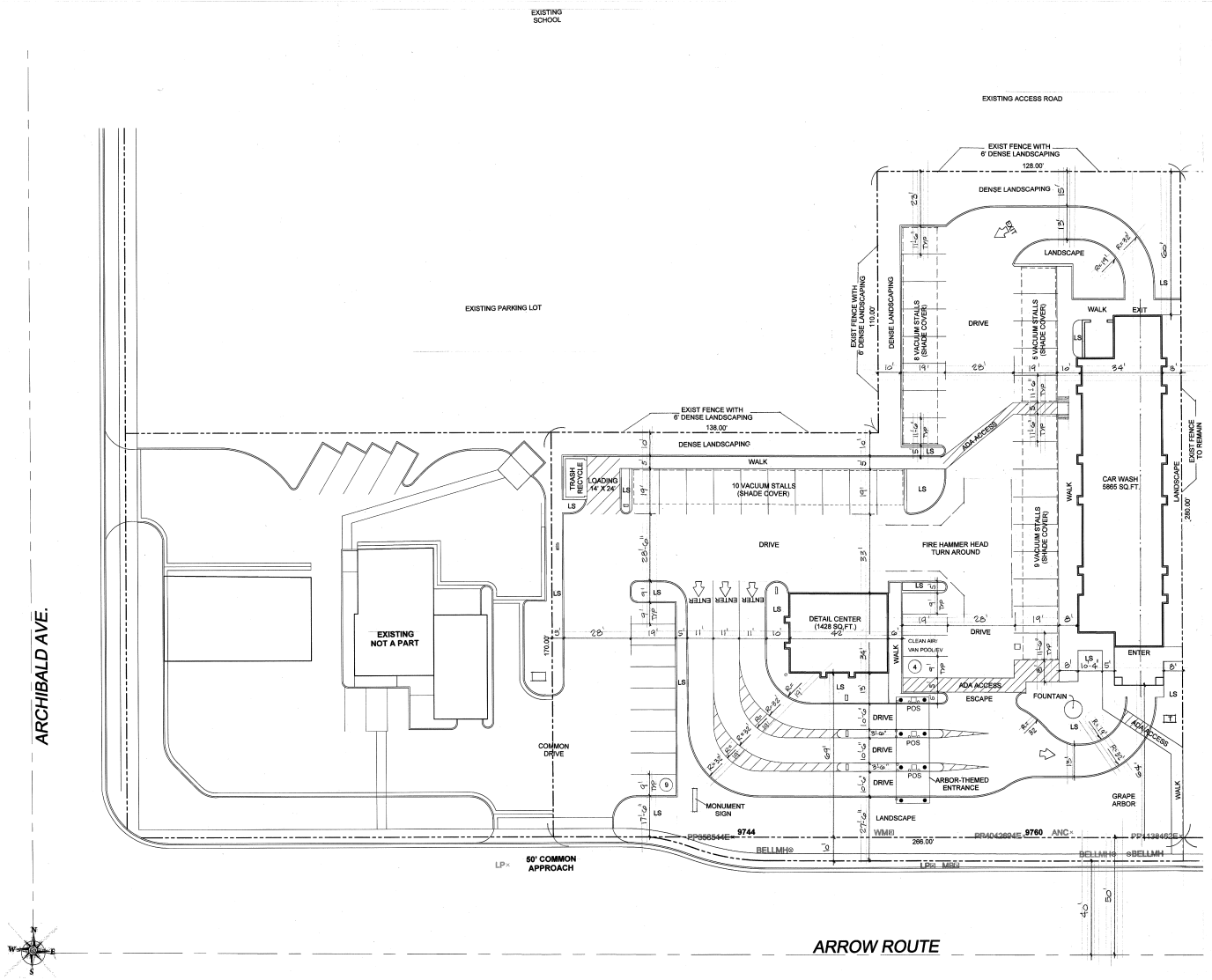
3 = EXISTING INTERSECTION ANALYSIS LOCATION

1 = FUTURE INTERSECTION ANALYSIS LOCATION

= FUTURE DRIVEWAY

N

# FIGURE 1-B
# SITE PLAN




N

5. Proposed Project Opening Year

The proposed project is anticipated to be completed by 2019. Future traffic analysis has been based on a background (ambient) growth of 2% per year, along with traffic generated by other future developments in the surrounding area.

6. Proposed Project Phasing

The project is expected to be completed in a single phase. Therefore, all traffic recommendations included in this report have been assumed to be completed by 2019.

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# 2.0 TRAFFIC ANALYSIS METHODOLOGIES

Traffic operations are quantified through the determination of "Level of Service" (LOS). Level of Service is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an infrastructure facility (intersection) representing progressively worsening traffic conditions. This section presents the LOS definition, LOS criteria and methodologies for the Intersection Operations.

A. Level of Service Definition

The definitions of Level of Service for uninterrupted flow (flow unrestrained by the existence of traffic control devices) are:

- LOS "A": Completely free-flow conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway and by driver preferences. Maneuverability within the traffic stream is good. Minor disruptions to flow are easily absorbed without a change in travel speed.

- LOS "B": Free flow conditions, although the presence of other vehicles becomes noticeable. Average travel speeds are the same as in LOS "A", but drivers have slightly less freedom to maneuver. Minor disruptions are still easily absorbed, although local deterioration in LOS will be more obvious.

- LOS "C": The influence of traffic density on operations becomes marked. The ability to maneuver within the traffic stream is clearly affected by other vehicles. Minor disruptions can cause serious local deterioration in service, and queues will form behind any significant traffic disruption.

- LOS "D": The ability to maneuver is restricted due to traffic congestion. Travel speed is reduced by the increasing volume. Only minor disruptions can be absorbed without extensive queues forming and the service deteriorating.

- LOS "E": Operations at or near capacity, an unstable level. Vehicles are operating with the minimum spacing for maintaining uniform flow.

- LOS "F": Forced or breakdown flow. It occurs either when vehicles arrive at a rate greater than the rate at which they are discharged or when the forecast demand exceeds the computed capacity of a planned facility. Although operations at these points – and on sections immediately downstream – appear to be at capacity, queues form behind these breakdowns. Operations within queues are highly unstable, with vehicles experiencing brief periods of movement followed by stoppages.

B. City of Rancho Cucamonga Level of Service Criteria

The City of Rancho Cucamonga General Plan has established Level of Service (LOS) "D" as the target along all City maintained intersections, roads and conventional state highways. Therefore, LOS "E" or "F" is considered unacceptable and requires improvements measures if the project causes significant impacts.

C. Intersection Operations Analysis Methodology

The City of Rancho Cucamonga requires the use of the Transportation Research Board - Highway Capacity Manual (HCM), 2016 Update, or most recent release. The HCM defines level of service as a qualitative measure, which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate Level of Service (LOS) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted. The HCM methodology expresses the level of service at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control.

The level of service is typically dependent on the quality of traffic flow at the intersections along a roadway. The HCM methodology expresses the level of service at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control. The Levels of Service results in this study are determined using the HCM methodology.

For signalized intersections, average total delay per vehicle for the overall intersection is used to determine level of service.

The study area intersections which are stop sign controlled with stop control on the minor street only have been analyzed using the unsignalized intersection methodology of the HCM. For these intersections, the calculation of level of service is dependent on the occurrence of gaps occurring in the traffic flow of the main street. Using data collected describing the intersection configuration and traffic volumes at the study area locations; the level of service has been calculated. The level of service criteria for this type of intersection analysis is based on average total delay per vehicle for the worst minor street movement(s).

For all way stop (AWS) controlled intersections, the ability of vehicles to enter the intersection is not controlled by the occurrence of gaps in the flow of the main street. The AWS controlled intersections have been evaluated using the HCM methodology for this type of multi-way stop controlled intersection configuration. The level of service criteria for this type of intersection analysis is based on average total delay per vehicle.

The levels of service are defined for the various analysis methodologies as follows:

| LEVEL OF SERVICE | AVERAGE TOTAL DELAY PER VEHICLE (SECONDS) | |
|---|---|---|
| | SIGNALIZED | UNSIGNALIZED |
| A | 0 to 10.00 | 0 to 10.00 |
| B | 10.01 to 20.00 | 10.01 to 15.00 |
| C | 20.01 to 35.00 | 15.01 to 25.00 |
| D | 35.01 to 55.00 | 25.01 to 35.00 |
| E | 55.01 to 80.00 | 35.01 to 50.00 |
| F | 80.01 and up | 50.01 and up |

Peak hour factors (PHF), where known from existing traffic counts, have been used to assess intersection operations.

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# 3.0 AREA CONDITIONS

A. Study Area Intersections

In general, the minimum area to be studied shall include any intersection of "Collector" or higher classification street, with "Collector" or higher classification streets, at which the proposed project could have a significant impact. The City of Rancho Cucamonga Engineering Department may require deviation from these requirements based on area conditions. Pursuant to the attached scoping agreement (see Appendix 3.1), and discussions with City of Rancho Cucamonga staff, the study area include the following intersections (shown previously on Figure 1-A):

| STUDY AREA INTERSECTIONS | |
|---|---|
| 1. | Archibald Ave./Arrow Route. |
| 2. | Malven Ave./Arrow Route |
| 3. | Hermosa Ave./Arrow Route. |
| 4. | Project Dwy. / Arrow Route. |

B. Area Roadway System

Figure 3-A identifies the existing roadway conditions for study area roadways. The existing intersection traffic controls and geometrics are identified.

C. Existing (2018) Traffic Volumes

Existing intersection level of service calculations are based upon manual AM and PM peak hour turning movement counts made for Trames Solutions, Inc. in June 2018 while school was in session. Existing (2018) AM and PM peak hour intersection turning movement volumes are shown on Figure 3-B. The traffic count worksheets are included in Appendix 3.2.

Existing average daily traffic (ADT) volumes (see Figure 3-B) for the roadway are estimated based on the following formula: PM Peak Hour Link Volume (Approach + Exit) x 12 = ADT Leg Volume.

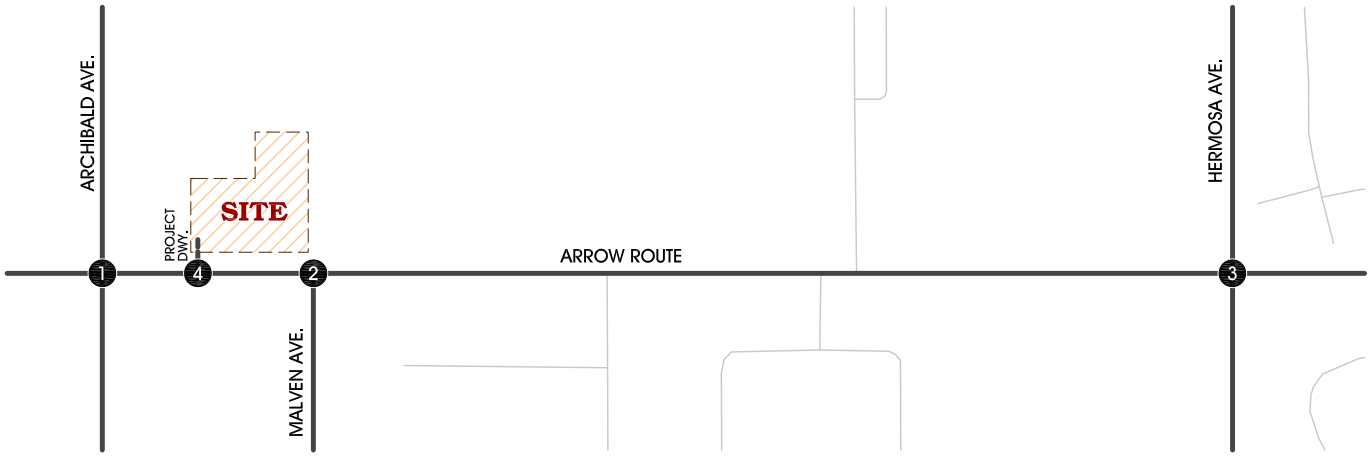
D. Existing (2018) Delay and Level of Service

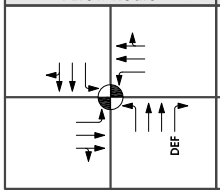
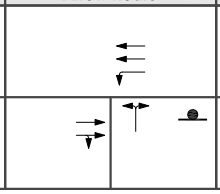
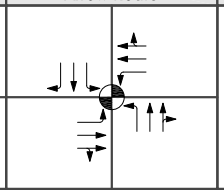
The City of Rancho Cucamonga has established Level of Service (LOS) "D" as the maximum allowable threshold for the intersection operations. Therefore, LOS "E" or "F" is considered unacceptable and requires improvements measures.

The results of the existing conditions intersection analysis are summarized in Table 3-1. The existing condition operations analysis worksheets are provided in Appendix "3.3". As shown on Table 3-1, the intersection of Archibald Avenue / Arrow Route is currently operating at unacceptable level of service (LOS "E" or worse) during the AM peak hour with the existing geometry and traffic controls.

FIGURE 3-A

# EXISTING TRAFFIC CONTROLS AND INTERSECTION GEOMETRICS




| 1. Archibald Ave. / Arrow Route | 2. Malven Ave. / Arrow Route | 3. Hermosa Ave. / Arrow Route | 4. Project Dwy. / Arrow Route |
|---|---|---|---|
|  |  |  | FUTURE INTERSECTION |

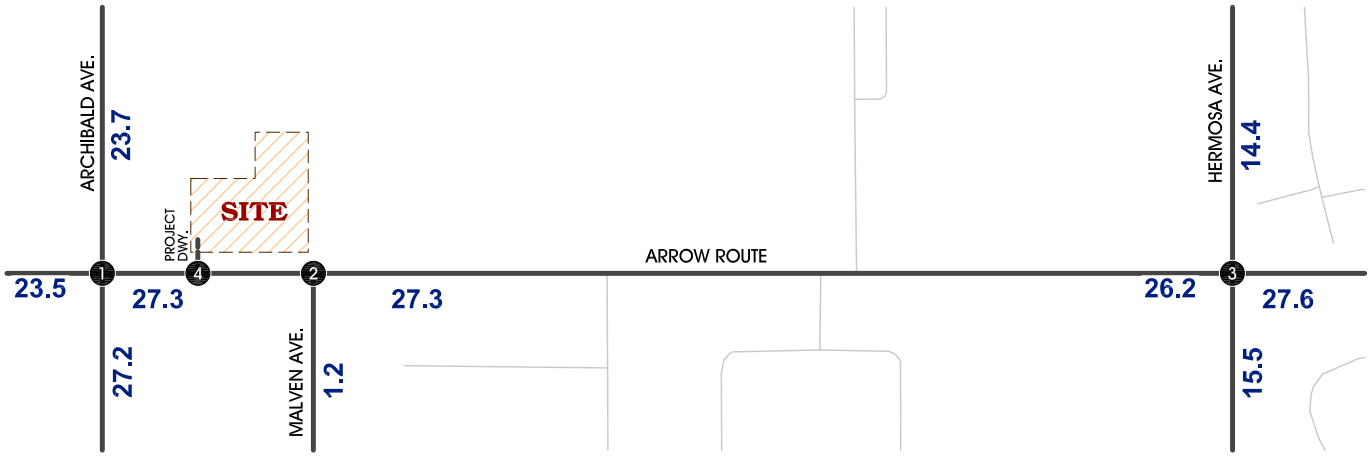


**LEGEND:**

- 4 = INTERSECTION ID
- = TRAFFIC SIGNAL
- = STOP SIGN
- DEF = DEFACTO RIGHT TURN LANE
- = PROJECT DRIVEWAY

N

# FIGURE 3-B
# EXISTING (2018) TRAFFIC VOLUMES




**AM PEAK HOUR**

| 1. Archibald Ave. / Arrow Route | | 2. Malven Ave. / Arrow Route | | 3. Hermosa Ave. / Arrow Route | | 4. Project Dwy. / Arrow Route |
|---|---|---|---|---|---|---|
| 117 875 140 | 92 792 235 | 1109 49 | | 115 446 94 | 78 880 126 | FUTURE INTERSECTION |
| 64 583 106 | 133 483 218 | 925 17 | 25 23 | 82 736 144 | 50 253 95 | |

**PM PEAK HOUR**

| 1. Archibald Ave. / Arrow Route | | 2. Malven Ave. / Arrow Route | | 3. Hermosa Ave. / Arrow Route | | 4. Project Dwy. / Arrow Route |
|---|---|---|---|---|---|---|
| 68 590 108 | 138 723 186 | 1013 37 | | 60 265 63 | 94 883 118 | FUTURE INTERSECTION |
| 117 819 82 | 151 957 304 | 1194 16 | 22 27 | 118 979 61 | 84 597 165 | |

**LEGEND:**

4 = INTERSECTION ID

10.0 = VEHICLES PER DAY (1000's)

N

## TABLE 3-1

## INTERSECTION ANALYSIS FOR EXISTING (2018) CONDITIONS

| ID | Intersection | Traffic Control [1] | Intersection Approach Lanes [2] | | | | | | | | | | | | Delay [3] (secs.) | | Level of Service [3] | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R | AM | PM | AM | PM |
| 1 | Archibald Ave./ Arrow Route | TS | 1 | 2 | d | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | **64.9** | 47.5 | **E** | D |
| 2 | Malven Ave./ Arrow Route | CSS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 28.0 | 24.3 | D | C |
| 3 | Hermosa Ave./ Arrow Route | TS | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 0 | 39.6 | 37.2 | D | D |
| 4 | Project Driveway / Arrow Route | - | Future Intersection | | | | | | | | | | | | **-** | **-** | - | - |

[1] TS = Traffic Signal; CSS = Cross Street Stop

[2] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = Defacto right turn lane

[3] Delay and level of service calculated using the following analysis software: Synchro 10 HCM6
**BOLD** = Unacceptable level of service

# 4.0 PROJECTED FUTURE TRAFFIC

This section of the report quantifies the number of trips generated by the proposed project and other known developments in the area.

A. Project Traffic

1. Ambient Growth Rate

Some traffic volume increases on roadways can be attributed to vehicles originating outside of the study area. These types of trips either end up within the study area or pass-through onto an outside destination. Therefore, to account for these trips (termed "ambient growth"), a growth rate can be applied to existing traffic volumes.

A 2% ambient growth rate that has been used in this study to account for traffic not attributed to the project or other planned developments within the study area. The City of Rancho Cucamonga Transportation Department staff has previously reviewed and approved this rate.

2. Project Trip Generation

Trip generation represents the amount of traffic which is attracted and produced by a development. The trip generation for the project is based upon the specific land use which has been planned for this development. For the purpose of this analysis, the following land use assumption is evaluated:

- An automated car wash facility with a 140 foot long tunnel

The amount of vehicular trips generated by a project is typically determined from the trip rates included in the ITE **Trip Generation** manual. The latest version (10th edition) only provides the PM peak hour rate for one observation. Therefore, due to the small data set collected by ITE for an automated car wash, empirical count data has been collected at a Fast 5 Xpress car wash in the City of Murrieta (Murrieta Hot Springs Road at Jackson Ave.) to determine the amount of peak hour and daily vehicles that occur at this facility. Trip generation rates for the proposed development are driven by the amount of cars that can be washed during the peak hour. It is our understanding that a higher number of cars can be washed as the length of the service tunnel is increased. Therefore, the peak hour and daily trip rates shown in Table 4-1 were based on tunnel length.

The daily and peak hour trip generations for the proposed project are shown on Table 4-2. The proposed development is projected to generate a total of approximately 710 new trip-ends per day with 37 new vehicle trips per hour during the AM peak hour and 66 new vehicle trips per hour during the PM peak hour. It should be noted that a pass by reduction (AM-37%, PM-35%) and a 5% internal trip

reduction was assumed. The pass-by reduction percentages were based on a survey conducted at the Lighting Express Car Wash (17111 Hawthorne Blvd., Lawndale, CA).

**TABLE 4-1**

**PROJECT TRIP GENERATION RATES**

| LAND USE | SOURCE | QUANTITY | PEAK HOUR TRIP RATES[1] | | | | | | DAILY |
|---|---|---|---|---|---|---|---|---|---|
| | | | AM | | | PM | | | |
| | | | IN | OUT | TOTAL | IN | OUT | TOTAL | |
| Automated Car Wash | Empirical Data | 140 Feet | 0.25 | 0.21 | 0.46 | 0.38 | 0.41 | 0.79 | 8.45 |

[1] Source: Fast 5 Xpress car wash in the City of Murrieta (Murrieta Hot Springs Road at Jackson Ave.)

**TABLE 4-2**

**PROJECT TRIP GENERATION SUMMARY**

| LAND USE | QUANTITY | PEAK HOUR | | | | | | DAILY |
|---|---|---|---|---|---|---|---|---|
| | | AM | | | PM | | | |
| | | IN | OUT | TOTAL | IN | OUT | TOTAL | |
| Arbor Car Wash | 140 Feet | 35 | 29 | 64 | 53 | 57 | 111 | 1,183 |
| *Pass-by Reduction (AM–37%:PM–35%)[1]* | | *-13* | *-11* | *-24* | *-19* | *-20* | *-39* | *-414* |
| *Internal Trip Reduction (5%)* | | *-2* | *-1* | *-3* | *-3* | *-3* | *-6* | *-59* |
| **TOTAL PROJECT TRIPS** | | **20** | **17** | **37** | **31** | **34** | **66** | **710** |

[1] Pass-by reduction percentages were based on surveys at Lightning Express Car Wash, 17111 Hawthorne Blvd, Lawndale, CA

3. Project Trip Distribution and Assignment

Trip distribution represents the directional orientation of traffic to and from the project site. The project's trip distribution patterns are based on the proximity of the project to the proposed driveway locations, the surrounding trip attractors, and the regional freeway interchanges. The trip distribution pattern for the project is illustrated on Figure 4-A.

4. Other Trip Generation Factors

The project land use is comprised of primary, pass-by and internal traffic. Primary traffic refers to trips that are intending to go to the project as their primary destination. Pass-by traffic consists of vehicles that stop at the site on their way to a primary destination. Internal traffic consists of trips that are anticipated to occur between the future gas station and those that go to the project. A 5% reduction in traffic has been assumed for these trips.

# FIGURE 4-A
# PROJECT TRIP DISTRIBUTION


**LEGEND:**

3 = INTERSECTION ID

= FUTURE DRIVEWAY

10% = PERCENT TO/FROM PROJECT

N

Pass-by reductions have been based on the surveys conducted at the Lightning Express Car Wash, 17111 Hawthorne Blvd, Lawndale, CA during the AM and PM peak hours. Based on the surveys, a pass-by rate of 37% and 35% were observed for the AM and PM peak hours, respectively. Appendix 3.1 contains the survey sheets.

5. Project Peak Hour Turning Movement Traffic

The assignment of traffic from the site to the adjoining roadway system has been based upon the site's trip generation, trip distribution, proposed arterial highway and local street systems, which would be in place by the time of initial occupancy of the site. Based on the identified project traffic generation and distribution, Project traffic volumes are shown on Figure 4-B.

B. Cumulative Traffic (Background)

4. Method of Projection

To assess Opening Day Plus ambient plus cumulative plus project traffic conditions, project traffic is combined with existing traffic, area-wide growth and other future developments which are approved or being processed concurrently in the study area. Developments which are being processed concurrently in the study area have been provided by the City of Rancho Cucamonga staff.

2. Other Approved or Proposed Development Projects

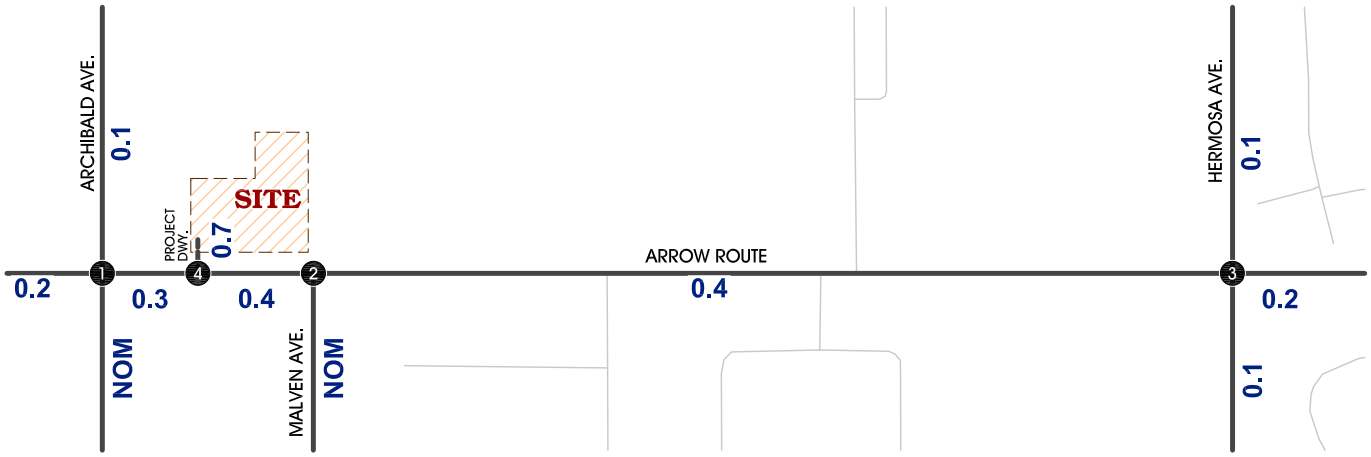
The locations of the cumulative projects provided by the City are shown on Figure 4-C and include the following projects:

- DRC 20118-000119 (9000 Hellman Ave.) – 174,745 sf Industrial Warehouse
- DRC 2013-00565 (NE of Archibald/7$^{th}$) – 171,941 General Industrial
- DRC 2017-00654 (SW of Haven/26$^{th}$) – 207 MFDU/14,300 sf Retail
- DRC 2016-00695 (8$^{th}$/Industrial) – 150,003 sf General Industrial

3. Other Approved Projects Trip Generation

Table 4-3 presents the cumulative development trip generation rates and anticipated cumulative traffic volumes. Table 4-4 indicates that the cumulative developments are projected to generate a total of approximately 4,822 trips per day with 465 trip ends per hour during the AM peak hour and 504 trip ends per hour during the PM peak hour.

# FIGURE 4-B
# PROJECT ONLY TRAFFIC VOLUMES




**AM PEAK HOUR**

| 1. Archibald Ave. / Arrow Route | 2. Malven Ave. / Arrow Route | 3. Hermosa Ave. / Arrow Route | 4. Project Dwy. / Arrow Route |
|---|---|---|---|
| 0 0 2 / 2 5 1 | 11 / 0 | 2 0 0 / 0 6 0 | 7 9 / 12 0 |
| 0 6 0 / 0 0 1 | 8 1 / 1 0 | 2 5 2 / 2 0 0 | 9 0 |

**AM PEAK HOUR PASS-BY**

| 4. Project Dwy. / Arrow Route |
|---|
| 5 7 / 5 -5 |
| 7 -7 |

**PM PEAK HOUR**

| 1. Archibald Ave. / Arrow Route | 2. Malven Ave. / Arrow Route | 3. Hermosa Ave. / Arrow Route | 4. Project Dwy. / Arrow Route |
|---|---|---|---|
| 0 0 3 / 4 11 2 | 15 / 0 | 3 0 0 / 0 9 0 | 16 19 / 17 0 |
| 0 9 0 / 0 0 2 | 18 2 / 2 0 | 4 11 4 / 3 0 0 | 14 0 |

**PM PEAK HOUR PASS-BY**

| 4. Project Dwy. / Arrow Route |
|---|
| 9 11 / 9 -9 |
| 11 -11 |

**LEGEND:**

4 = INTERSECTION ID

10.0 = VEHICLES PER DAY (1000's)

NOM = NOMINAL, LESS THAN 50 VEHICLES PER DAY

N

# FIGURE 4-C
# CUMULATIVE DEVELOPMENTS LOCATION MAP


**LEGEND:**

4 = INTERSECTION ID

= FUTURE ROADWAY / PROJECT DRIVEWAY

5 = CUMULATIVE DEVELOPMENT ID
(SEE TABLE 4-4 FOR REFERENCE)

N

**TABLE 4-3**
**CUMULATIVE TRIP GENERATION RATES**

| LAND USE | ITE CODE | QUANTITY[2] | PEAK HOUR TRIP RATES[1] | | | | | | DAILY |
|---|---|---|---|---|---|---|---|---|---|
| | | | AM | | | PM | | | |
| | | | IN | OUT | TOTAL | IN | OUT | TOTAL | |
| General Light Industrial | 110 | Varies TSF | 0.62 | 0.08 | 0.70 | 0.08 | 0.55 | 0.63 | 4.96 |
| Multifamily (Low Rise) | 220 | 207 DU | 0.11 | 0.35 | 0.46 | 0.35 | 0.21 | 0.56 | 7.32 |
| General Office Bldg. | 710 | 1.625 TSF | 1.36 | 0.19 | 1.55 | 0.25 | 1.24 | 1.49 | 11.03 |
| Shopping Center | 820 | Varies TSF | 0.61 | 0.39 | 1.00 | 1.83 | 1.90 | 3.73 | 42.94 |

[1] Source: ITE (Institute of Transportation Engineers) Trip Generation Manual, 10th Edition, 2017.

[2] TSF = Thousand Square Feet; DU = Dwelling Units

**TABLE 4-4**
**CUMULATIVE TRIP GENERATION SUMMARY**

| MAP ID | PROJECT NAME | LAND USE | QUANTITY [1] | PEAK HOUR | | | | | | DAILY |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM | | | PM | | | |
| | | | | IN | OUT | TOTAL | IN | OUT | TOTAL | |
| 1 | Overton Moore Properties (DRC 2018-00119) | Gen. Lt. Industrial | 174.745 TSF | 108 | 14 | 122 | 14 | 96 | 110 | 867 |
| 2 | SCHEU Management Corp (DRC 2013-00565) | Gen. Lt. Industrial | 171.941 TSF | 107 | 14 | 121 | 14 | 95 | 109 | 853 |
| 3 | Charles Joseph Assoc. (DRC 2017-00654) | Multifamily Housing<br>Shopping Center<br>*Pass-by (25% Retail)* | 207 DU<br>14.3 TSF | 23<br>9<br>*-2* | 72<br>6<br>*-2* | 95<br>15<br>*-4* | 72<br>26<br>*-7* | 43<br>27<br>*-6* | 115<br>53<br>*-13* | 1,515<br>614<br>*-154* |
| | Subtotal | | | 30 | 76 | 106 | 91 | 64 | 155 | 1,975 |
| 4 | Rancho Cucamonga Prop. (DRC 2016-00695) | Gen. Lt. Industrial | 150.003 TSF | 93 | 12 | 105 | 12 | 83 | 95 | 744 |
| 5 | Neighboring Property (east of project site) | Gen. Office Bldg.<br>Shopping Center | 1.625 TSF<br>8.5 TSF | 2<br>5 | 1<br>3 | 3<br>8 | 1<br>16 | 2<br>16 | 3<br>32 | 18<br>365 |
| | Subtotal | | | 7 | 4 | 11 | 17 | 18 | 35 | 383 |
| **Total Cumulative Projects Trip Generation** | | | | **345** | **120** | **465** | **148** | **356** | **504** | **4,822** |

[1] TSF = Thousand Square Feet; DU = Dwelling Units

4. Other Approved Development Trip Distribution and Assignments

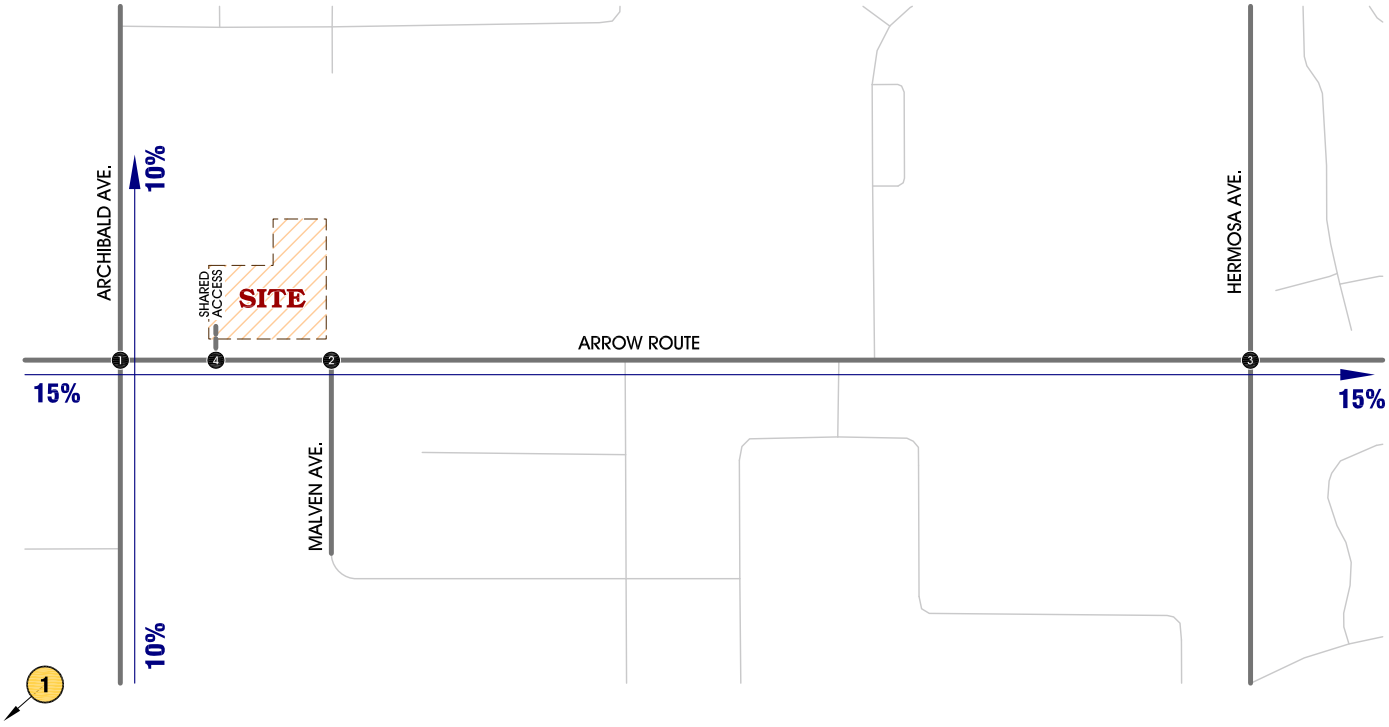
Figures 4-D through 4-H contains the directional distribution and assignment of the cumulative development traffic.

5. Total Background Peak Hour Turning Movement Volumes

Based on the identified trip distribution for the cumulative development on arterial highways throughout the study area, cumulative development traffic volumes are shown on Figure 4-I.

Opening Day plus Ambient plus Cumulative (ODAC 2019) traffic volumes are shown on Figure 4-J.

# FIGURE 4-D
# DRC 2018-00119 TRIP DISTRIBUTION




**LEGEND:**

4 = INTERSECTION ID

= FUTURE PROJECT DRIVEWAY

10% = PERCENT TO/FROM PROJECT

1 = DRC 2018-00119

N

# FIGURE 4-E
# DRC 2013-00565 TRIP DISTRIBUTION


**LEGEND:**

4 = INTERSECTION ID

= FUTURE PROJECT DRIVEWAY

10% = PERCENT TO/FROM PROJECT

2 = DRC 2013-00565

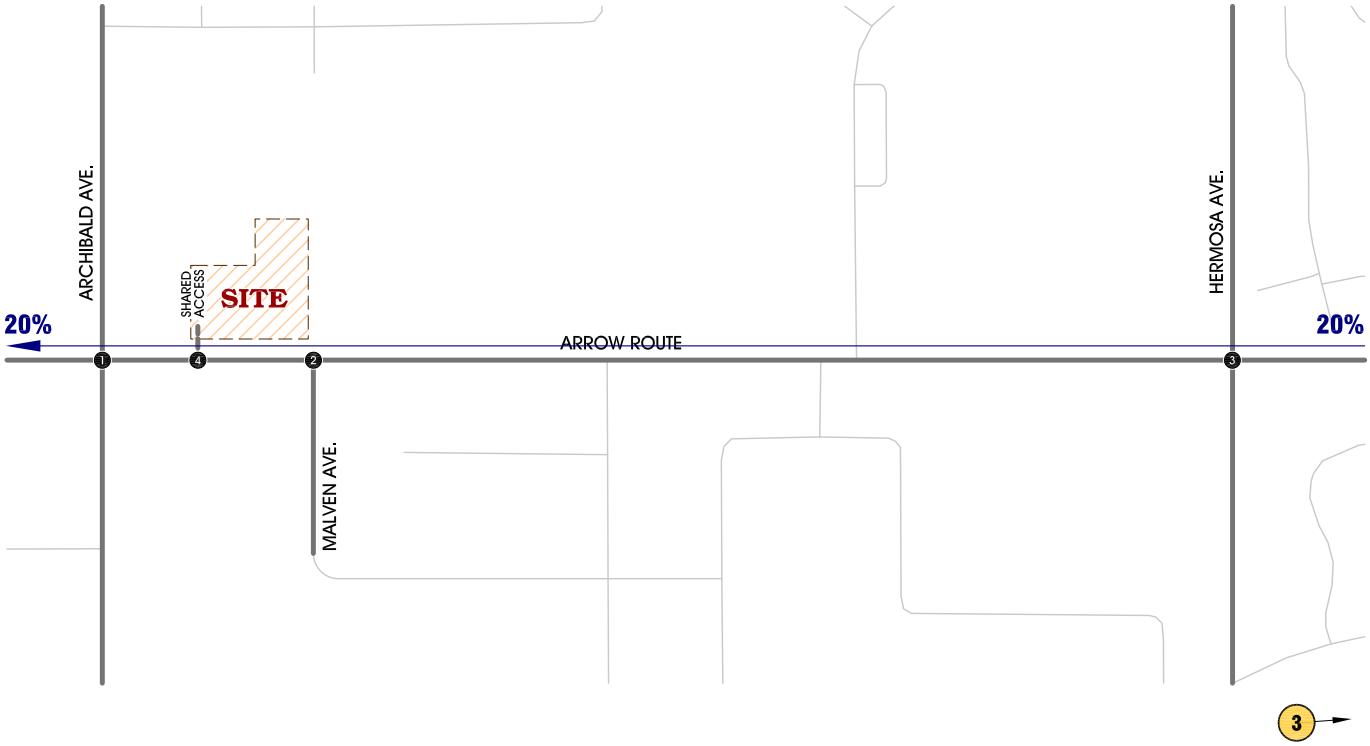
N

Arbor Car Wash Traffic Impact Analysis
Rancho Cucamonga, CA (0301-0001:02 - cm.dwg)

TRAMES SOLUTIONS INC.

FIGURE 4-F

# DRC 2017-00654 TRIP DISTRIBUTION




**LEGEND:**

4 = INTERSECTION ID

= FUTURE PROJECT DRIVEWAY

10% = PERCENT TO/FROM PROJECT

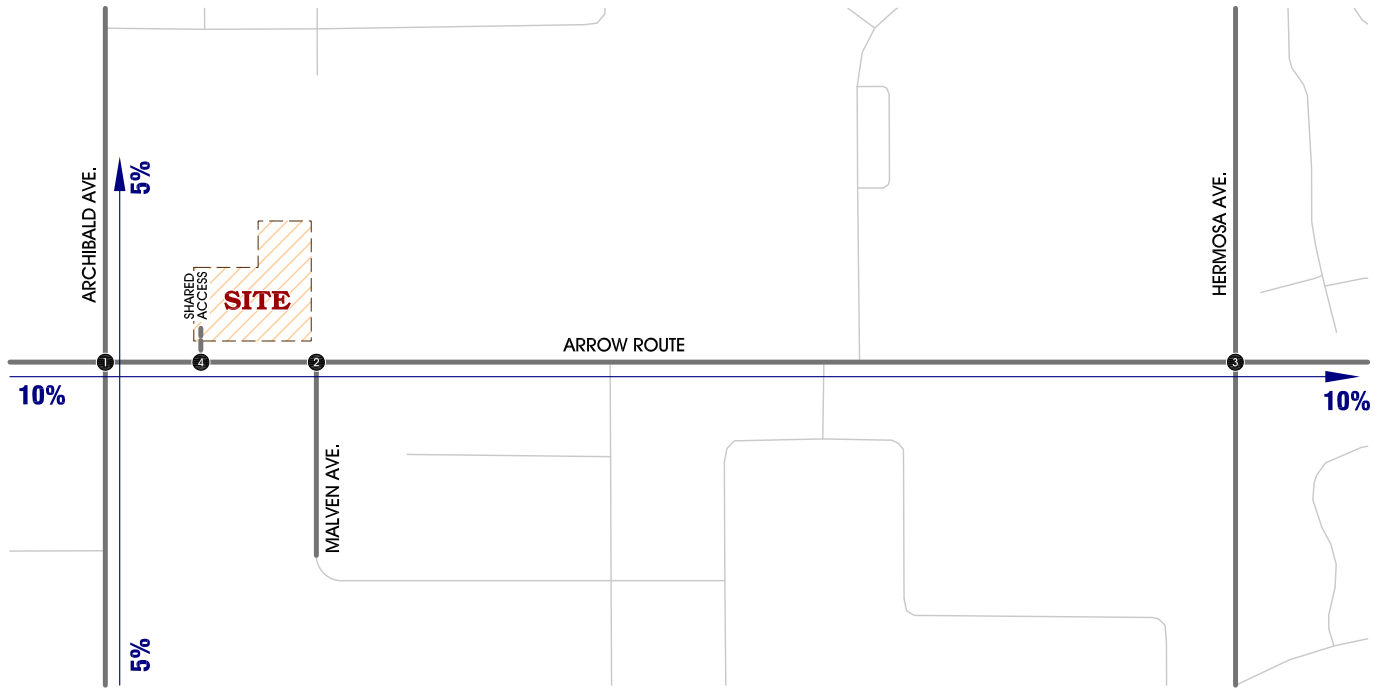
3 = DRC 2017-00654

N

Arbor Car Wash Traffic Impact Analysis
Rancho Cucamonga, CA (0301-0001:02 - cm.dwg)

TRAMES SOLUTIONS INC.

# FIGURE 4-G
# DRC 2016-00695 TRIP DISTRIBUTION




4

**LEGEND:**

- 4 = INTERSECTION ID
- = FUTURE PROJECT DRIVEWAY
- 10% = PERCENT TO/FROM PROJECT
- 4 = DRC 2016-00695

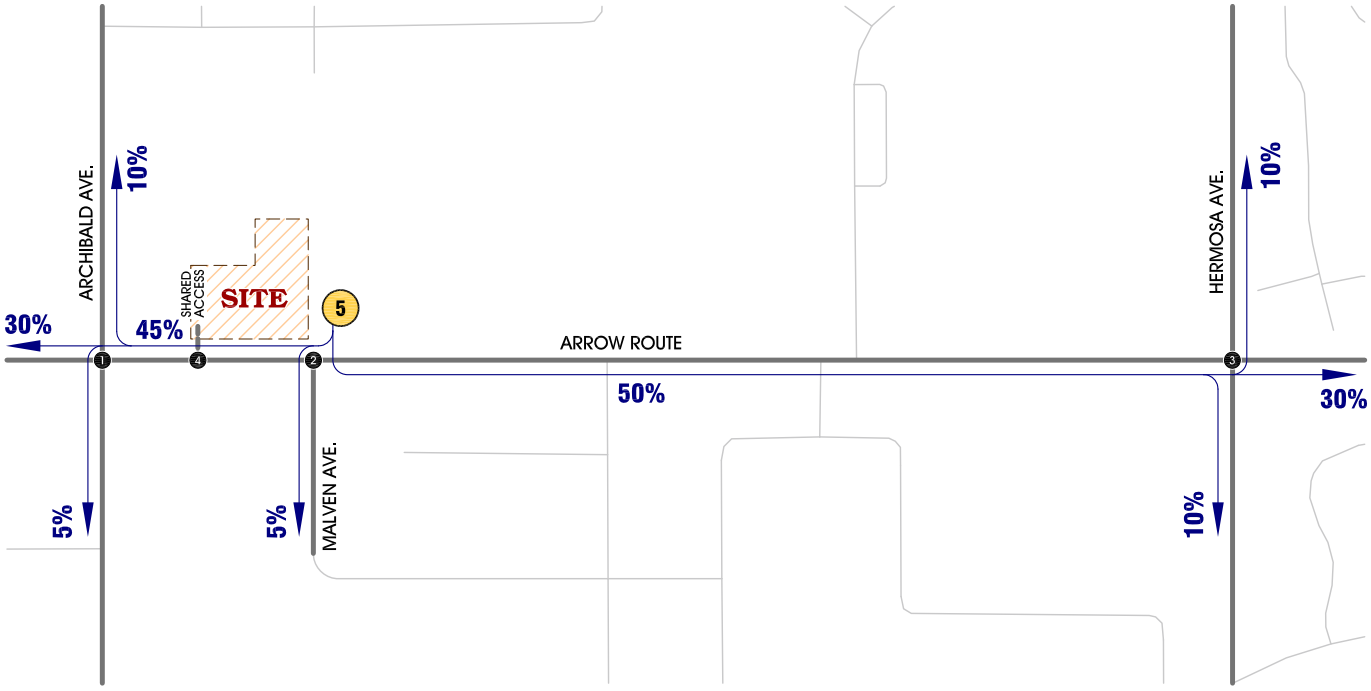
N

Arbor Car Wash Traffic Impact Analysis
Rancho Cucamonga, CA (0301-0001:02 - cm.dwg)

TRAMES SOLUTIONS INC.

FIGURE 4-H

# NEIGHBORING PROPERTY TRIP DISTRIBUTION




**LEGEND:**

4 = INTERSECTION ID

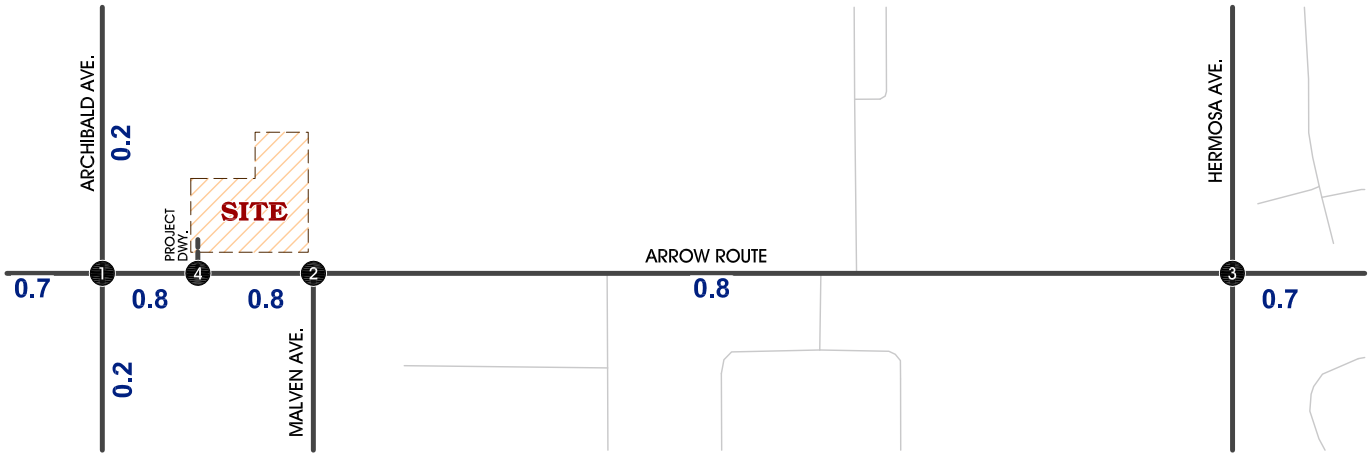
= FUTURE PROJECT DRIVEWAY

10% = PERCENT TO/FROM PROJECT

5 = NEIGHBORING PROPERTY

N

# FIGURE 4-I
# CUMULATIVE DEVELOPMENT ONLY TRAFFIC VOLUMES




**AM PEAK HOUR**

| 1. Archibald Ave. / Arrow Route | | 2. Malven Ave. / Arrow Route | | 3. Hermosa Ave. / Arrow Route | | 4. Project Dwy. / Arrow Route |
|---|---|---|---|---|---|---|
| 0 26 1 | 0 42 0 | 43 0 | | 1 0 0 | 0 43 0 | FUTURE INTERSECTION |
| 0 11 0 | 0 3 0 | 12 0 | 0 0 | 0 10 0 | 1 0 0 | |

**PM PEAK HOUR**

| 1. Archibald Ave. / Arrow Route | | 2. Malven Ave. / Arrow Route | | 3. Hermosa Ave. / Arrow Route | | 4. Project Dwy. / Arrow Route |
|---|---|---|---|---|---|---|
| 0 3 2 | 2 22 1 | 24 1 | | 2 0 0 | 0 21 0 | FUTURE INTERSECTION |
| 0 46 0 | 0 23 1 | 49 0 | 0 1 | 2 46 2 | 2 0 0 | |

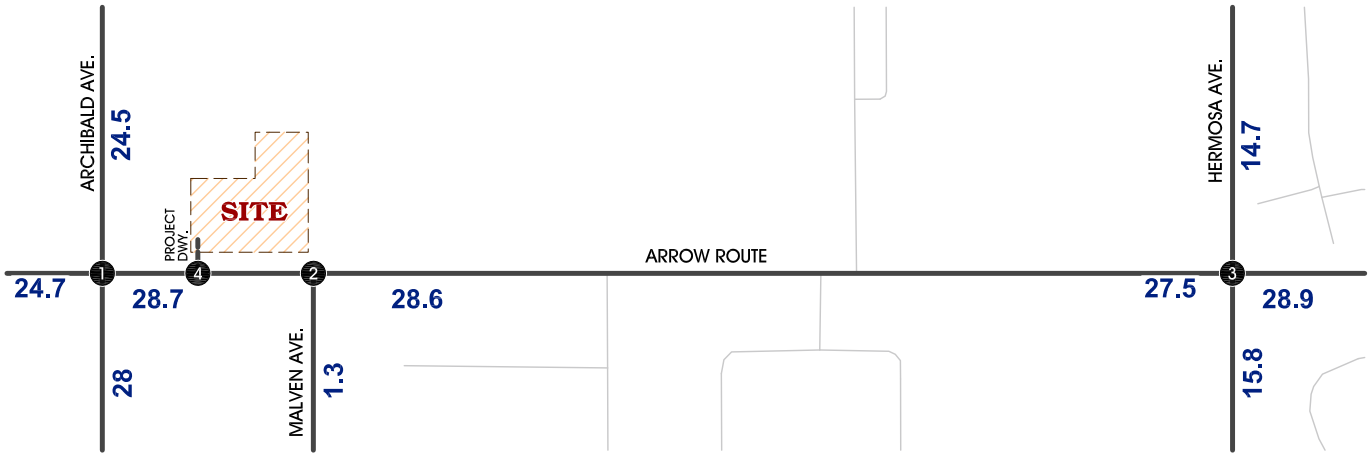
**LEGEND:**

4 = INTERSECTION ID

10.0 = VEHICLES PER DAY (1000's)

N

# FIGURE 4-J
# OPENING DAY PLUS AMBIENT PLUS CUMULATIVE (ODAC 2019) TRAFFIC VOLUMES




**AM PEAK HOUR**

| 1. Archibald Ave. / Arrow Route | | 2. Malven Ave. / Arrow Route | | 3. Hermosa Ave. / Arrow Route | | 4. Project Dwy. / Arrow Route |
|---|---|---|---|---|---|---|
| 119 ↓ 919 ↓ 144 | ↳94 ←850 ↰240 | ←1174 ↰50 | | 118 ↓ 455 ↓ 96 | ↳80 ←941 ↰129 | FUTURE INTERSECTION |
| 65 → 606 → 108 → | 136 ↑ 496 ↑ 222 ↱ | 956 → 17 → | 26 ↱ 23 ↱ | 84 → 761 → 147 → | 52 ↑ 258 ↑ 97 ↱ | |

**PM PEAK HOUR**

| 1. Archibald Ave. / Arrow Route | | 2. Malven Ave. / Arrow Route | | 3. Hermosa Ave. / Arrow Route | | 4. Project Dwy. / Arrow Route |
|---|---|---|---|---|---|---|
| 69 ↓ 605 ↓ 112 | ↳143 ←759 ↰191 | ←1057 ↰39 | | 63 ↓ 270 ↓ 64 | ↳96 ←922 ↰120 | FUTURE INTERSECTION |
| 119 → 881 → 84 → | 154 ↑ 999 ↑ 311 ↱ | 1267 → 16 → | 22 ↱ 29 ↱ | 122 → 1045 → 64 → | 88 ↑ 609 ↑ 168 ↱ | |

**LEGEND:**

4 = INTERSECTION ID

10.0 = VEHICLES PER DAY (1000's)

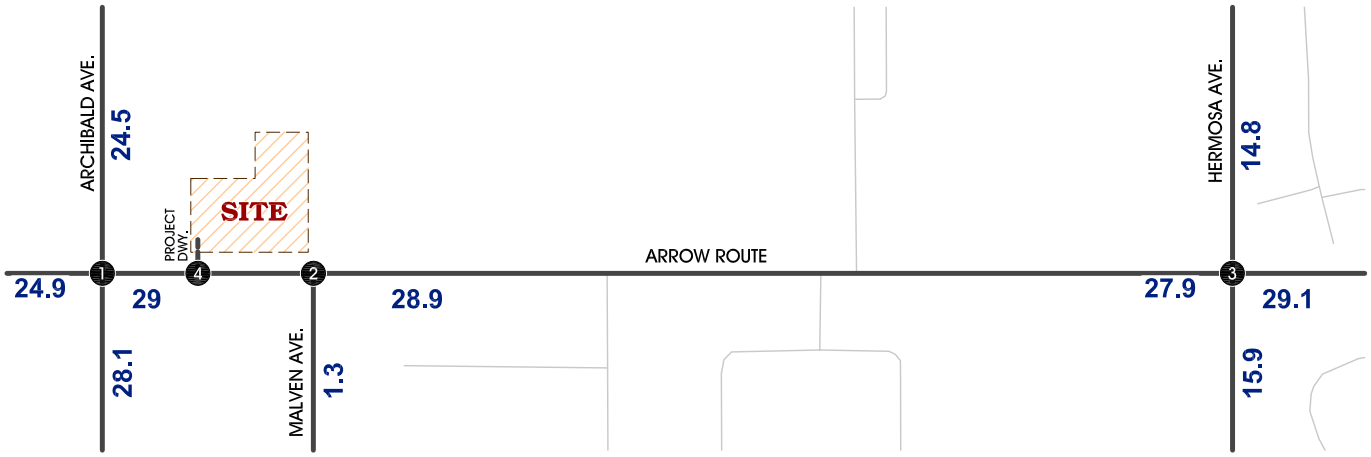
N

Opening Day plus Ambient plus Cumulative plus Project (ODACP 2019) traffic volumes are shown on Figure 4-K.

Horizon Year (2040) Without Project Traffic Volumes are shown on Figure 4-L. The Horizon Year forecasts were based on applying a 2% per year growth rate to the existing traffic volumes and additional traffic from previously identified cumulative development projects.

Horizon Year (2040) With Project AM and PM peak hour intersection turning movement volumes are shown on Figure 4-M. These forecasts were based on the adding the project traffic to the Horizon Year without Project traffic forecasts.

# FIGURE 4-K
# OPENING DAY PLUS AMBIENT PLUS CUMULATIVE PLUS PROJECT (ODACP 2019) TRAFFIC VOLUMES




**AM PEAK HOUR**

| 1. Archibald Ave. / Arrow Route | | 2. Malven Ave. / Arrow Route | | 3. Hermosa Ave. / Arrow Route | | 4. Project Dwy. / Arrow Route | |
|---|---|---|---|---|---|---|---|
| 119 ↓ 919 ↓ 146 | 96 → 855 → 241 | ← 1185 ← 50 | | 120 ↓ 455 ↓ 96 | 80 → 947 → 129 | 12 ↓ 16 | 17 → 1179 |
| 65 → 612 → 108 | 136 ↑ 496 ↑ 223 | 964 → 18 | 27 ↑ 23 | 86 → 766 → 149 | 54 ↑ 258 ↑ 97 | 16 → 965 | |

**PM PEAK HOUR**

| 1. Archibald Ave. / Arrow Route | | 2. Malven Ave. / Arrow Route | | 3. Hermosa Ave. / Arrow Route | | 4. Project Dwy. / Arrow Route | |
|---|---|---|---|---|---|---|---|
| 69 ↓ 605 ↓ 115 | 147 → 770 → 193 | ← 1072 ← 39 | | 66 ↓ 270 ↓ 64 | 96 → 931 → 120 | 25 ↓ 30 | 26 → 1083 |
| 119 → 890 → 84 | 154 ↑ 999 ↑ 313 | 1285 → 18 | 24 ↑ 29 | 126 → 1056 → 68 | 91 ↑ 609 ↑ 168 | 25 → 1294 | |

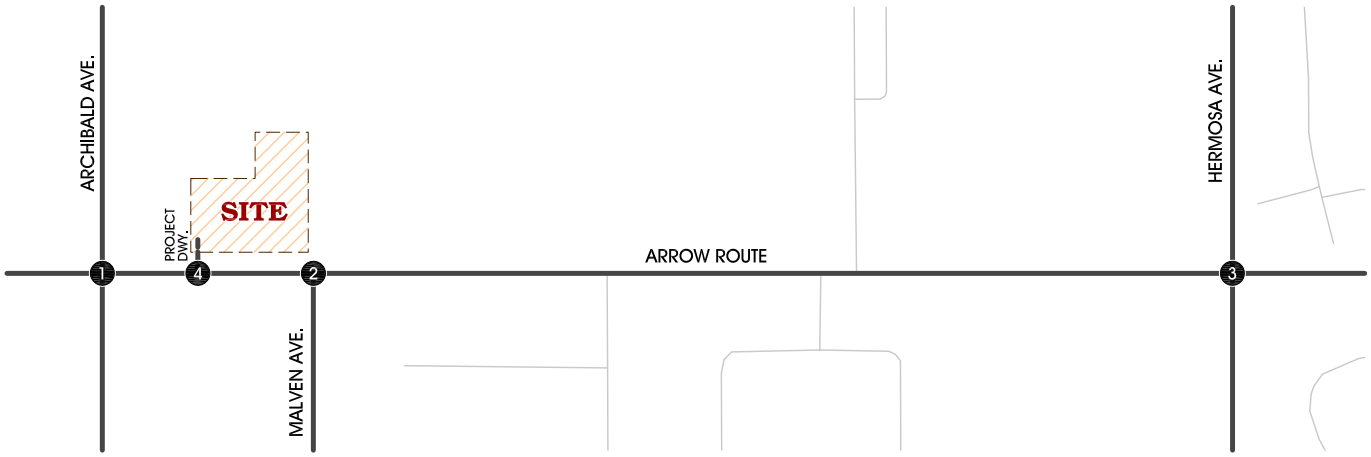
**LEGEND:**

4 = INTERSECTION ID

10.0 = VEHICLES PER DAY (1000's)

N

# FIGURE 4-L
# HORIZON YEAR (2040) WITHOUT PROJECT TRAFFIC VOLUMES




**AM PEAK HOUR**

| 1. Archibald Ave. / Arrow Route | | 2. Malven Ave. / Arrow Route | | 3. Hermosa Ave. / Arrow Route | | 4. Project Dwy. / Arrow Route |
|---|---|---|---|---|---|---|
| 168 ↓ 1286 ← 203 | ← 132 ← 1182 ↰ 338 | ← 1640 ↰ 50 | | 167 ↓ 642 ← 135 | ← 112 ← 1310 ↰ 181 | FUTURE INTERSECTION |
| 92 → 851 → 153 ↴ | 192 ↑ 699 ↑ 314 ↱ | 1344 → 17 ↴ | 26 ↱ 23 | 118 → 1070 → 207 ↴ | 73 ↑ 364 ↑ 137 ↱ | |

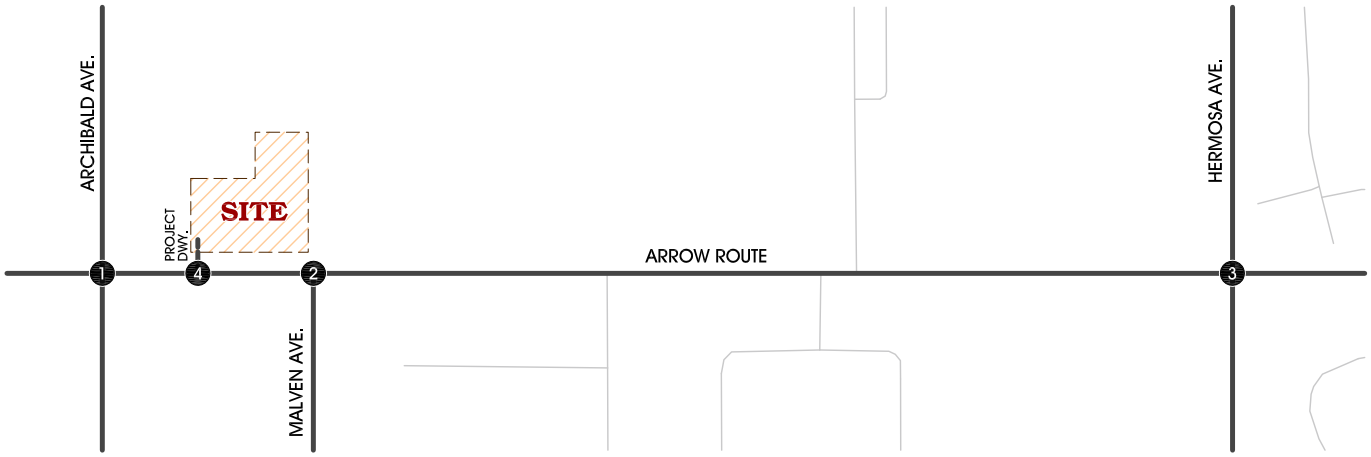
**LEGEND:**

4 = INTERSECTION ID

**PM PEAK HOUR**

| 1. Archibald Ave. / Arrow Route | | 2. Malven Ave. / Arrow Route | | 3. Hermosa Ave. / Arrow Route | | 4. Project Dwy. / Arrow Route |
|---|---|---|---|---|---|---|
| 98 ↓ 853 ← 158 | ← 201 ← 1063 ↰ 269 | ← 1483 ↰ 39 | | 88 ↓ 382 ← 91 | ← 135 ← 1293 ↰ 170 | FUTURE INTERSECTION |
| 168 → 1225 → 118 ↴ | 217 ↑ 1401 ↑ 439 ↱ | 1768 → 16 ↴ | 22 ↱ 29 | 172 → 1456 → 90 ↴ | 123 ↑ 860 ↑ 238 ↱ | |

# FIGURE 4-M
# HORIZON YEAR (2040) WITH PROJECT TRAFFIC VOLUMES




**AM PEAK HOUR**

| 1. Archibald Ave. / Arrow Route | | 2. Malven Ave. / Arrow Route | | 3. Hermosa Ave. / Arrow Route | | 4. Project Dwy. / Arrow Route | |
|---|---|---|---|---|---|---|---|
| 168 ↓ 1286 ↑ 205 | 134 ← 1187 ← 339 | ← 1651 ← 50 | | 169 ↓ 642 ↑ 135 | 112 ← 1316 ← 181 | 12 ↓ 16 ↑ | 17 ← 1649 |
| 92 → 857 → 153 | 192 ↑ 699 ↑ 315 | 1352 → 18 → | 27 ↑ 23 ↑ | 120 → 1075 → 209 → | 75 ↑ 364 ↑ 137 ↑ | 16 → 1360 → | |

**PM PEAK HOUR**

| 1. Archibald Ave. / Arrow Route | | 2. Malven Ave. / Arrow Route | | 3. Hermosa Ave. / Arrow Route | | 4. Project Dwy. / Arrow Route | |
|---|---|---|---|---|---|---|---|
| 98 ↓ 853 ↑ 161 | 205 ← 1074 ← 271 | ← 1498 ← 39 | | 91 ↓ 382 ↑ 91 | 135 ← 1302 ← 170 | 25 ↓ 30 ↑ | 26 ← 1523 |
| 168 → 1234 → 118 → | 217 ↑ 1401 ↑ 441 ↑ | 1786 → 18 → | 24 ↑ 29 ↑ | 176 → 1467 → 94 → | 126 ↑ 860 ↑ 238 ↑ | 25 → 1811 → | |

**LEGEND:**

4 = INTERSECTION ID

N

# 5.0 TRAFFIC ANALYSIS

Peak hour intersection analysis has been performed at the study area intersections for ODAC of the project scenarios and for projected future conditions. Improvements are recommended to satisfy the level of service requirements of the City of Rancho Cucamonga and if the following impacts are identified:

1) Any study intersection that is operating at LOS “A”, “B”, “C” or “D” for any study scenario without project traffic in which the addition of project traffic causes the intersection to degrade to a LOS “E” or “F” shall mitigate the impact to bring the intersection back to as least LOS “D” .

2) Any study intersection that is operating at a LOS “E” or “F” for any study scenario without project traffic shall mitigate any impacts so as to bring the intersection back to the overall level of delay established prior to project traffic being added..

A. Opening Day Plus Ambient plus Cumulative (ODAC 2019) Conditions

The results of the ODAC conditions intersection analysis are summarized in Table 5-1. The ODAC conditions operations analysis worksheets are provided in Appendix "5.1". As shown on Table 5-1, the intersection of Archibald Avenue/Arrow Route is projected to continue to operate at an unacceptable level of service (LOS “E” or worse) during the AM peak hour with existing geometry and traffic controls.

Providing a separate southbound right turn at the Archibald Avenue/Arrow Route intersection is improve intersection delay to acceptable level of service (LOS “D” or better).

B. Opening Day Plus Ambient plus Cumulative plus Project (ODACP 2019) Conditions

The results of the ODACP conditions intersection analysis are summarized in Table 5-2. The ODACP conditions operations analysis worksheets are provided in Appendix "5.2". As shown on Table 5-4, no new intersections are anticipated to operate at an unacceptable level of service (LOS “E” or worse), in addition to the deficient intersection of Archibald Avenue/Arrow Route as previously identified under Existing and ODAC 2019 conditions, with existing geometry and traffic controls.

The separate southbound right turn improvement identified under ODAC conditions for the intersection of Archibald Avenue/Arrow Route is anticipated to improve intersection LOS to acceptable level of service (LOS “D” or better).

C. Horizon Year (2040) Without Project Conditions

The results of the Horizon Year (2040) Without Project conditions intersection analysis are summarized in Table 5-3. The Horizon Year (2040) Without Project conditions operations analysis worksheets are provided in Appendix "5.3". As shown on Table 5-3, the following

## TABLE 5-1

## INTERSECTION ANALYSIS FOR
## OPENING DAY PLUS AMBIENT PLUS CUMULATIVE (2019) CONDITIONS

| ID | Intersection | Traffic Control [1] | Intersection Approach Lanes [2] | | | | | | | | | | | | Delay [3] (secs.) | | Level of Service [3] | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R | AM | PM | AM | PM |
| 1 | Archibald Ave./ Arrow Route | TS | 1 | 2 | d | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | **70.6** | 52.8 | **E** | D |
| | - With Improvements[4] | TS | 1 | 2 | d | 1 | 2 | **1** | 1 | 2 | 0 | 1 | 2 | 0 | 54.2 | 51.4 | D | D |
| 2 | Malven Ave./ Arrow Route | CSS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 30.6 | 26.3 | D | D |
| 3 | Hermosa Ave./ Arrow Route | TS | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 0 | 39.8 | 38.7 | D | D |
| 4 | Project Driveway / Arrow Route | - | Future Intersection | | | | | | | | | | | | **-** | **-** | - | - |

[1] TS = Traffic Signal; CSS = Cross Street Stop

[2] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = Defacto right turn lane

[3] Delay and level of service calculated using the following analysis software: Synchro 10 HCM6
**BOLD** = Unacceptable level of service

## TABLE 5-2

### INTERSECTION ANALYSIS FOR
### OPENING DAY PLUS AMBIENT PLUS CUMULATIVE PLUS POJECT (2019) CONDITIONS

| ID | Intersection | Traffic Control [1] | Intersection Approach Lanes [2] | | | | | | | | | | | | Delay [3] (secs.) | | Level of Service [3] | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R | AM | PM | AM | PM |
| 1 | Archibald Ave./ Arrow Route | TS | 1 | 2 | d | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | **71.3** | 53.9 | **E** | D |
| | - With Improvements | TS | 1 | 2 | d | 1 | 2 | **1** | 1 | 2 | 0 | 1 | 2 | 0 | 54.7 | 52.5 | D | D |
| 2 | Malven Ave./ Arrow Route | CSS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 31.5 | 27.9 | D | D |
| 3 | Hermosa Ave./ Arrow Route | TS | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 0 | 40.1 | 39.5 | D | D |
| 4 | Project Driveway / Arrow Route | **CSS** | 0 | 0 | 0 | 0 | **1** | 0 | 0.5 | 1.5 | 0 | 0 | 2 | 0 | 23.7 | 30.3 | C | D |

[1] TS = Traffic Signal; CSS = Cross Street Stop

[2] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = Defacto right turn lane; **1** = Improvement

[3] Delay and level of service calculated using the following analysis software: Synchro 10 HCM6
**BOLD** = Unacceptable level of service

## TABLE 5-3

### INTERSECTION ANALYSIS FOR HORIZON YEAR (2040) WITHOUT PROJECT CONDITIONS

| ID | Intersection | Traffic Control [1] | Intersection Approach Lanes [2] | | | | | | | | | | | | Delay [3] (secs.) | | Level of Service [3] | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R | AM | PM | AM | PM |
| 1 | Archibald Ave./ Arrow Route | TS | 1 | 2 | d | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | **119.6** | **116.6** | **F** | **F** |
| | - With Improvements[4] | TS | 1 | 2 | d | 1 | 2 | **1** | 1 | 2 | 0 | 1 | 2 | 0 | **94.3** | **107.8** | **F** | **F** |
| 2 | Malven Ave./ Arrow Route[4,5] | CSS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | **37.9** | **57.3** | **E** | **F** |
| 3 | Hermosa Ave./ Arrow Route | TS | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 0 | 51.6 | 52.6 | D | D |
| 4 | Project Driveway / Arrow Route | - | Future Intersection | | | | | | | | | | | | **-** | **-** | - | - |

[1] TS = Traffic Signal; CSS = Cross Street Stop

[2] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = Defacto right turn lane

[3] Delay and level of service calculated using the following analysis software: Synchro 10 HCM6
**BOLD** = Unacceptable level of service

[4] Additional Improvements are not feasible

[5] The minor approach (northbound left tun movement) is projected to exerience the worse delay and will not impede the flow of traffic on the Arrow Route.

study intersections are projected to operate an unacceptable level of service (LOS “E” or worse) during the peak hours with the existing geometry and traffic controls:

- Archibald Avenue / Arrow Route (#1)
- Malven Avenue / Arrow Route (#2)

For the intersection of Archibald Avenue / Arrow Route (#1) and Malven Avenue / Arrow Route (#2), improvements in addition to the ones identified in Table 5-3 are not feasible due to existing adjacent developments. Therefore, these intersections are anticipated to continue to operate at LOS “E” or worse.

D. Horizon Year (2040) With Project Conditions

The results of the Horizon Year (2040) With Project conditions intersection analysis are summarized in Table 5-4. The Horizon Year (2040) With Project conditions operations analysis worksheets are provided in Appendix "5.4". As shown on Table 5-4, the Project Driveway / Arrow Route (#4) intersection is anticipated to operate at an unacceptable level of service (LOS “E” or worse), in addition to the deficient intersections previously identified under Horizon Year (2040) Without Project conditions.

Similar to Horizon Year (2040) Without Project conditions, the intersections of Archibald Avenue / Arrow Route (#1) and Malven Avenue / Arrow Route (#2), improvements in addition to the ones identified in Table 5-4 are not feasible due to existing adjacent developments. Therefore, these intersections are anticipated to continue to operate at LOS “E” or worse.

For the Project Driveway / Arrow Route (#3) intersection, restricting the driveway to a right-in/right-out/left-in (RIRO/LI) only access (no left-out) is anticipated to improve the intersection LOS to acceptable conditions.

## TABLE 5-4

### INTERSECTION ANALYSIS FOR HORIZON YEAR (2040) WITH PROJECT CONDITIONS

| ID | Intersection | Traffic Control [1] | Intersection Approach Lanes [2] | | | | | | | | | | | | Delay [3] (secs.) | | Level of Service [3] | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R | AM | PM | AM | PM |
| 1 | Archibald Ave./ Arrow Route | TS | 1 | 2 | d | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | **120.2** | **118.2** | **F** | **F** |
| | - With Improvements[4] | TS | 1 | 2 | d | 1 | 2 | **1** | 1 | 2 | 0 | 1 | 2 | 0 | **95.4** | **114.9** | **F** | **F** |
| 2 | Malven Ave./ Arrow Route[4,5] | CSS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | **39.7** | **62.8** | **E** | **F** |
| 3 | Hermosa Ave./ Arrow Route | TS | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 0 | 52.3 | 53.3 | D | D |
| 4 | Project Driveway / Arrow Route | **CSS** | 0 | 0 | 0 | 0 | **1** | 0 | 0.5 | 1.5 | 0 | 0 | 2 | 0 | **48.8** | **46.8** | **E** | **E** |
| | - With RIRO/LI Access[6] | **CSS** | 0 | 0 | 0 | 0 | 0 | **1** | 0.5 | 1.5 | 0 | 0 | 2 | 0 | 17.9 | 17.2 | C | C |

[1] TS = Traffic Signal; CSS = Cross Street Stop

[2] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = Defacto right turn lane; **1** = Improvement

[3] Delay and level of service calculated using the following analysis software: Synchro 10 HCM6
**BOLD** = Unacceptable level of service

[4] Additional Improvements are not feasible

[5] The minor approach (northbound left tun movement) is projected to exerience the worse delay and will not impede the flow of traffic on the Arrow Route.

[6] RIRO/LI = Right-In / Right-Out / Left-In Only Driveway

# 6.0 FINDINGS AND RECOMMENDATIONS

A. Traffic Impacts and Level of Service Analysis

For Existing (2018), ODAC (2019), and ODACP (2019), the intersection of Archibald Avenue / Arrow Route (#1) is operating at an unacceptable level of service (LOS "E" or worse) during the AM peak hour with existing geometry and traffic controls. Providing a separate southbound right turn lane is anticipated to improve the intersection LOS to acceptable conditions.

For Horizon Year (2040) Without Project conditions, the intersection of Archibald Avenue / Arrow Route (#1) and Malven Avenue / Arrow Route (#2) are anticipated to operate at an unacceptable level of service (LOS "E" or worse) during the peak hours. Further improvements in addition to the improvements previously identified under ODAC (2019) conditions are not feasible due to existing adjacent developments. Therefore, these intersections are anticipated to continue to operate at LOS "E" or worse.

For Horizon Year (2040) With Project conditions, the Project Driveway / Arrow Route (#4) intersection is anticipated to operate at an unacceptable level of service. Restricting the Project driveway to a right-in/right-out/left-in (RIRO/LI) only access (no left-out) is anticipated to improve the intersection LOS to acceptable conditions.

B. Circulation Recommendations

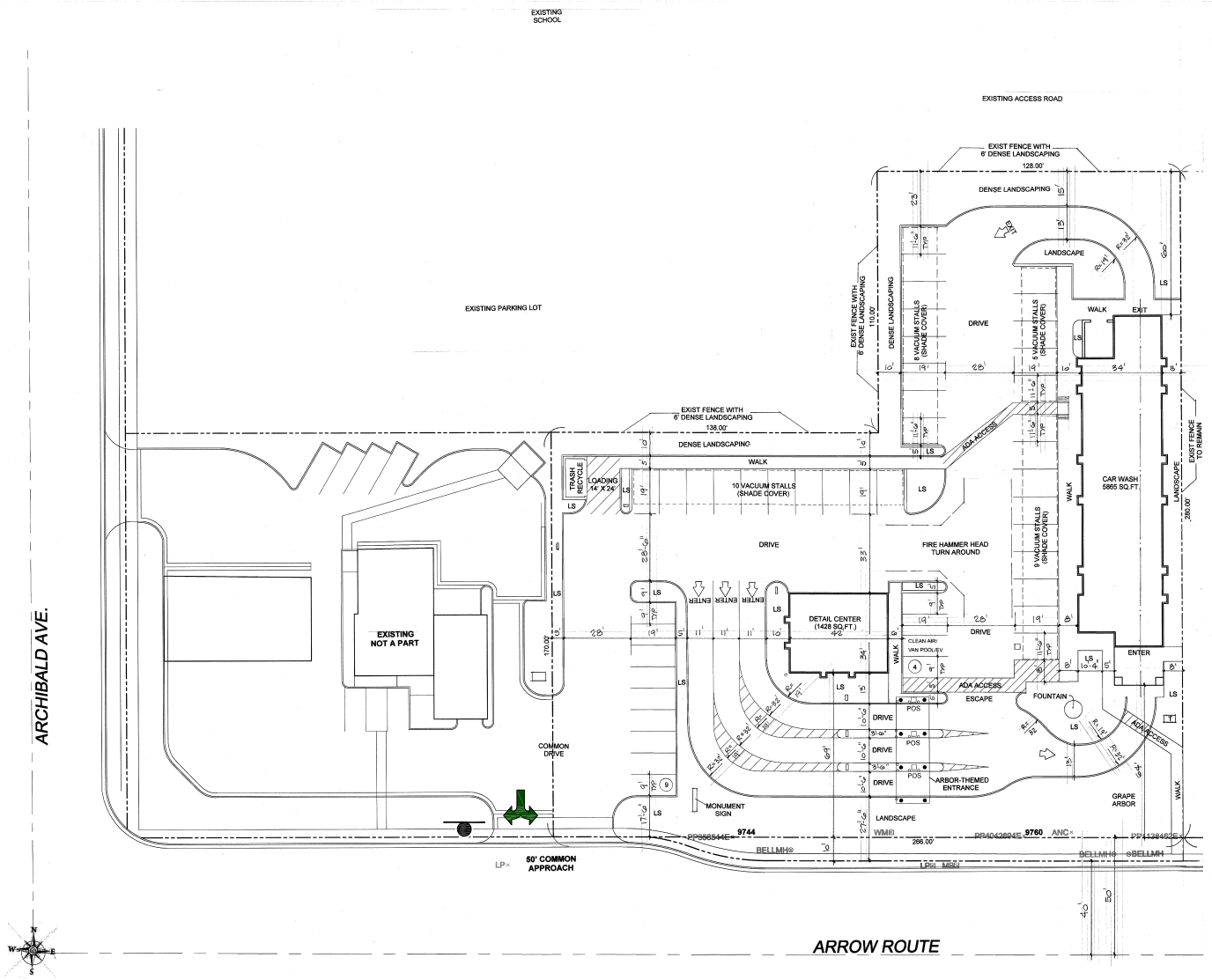
1. On-Site

Figure 6-A illustrates the on-site recommended roadway and intersection lane improvements. Construction of on-site improvements shall occur in conjunction with adjacent project development activity or as needed for project access purposes.

The recommended on-site roadway improvements are described below.

- Provide stop sign control at the project driveways.
- On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.
- Verify that minimum sight distance is provided at the project driveways.

# FIGURE 6-A
# CIRCULATION RECOMMENDATIONS




PROVIDE STOP SIGN CONTROL AT THE PROJECT DRIVEWAY.

ON-SITE TRAFFIC SIGNING AND STRIPING SHOULD BE IMPLEMENTED IN CONJUNCTION WITH DETAILED CONSTRUCTION PLANS FOR THE PROJECT.

VERIFY THAT MINIMUM SIGHT DISTANCE IS PROVIDED AT THE PROJECT ACCESS POINT.

**LEGEND:**

= STOP SIGN

= LANE IMPROVEMENT (PROJECT ACCESS)

N

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R G S Engineering Geology

1225 Chestnut Street
Upland, California 91784
ckrall@aol.com (951) 315-3517

September 12, 2018

Allan Smith
Southwest Design Group, LLC
12223 Highland Avenue, Suite 106-201
Rancho Cucamonga, California 91739

**SUBJECT:** **REPORT OF INFILTRATION TESTING**
Proposed Arbor Carwash
9744 Arrow Route
Rancho Cucamonga, California
Project No. 1702-01

Mr. Smith:

In accordance with your authorization, we have conducted infiltration testing for low impact development (LID) design associated with the proposed site improvements. Our test procedures and content of this report conform to the San Bernardino County Technical Guidance Document for Water Quality Management Plans and Low Impact Development Best Management Practices.

Our findings, conclusions, and recommendations related to site infiltration are presented herein. We greatly appreciate this opportunity to be of service. Should you have any questions, or require additional services, please call our office.

Respectfully submitted,
**RGS Engineering Geology**


Christopher Krall, P.G. 5717, E.G. 1816
Engineering Geologist

# INTRODUCTION

## Accompanying Map, Illustrations, And Appendices

Figure 1 - Site Location Map
Figure 2 - Infiltration Test Location Plan

Appendix A - References
Appendix B - Exploratory Trench Logs
Appendix C - Infiltration Test Data

## Scope of Work

For the purpose of this study RGS conducted the following scope or work in accordance with written authorization:

- Review related geologic and soils information available in our files.
- Excavate, log, and backfill two deep exploratory trenches on-site to evaluate the underlying soil condition to a maximum depth of 15 feet.
- Excavate a total of two shallow test pits to a depth near the bottom of the proposed basin for infiltration testing.
- Prepare each test pit for infiltration testing.
- Conduct two field infiltration tests to determine the representative rate to be used for storm water mitigation design. Testing utilized the Riverside County percolation test method in conformance with the San Bernardino County Technical Guidance Documents for Water Quality Management.
- Preparation of this report presenting our findings, conclusions, and geologic recommendations for storm water basin design.

## Purpose and Objective

The purpose and objective of testing is to determine the rate of storm water infiltration for native sediments exposed along the bottom of proposed retention basins associated with site improvements at the proposed Arbor Carwash Express in Rancho Cuca Monga, California. Best management practices utilize drawdown time based on infiltration rate combined with the interaction of chemical, physical, and biological processes between soil, organic matter, and water to filter out sediments and constituents from surface run-off and storm water. Accordingly, best management practices require a maximum

drawdown time to provide proper filtration and avoid nuisance issues. Since drawdown time is contingent on the infiltration rate of the underlying soil, tests are used to help establish the vertical infiltration rate of the soil below a proposed infiltration facility. The test methods attempt to simulate the physical processes and seasonal variance that will occur when the facility is in operation.

The established infiltration rate combined with calculated storm water flow is then used by the project engineer to design the low impact development best management practice for water quality suited to the particular project.

## Site Conditions and Location

The site is located along the north side of Arrow Route just east of Archibald Avenue in the city of Rancho Cucamonga, California. The geographical relationship of the site and surrounding area is shown on our Site Location Map, Figure 1.

Most of the site is currently vacant with a small residence located near the center of the property. Access for infiltration testing was limited due to the existence of the home. However, the soil conditions in the area tested are considered representative of the infiltration basin and the site as a whole based on the local geology.

Topography in the area of the proposed improvements is generally flat with a gradient of less than 2 percent toward the south-southwest. The area is void of shrubs or trees with only a sparse growth of seasonal weeds and grasses observed.

## Proposed Development

The proposed site improvements include an express carwash with associated landscaping, hardscape, and buildings. Low impact design for storm water quality includes a water run-off retention basin near the south-central portion of the site. The proposed improvements and low impact development facilities are shown on depicted on our Infiltration Test Location Plan, Figure 2.

# SITE EVALUATION AND TESTING

## Subsurface Evaluation

To evaluate the subsurface conditions below the proposed retention basin and infiltration trench, two exploratory trench excavations (one at each infiltration facility) were conducted using Case 580 M rubber tired backhoe equipped with a 24 inch wide bucket to a depth of at least 10 feet below the proposed basin or trench invert. The number of exploratory excavations was dictated by Table 1 of Appendix A of the design handbook. Each excavation was carefully monitored by our state licensed Engineering Geologist, Christopher Krall, who prepared a log of the soil column, encountered and collected representative soil samples for field classification as warranted. Geologic conditions

related to infiltration such as soil texture, density, and moisture content was recorded. Soil color and mottling or staining and groundwater occurrence were also noted. A copy of the exploratory trench logs is provided in Append B of this report for review. The exploratory trenches were backfilled immediately following field recordation for safety.

## Infiltration Test Method

Our field test method for infiltration was conducted in conformance with Appendix A of the Riverside County Design Handbook for Low Impact Development Best Management Practices. Our test method followed the San Bernardino County Technical Guidance Document for Water Quality Management Plans and Low Impact Development Best Management Practices.

This test measures the length of time required for a quantity of water to infiltrate into the soil and is often called a "percolation rate". It should be noted that the percolation rate is related to, but not equal to, the infiltration rate. While an infiltration rate is a measure of the speed at which water progresses downward into the soil, the percolation rate measures not only the downward progression but the lateral progression through the soil as well. This reflects the fact that the surface area for infiltration testing would include only the horizontal surface while the percolation test includes both the bottom surface area and the sidewalls of the test hole. However, there is a relationship between the values obtained by a percolation test and infiltration rate expressed by the following equation known as the Porchet Method of converting percolation rate to infiltration rate.

$$I_t = \frac{\Delta H\,(60r)}{\Delta t\,(r+2H_{avg})}$$

Where:

$I_t$ = tested infiltration rate (inches/hour)
$\Delta H$ = change in head over the time interval, inches
$\Delta t$ = time interval, minutes
$r$ = effective radius of test hole
$H_{avg}$ = average head over the time interval, inches

## Test Preparation and Procedure

Test pits were excavated at each proposed infiltration facilities (two for the proposed basin and two for the proposed trench) to a depth of two to three feet below the exiting ground surface to replicate the bottom of the infiltration facility. The number of test pits was dictated by Table 1 of Appendix A of the design handbook. Along the bottom of each test pit a test hole was excavated to a depth of 22 to 24 inches with a diameter of approximately 8 inches. A six inch diameter perforated plastic pipe and 2 inches of gravel was placed in each test hole to prevent scouring or erosion.

A water container was inverted over each test hole and 5 gallons of clean water was allowed to soak into the soil prior to testing. Pre-soaking of the test holes was performed to emulate possible saturated conditions during seasonal storms. Where pre-soaking of the test holes was complete in a timely manner, testing was conducted immediately following the pre-soak. Where pre-soaking was slower, testing was conducted the following day. Under no circumstance was presoaking allowed to continue for more than 26 hours.

Following the presoak, test holes were filled with clear water to a height of 20 inches (5 times the test-hole radius) and the time required for the water to seep into the soil was recorded. All measurements were taken from a fixed reference point using a ruler placed within the test hole and are accurate to 0.25 inches.

When 2 consecutive measurements indicated that 6 inches of water seeps into the soil in less than 25 minutes, the strata was classified as “sandy soil” and testing continued for an additional hour with measurements taken every 10 minutes. The drop that occurs during the final 10 minutes was used to calculate the field percolation rate. In non-sandy material at least twelve measurements were recorded over a period of at least six hours at approximately 30 minutes intervals. The final reading was used to calculate the field percolation rate. The test pits were backfilled immediately following field recordation for safety. At the completion of testing, a 3 feet long surveyor’s stake (lath), flagged with highly visible banner tape was placed in the location of the test indicating date, test hole number, and the company performing the test. The approximate location of each test pit is shown on our Infiltration Test Location Plan, Figure 2.

## SUMMARY OF FINDINGS AND TEST RESULTS

### Earth Material

The earth material underlying the infiltration areas is summarized below. Detailed descriptions of the soil characteristics are provided on our exploratory trench logs, Appendix B.

In summary the subsurface conditions below each proposed infiltration areas are similar and expose silty sand (Unified Soil Classification – SM) that is yellow brown, fine to coarse grained, dry to damp, medium dense, non-cohesive, moderately graded, with a slight blocky soil structure. Soil stratigraphy is generally consistent to a depth of 15 feet or more.

### Groundwater Occurrence

Groundwater was encountered in both of our exploratory trench excavation at a depth of approximately 15 feet below the ground surface corresponding to a depth of more than 10 feet below the proposed infiltration invert.

In general, groundwater does not occur in this area within 100 to 200 feet of the ground surface and groundwater is not expected to impact this development.

## Test Results

Our field test data is presented in Appendix C for review and summarized in Table I below. The percolation rate of the earth material underlying the infiltration areas yields good percolation rates ranging from 1.12 to 1.16 minutes per inch. These values were converted to infiltration rate following the Porchet Method equation as explained in the previous section of this report.

**TABLE 1**
**Tabulated Percolation/Infiltration Test Results**

| Test No. | Location | Interval Tested (inches) | Earth Materials | Perc. Rate (min/inch) | Infilt. Rate (inch/hour) |
|---|---|---|---|---|---|
| P-1 | See Plan | 34"-54" | Silty Sand (SM) | 1.12 | 6.91 |
| P-2 | See Plan | 37"-57" | Silty Sand (SM) | 1.16 | 6.75 |
| | | | | | |
| | | | | | |

# CONCLUSION AND RECOMMENDATIONS

## Conclusions

- Based on our investigation, the areas of proposed infiltration are underlain by silty sand (SM) that is considered permeable with moderate to good percolation rates to a depth of 15 feet below the ground surface.

- Groundwater was not encountered in each exploratory trench at a depth of approximately 15 feet below the ground surface. Groundwater is not expected to impact the development or infiltration process.

- A field infiltration rate of 6.75 inches per hour is considered representative of the underlying native soil and should be considered the standard for design of the low impact development system.

- Considering the location and geologic setting of the site, installation of the proposed LID BMP will not create adverse effects to slope stability, soil erosion, off-site impacts.

## Recommendations

- The low impact development system should be designed by the project engineer considering the geologic information and field infiltration rate contained in this report.

- All required setbacks as set forth in the design handbook should be adhered to during site planning, design, and construction.

- To account for long term performance variables of full scale working infiltration facilities due to accumulation of fine particles, post construction compaction of native soil, non-homogeneous soil strata, and site variations, a safety factor of 3 should be applied to the infiltration rate for design purposes.

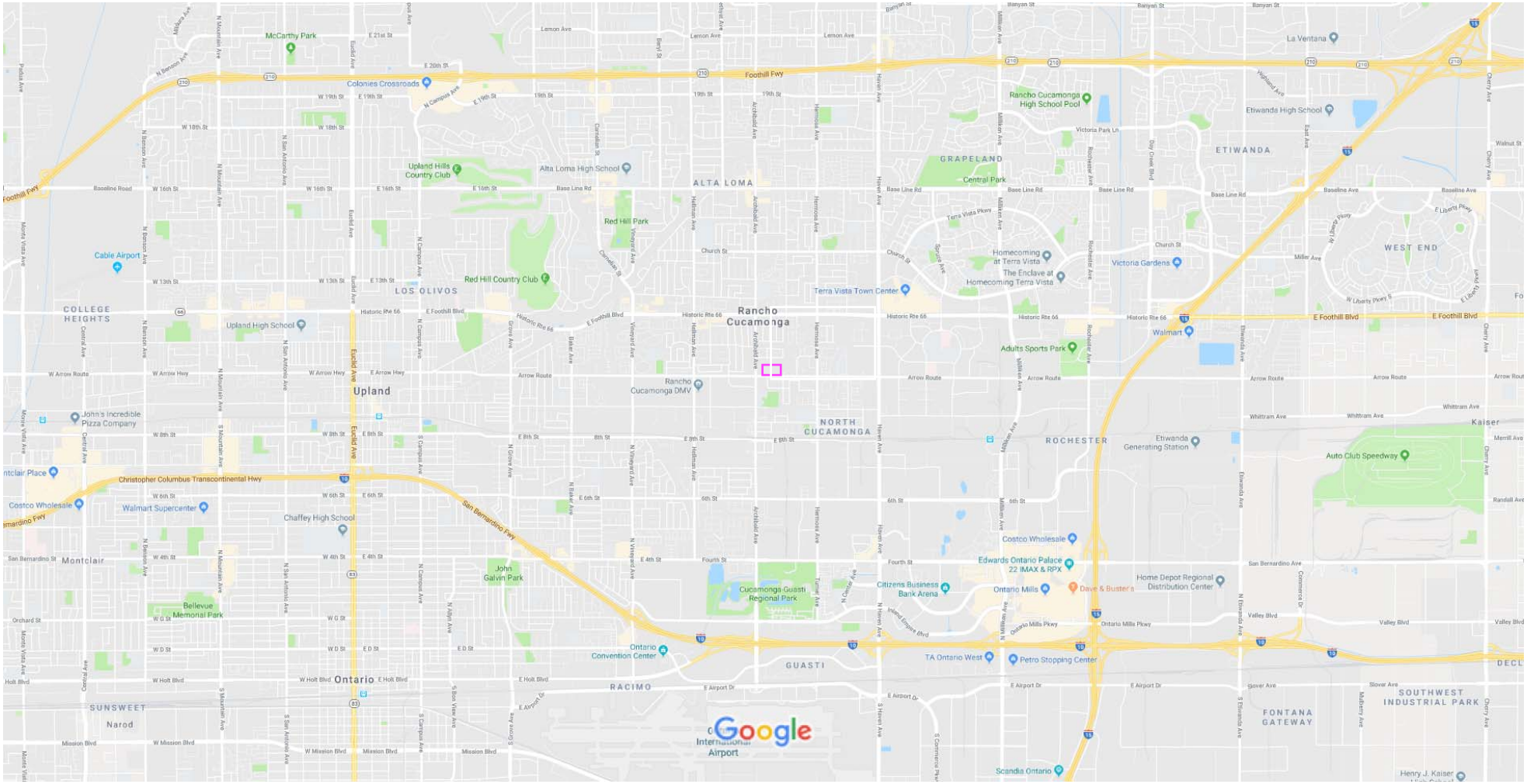
- Future building expansion or other improvements in the area of the infiltration system, including hardscape, flatwork sidewalks or paving, and water wells, should be reviewed by this firm and approved by the local governing agency.

## CLOSURE

It is the owner's responsibility to insure that proper design and construction methods of the infiltration LID system are employed. Improper placement or construction of the system can cause premature failure regardless of the soil conditions.

It is also the owner's responsibility to adequately maintain this infiltration system to extend its longevity and performance. Please understand that this investigation was limited to the evaluation and feasibility of soil infiltration rates and has not included a comprehensive analysis of the stability of the proposed development from a geotechnical standpoint.

Google Maps SITE LOCATION MAP - Figure 1




Map data ©2018 Google 2000 ft

EXISTING SCHOOL

EXISTING ACCESS ROAD

EXISTING PARKING LOT

ARCHIBALD AVENUE
8477

24" BOX MULTI-TRUNK CAMPHER TREES @ 15' OC (STAGGERED)

128'

64'

EXIT

LANDSCAPE

EXIT

DRIVE

8 COVERED VACUUM STALLS

111'

5' 10' 14' 5'

TRASH/ RECYCLE

138'

LANDSCAPE

ADA ACCESS

LOADING 14' X 27'

LS

10 COVERED VACUUM STALLS

19'

28'

19'

10'

2'

34'

2'

6'

CAR WASH 5865 SQ.FT.

140'

291

T-1

DRIVE

30'

28'

16 COVERED VACUUM STALLS

ENTER ENTER ENTER

18'

7'-6"

DRIVE

EXISTING SERVICE STATION

EXISTING NOT A PART

9' 28' 19' 5' 11'-6" 11'-6" 11'-6" 5'-6" 42' 5' 19' 28'

DETAIL CENTER 1428 SQ.FT.

24'

ENTER

8'

11'

FOUNTAIN

180'

LS

DRIVE

ESCAPE

POS

T-2

POS

POS

ARBOR THEMED ENTRANCE

ACCESS

ADA

ARBOR

COMMON DRIVE

52'±

9' TYP

10

15'

LS

MONUMENT SIGN

I-1

17'-6"

LANDSCAPE

I-2

260'

NEW APPROACH PER CITY STDS

9744

REMOVE EXISTING APPROACH

REMOVE EXISTING APPROACH

9760

9786

ARROW ROUTE

N W E S

1" = 20'

## SUMMARY
## (9744, 9760 ARROW ROUTE)

| | |
|---|---|
| BUILDINGS (COMBINED) FOOTPRINT | 5867 SQ.FT. |
| LANDSCAPING (25%) | 15,455 SQ.FT. |
| CONCRETE | 40,766 SQ.FT. |
| SITE TOTAL (1.42 ACRES) | 68,088 SQ.FT. |

## PARKING

| | |
|---|---|
| VACUUMS | 33 STALLS |
| CUSTOMER/EMPLOYEE | 15 STALLS |
| LOADING (14' X 27') | 1 STALL |

I-1 - Approximate Location of Infiltration Test

T-2 - Approximate Location of Exploratory Trench

SITE PLAN

the Arbor
CAR WASH
EXPRESS

24 X 36 CLEARPRINT®

| REVISIONS | BY |
|---|---|
| | |
| | |
| | |
| | |
| | |
| | |


PETE DEJAGER
ALAN SMITH
(909) 234-9603

the Arbor
9744 ARROW ROUTE
RANCHO CUCAMONGA, CA

SOUTHWEST Design GROUP
12223 HIGHLAND AVE
SUITE # 106-201
RANCHO CUCAMONGA, CA 91739
909.234.9603


| | |
|---|---|
| Date | |
| Scale | 1" = 20' |
| Drawn | |
| Job | |
| Sheet | 1 |
| Of | Sheets |

ARBOR

# APPENDIX A

## References

## REFERENCES

Carson, Scott E. and Matti, Jonathan C., 1985, Contour Map Showing Minimum Depth to Groundwater, Upper Santa Ana River Valley, California, 1973-1979, U.S. Geological Survey, Map MF-1802

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Low Impact Development Best Management Practices, Revised September 2011.

San Bernardino County Technical Guidance Document for Water Quality Management Plans and Low Impact Development Best Management Practices.

# APPENDIX B

## Exploratory Trench Logs

# *EXPLORATORY TRENCH LOG*

PROJECT NAME Arbor Carwash ELEVATION ___NA_____ TRENCH NO. __T-1____

PROJECT No. _1702-01_____ EQUIPMENT __CASE 580_____

| DEPTH (FEET) | TYPE OF TEST* | SAMPLE DEPTH | DRY DENSITY (PCF) | MOISTURE CONTENT % | (USCS) SOIL CLASSIFICATION | EARTH MATERIAL | GEOTECHNICAL DESCRIPTION |
|---|---|---|---|---|---|---|---|
| | | | | | | | **LOGGED BY ___CK_____ DATE 6-13-18** _____ **SAMPLED BY _____CK_____** |
| | NG | | 94.1 | 3.6 | SM | Qal | Alluvium (Qal)<br>SILTY SAND (SM):<br>Yellow brown, fine to coarse grained, dry to damp, |
| | BULK | | | | | | |
| | NG | | 105.2 | 4.8 | | | Medium dense, moderately graded, non-cohesive, |
| 5 | | | | | | | Slight blocky structure |
| 10 | | | | | | | |
| 15 | | | | | | | |
| | | | | | | | Total depth 15 ft<br>No Groundwater<br>Trench Backfilled |

***GRAPHIC LOG*** Trend: Scale: 1" = 5'

*TEST SYMBOLS

B - BULK SAMPLE
R - RING SAMPLE
SC - SANDCONE
MD - MAXIMUM DENSITY
GS - GRAIN SIZE
SE - SAND EQUIVALENT
NG - NUCLEAR GAUGE
(90) - RELATIVE COMPACTION

RGS Engineering Geology

# *EXPLORATORY TRENCH LOG*

PROJECT NAME Arbor Carwash ELEVATION ___NA_____ TRENCH NO. __T-2____

PROJECT No. _1702-01_____ EQUIPMENT __CASE 580_____

| DEPTH (FEET) | TYPE OF TEST* | SAMPLE DEPTH | DRY DENSITY (PCF) | MOISTURE CONTENT % | (USCS) SOIL CLASSIFICATION | EARTH MATERIAL | GEOTECHNICAL DESCRIPTION |
|---|---|---|---|---|---|---|---|
| | | | | | | | **LOGGED BY ___CK_____ DATE 6-13-18** _____ **SAMPLED BY _____CK_____** |
| | NG | | 93.8 | 3.9 | SM | Qal | Alluvium (Qal)<br>SILTY SAND (SM):<br>Yellow brown, fine to coarse grained, dry to damp, |
| | NG | | 107.4 | 5.1 | | | Medium dense, moderately graded, non-cohesive, |
| 5 | | | | | | | Slight blocky structure |
| 10 | | | | | | | |
| 15 | | | | | | | Total depth 15 ft<br>No Groundwater<br>Trench Backfilled |

***GRAPHIC LOG*** Trend: Scale: 1" = 5'

*TEST SYMBOLS

B - BULK SAMPLE
R - RING SAMPLE
SC - SANDCONE
MD - MAXIMUM DENSITY
GS - GRAIN SIZE
SE - SAND EQUIVALENT
NG - NUCLEAR GAUGE
(90) - RELATIVE COMPACTION

RGS Engineering Geology

# APPENDIX C

## Infiltration Test Data

# PERCOLATION TEST DATA SHEET

| | | | | | |
|---|---|---|---|---|---|
| Project: | Excel Transport | Project No: | 1653-01 | Date: | 11/16/2016 |
| Test Hole No: | I-1 | Tested By: | Christopher Krall | | |
| Depth of Test ($D_T$): | 20"-32" | USCS Soil Classification: | Silty Sand (SM) | | |
| Test Hole Radius (inches): | 4 | Depth of Test Hole (in.) | 20 | | |

SANDY SOIL CRITERIA TEST*

| Trial No. | Start (t) | Stop (t) | Time Interval (min.) | Initial Depth to Water (in.) | Final Depth to Water (in.) | Water Level Change (in.) | Greater than or Equal to 6" (y/n) |
|---|---|---|---|---|---|---|---|
| 1 | 6:15 | 6:30 | 15 | 10 | 2 | 8 | Yes |
| 2 | 6:30 | 6:45 | 15 | 10 | 2 | 8 | Yes |

*If two consecutive measurments demonstrate that 6 inches of water seeps into soil in less than 25 minutes, the test shall be run for an additional hour with measurements taken every 10 minutes. Otherwise, test holes were pre-soaked overnight and at least twleve measurements were recorded over a 6 hour period (approximately 30 minute intervals).

| Reading No. | Start (t) | Stop (t) | (Δt) Time Interval (min.) | ($D_o$) Initial Depth to Water (in.) | ($D_{F)}$ Final Depth to Water (in.) | (ΔH) Water Head Level Change (in.) | Percolation Rate (min./in.) | Infiltration Rate (in./hr.) |
|---|---|---|---|---|---|---|---|---|
| 1 | 11:55 | 12:05 | 10 | 11 | 2 | 9 | 1.11 | 6.97 |
| 2 | 12:05 | 12:15 | 10 | 11 | 2 | 9 | 1.11 | 6.97 |
| 3 | 12:15 | 12:25 | 10 | 11 | 2.1 | 8.9 | 1.12 | 6.91 |
| 4 | 12:25 | 12:35 | 10 | 11 | 2.1 | 8.9 | 1.12 | 6.91 |
| 5 | 12:35 | 12:45 | 10 | 11 | 2.2 | 8.8 | 1.14 | 6.86 |
| 6 | 12:45 | 12:55 | 10 | 11 | 2.1 | 8.9 | 1.12 | 6.91 |
| 7 | | | | | | | | |
| 8 | | | | | | | | |
| 9 | | | | | | | | |
| 10 | | | | | | | | |
| 11 | | | | | | | | |
| 12 | | | | | | | | |

Comments:

# PERCOLATION TEST DATA SHEET

| | | | | | |
|---|---|---|---|---|---|
| Project: | Excel Transport | Project No: | 1653-01 | Date: | 11/16/2016 |
| Test Hole No: | P-2 | Tested By: | Christopher Krall | | |
| Depth of Test ($D_T$): | 20"-32" | USCS Soil Classification: | Silty Sand (SM) | | |
| Test Hole Radius (inches): | 4 | Depth of Test Hole (in.) | 20 | | |

SANDY SOIL CRITERIA TEST*

| Trial No. | Start (t) | Stop (t) | Time Interval (min.) | Initial Depth to Water (in.) | Final Depth to Water (in.) | Water Level Change (in.) | Greater than or Equal to 6" (y/n) |
|---|---|---|---|---|---|---|---|
| 1 | 7:05 | 7:13 | 8 | 3 | 9.25 | 6.25 | Yes |
| 2 | 7:14 | 7:23 | 9 | 3.25 | 9.3 | 6.05 | Yes |

*If two consecutive measurments demonstrate that 6 inches of water seeps into soil in less than 25 minutes, the test shall be run for an additional hour with measurements taken every 10 minutes. Otherwise, test holes were pre-soaked overnight and at least twleve measurements were recorded over a 6 hour period (approximately 30 minute intervals).

| Reading No. | Start (t) | Stop (t) | (Δt) Time Interval (min.) | ($D_o$) Initial Depth to Water (in.) | ($D_{F)}$ Final Depth to Water (in.) | (ΔH) Water Head Level Change (in.) | Percolation Rate (min./in.) | Infiltration Rate (in./hr.) |
|---|---|---|---|---|---|---|---|---|
| 1 | 11:55 | 12:05 | 10 | 11 | 2 | 9 | 1.11 | 6.97 |
| 2 | 12:05 | 12:15 | 10 | 11 | 2.1 | 8.9 | 1.12 | 6.91 |
| 3 | 12:15 | 12:25 | 10 | 11 | 2.2 | 8.8 | 1.14 | 6.86 |
| 4 | 12:25 | 12:35 | 10 | 11 | 2.3 | 8.7 | 1.15 | 6.80 |
| 5 | 12:35 | 12:45 | 10 | 11 | 2.4 | 8.6 | 1.16 | 6.75 |
| 6 | 12:45 | 12:55 | 10 | 11 | 2.4 | 8.6 | 1.16 | 6.75 |
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Comments:

# City of Rancho Cucamonga
# Planning Department

# Mitigation Monitoring and Reporting Program for the Arbor Express Car Wash Project

State Clearinghouse No. N/A
June 15, 2020

This document is designed for double-sided printing to conserve natural resources.

# MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) identifies Mitigation Measures incorporated into the Initial Study/Mitigated Negative Declaration (IS/MND) for the Arbor Express Car Wash Project (Project). For each Mitigation Measure, the MMRP identifies the significant impact, the related mitigation measure, the implementation entity, the monitoring and verification entity, and timing requirements.

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| *BIOLOGICAL RESOURCES* | | | | | | |
| Potential Impacts on Migratory Nesting Birds. | **BIO-1: Pre-Construction Nesting Bird Survey.** If vegetation removal is scheduled during the nesting season (typically February 1 to September 1), then a focused survey for active nests shall be conducted by a qualified biologist (as determined by a combination of academic training and professional experience in biological sciences and related resource management activities) no more than five (5) days prior to the beginning of project-related activities (including but not limited to equipment mobilization and staging, clearing, grubbing, vegetation removal, and grading). Surveys shall be conducted in proposed work areas, staging and storage areas, and soil, equipment, and material stockpile areas. For passerines and small raptors, surveys shall be conducted within a 250-foot radius surrounding the work area (in areas where access is feasible). For larger raptors, such as those from the genus *Buteo*, the survey area shall encompass a 500-foot radius. Surveys shall be conducted during weather conditions suited to maximize the observation of possible nests and shall concentrate on areas of suitable habitat. If a lapse in project-related work of five (5) days or longer occurs, an additional nest survey shall be required before work can be reinitiated. If nests are encountered during any preconstruction survey, a qualified biologist shall determine if it may be | Project Proponent | City of Rancho Cucamonga Planning Department | Prior to vegetation removal. | | |

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| | feasible for construction to continue as planned without impacting the success of the nest, depending on conditions specific to each nest and the relative location and rate of construction activities. If the qualified biologist determines construction activities have potential to adversely affect a nest, the biologist shall immediately inform the construction manager to halt construction activities within minimum exclusion buffer of 50 feet for songbird nests, and 200 to 500 feet for raptor nests, depending on species and location. Active nest(s) within the Project Site shall be monitored by a qualified biologist during construction if work is occurring directly adjacent to the established no-work buffer. Construction activities within the no-work buffer may proceed after a qualified biologist determines the nest is no longer active due to natural causes (e.g. young have fledged, predation, or other non-anthropogenic nest failure). | | | | | |
| *CULTURAL RESOURCS* | | | | | | |
| Adverse Change in the Significance of an Archeological Resource. | **SMBMI-1:** In the event that pre-contact cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel | Project Proponent | City of Rancho Cucamonga Planning Department/Tribal Representatives | Prior to and Throughout Excavation/ Ground Disturbing Activities. | | |

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| | Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within SMBI-4, if any such find occurs and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment. | | | | | |
| Adverse Change in the Significance of an Archeological Resource. | **SMBMI-2:** If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within SMBI-4. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly. | Project Proponent | City of Rancho Cucamonga Planning Department/Tribal Representatives | Prior to and Throughout Excavation/ Ground Disturbing Activities. | | |
| Adverse Change in the Significance of an Archeological Resource. | **GBMIKN-1: Retain a Native American Monitor/Consultant:** The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement | Project Proponent | City of Rancho Cucamonga Planning Department/Tribal Representatives | Prior to and Throughout Excavation/ Ground Disturbing Activities. | | |

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| | removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources. | | | | | |
| Adverse Change in the Significance of an Archeological Resource. | **GBMIKN-2: Unanticipated Discovery of Tribal Cultural and Archaeological Resources:** Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while | Project Proponent | City of Rancho Cucamonga Planning Department/Tribal Representatives | Prior to and Throughout Excavation/ Ground Disturbing Activities. | | |

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| | evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and archaeological resources. | | | | | |
| Adverse Change in the Significance of an Archeological Resource. | **GBMIKN-3: Public Resources Code Sections 21083.2(b) for unique archaeological resources.** Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes. | Project Proponent | City of Rancho Cucamonga Planning Department/Tribal Representatives | Prior to and Throughout Excavation/ Ground Disturbing Activities. | | |

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| Adverse Change in the Significance of a Paleontological Resource. | **CUL-1: Conduct Paleontological Sensitivity Training for Construction Personnel.** The Applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, shall conduct a Paleontological Sensitivity Training for construction personnel prior to commencement of excavation activities. The training will include a handout and will focus on how to identify paleontological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event; the duties of paleontological monitors; notification and other procedures to follow upon discovery of resources; and, the general steps a qualified professional paleontologist would follow in conducting a salvage investigation if one is necessary. | Project Proponent | City of Rancho Cucamonga Planning Department | Prior to and Throughout Excavation/ Ground Disturbing Activities. | | |
| Adverse Change in the Significance of a Paleontological Resource. | **CUL-2: Conduct Periodic Paleontological Spot Checks During Grading and Earth-Moving Activities.** The Applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, shall conduct periodic Paleontological Spot Checks beginning at depths below six (6) feet to determine if construction excavations have extended into older Quaternary deposits. After the initial Paleontological Spot Check, further periodic checks will be conducted at the discretion of the qualified paleontologist. If | Project Proponent | City of Rancho Cucamonga Planning Department | Prior to and Throughout Excavation/ Ground Disturbing Activities. | | |

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| | the qualified paleontologist determines that construction excavations have extended into the older Quaternary deposits, construction monitoring for Paleontological Resources will be required. The Applicant shall retain a qualified paleontological monitor, who will work under the guidance and direction of a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology. The paleontological monitor shall be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into the older Pleistocene alluvial deposits. Multiple earth-moving construction activities may require multiple paleontological monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known paleontological resources and/or unique geological features, the materials being excavated (native versus artificial fill soils), and the depth of excavation, and if found, the abundance and type of paleontological resources and/or unique geological features encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the qualified professional paleontologist. | | | | | |
| Adverse Change in the Significance of a Paleontological Resource. | **CUL-3: Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered.** In the event that paleontological resources and or | Project Proponent | City of Rancho Cucamonga Planning Department | Prior to and Throughout Excavation/ Ground | | |

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| | unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue until appropriate paleontological treatment plan has been approved by the Applicant and the City. Work shall be allowed to continue outside of the buffer area. The Applicant and City shall coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing. | | | Disturbing Activities. | | |
| Adverse Change in the Significance of a Paleontological Resource. | **CUL-4: Prepare Report Upon Completion of Monitoring Services.** Upon completion of the above activities, the professional paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their | Project Proponent | City of Rancho Cucamonga Planning Department | Prior to and Throughout Excavation/ Ground Disturbing Activities. | | |

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| | significance. The report shall be submitted to the Applicant, the City, the Natural History Museums of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures. | | | | | |
| Disturbance of Human Remains. | **SMBMI-3:** If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project. | Project Proponent | City of Rancho Cucamonga Planning Department/Tribal Representatives | Prior to and Throughout Excavation/ Ground Disturbing Activities. | | |
| Disturbance of Human Remains. | **GBMIKN-4: Unanticipated Discovery of Human Remains and Associated Funerary Objects:** Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by | Project Proponent | City of Rancho Cucamonga Planning Department/Tribal Representatives | Prior to and Throughout Excavation/ Ground Disturbing Activities. | | |

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| | telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed. | | | | | |
| Disturbance of Human Remains. | **GBMIKN-5: Resource Assessment & Continuation of Work Protocol:** Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD). | Project Proponent | City of Rancho Cucamonga Planning Department/Tribal Representatives | Prior to and Throughout Excavation/ Ground Disturbing Activities. | | |
| Disturbance of Human Remains. | **GBMIKN-6: Kizh-Gabrieleno Procedures for burials and funerary remains:** If the Gabrieleno Band of Mission Indians-Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. | Project Proponent | City of Rancho Cucamonga Planning Department/Tribal Representatives | Prior to and Throughout Excavation/ Ground Disturbing Activities. | | |

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| | These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. | | | | | |
| Disturbance of Human Remains. | **GBMIKN-7: Treatment Measures:** Prior to the continuation of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and | Project Proponent | City of Rancho Cucamonga Planning Department/Tribal Representatives | Prior to and Throughout Excavation/ Ground Disturbing Activities. | | |

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| | respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered. | | | | | |
| Disturbance of Human Remains. | **GBMIKN-8: Professional Standards:** Archaeological and Native American monitoring and excavation during construction projects will | Project Proponent | City of Rancho Cucamonga Planning | Prior to and Throughout Excavation/ | | |

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| | be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified. | | Department/Tribal Representatives | Ground Disturbing Activities. | | |
| *NOISE* | | | | | | |
| Generation of Noise Levels in Excess of Local Standards During Construction | **NOI-1:** The following measures are required during construction to reduce noise impacts associated with construction:<br>• Temporary noise barriers will be constructed along the northern and eastern property lines. Temporary noise barriers must be constructed of material with a minimum weight of 3 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales. These barriers will need to be a minimum of 8-feet in height.<br>The following measures are required of all construction projects implemented under the | Project Proponent | City of Rancho Cucamonga Planning Department | Prior to Issuance of Grading Permits. | | |

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| | Proposed Plan to reduce noise associated with construction:<br><br>• Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall only occur between the hours of 7:00 a.m. to 8:00 p.m. on weekdays, including on Saturdays, with no activity allowed on Sundays and holidays.<br>• All internal combustion-engine-driven equipment will be equipped with mufflers that are in good operating condition and appropriate for the equipment.<br>• The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site (i.e., to the center) during construction.<br>• Unnecessary idling of internal combustion engines (i.e., in excess of 5 minutes) will be prohibited.<br>• Construction activities, including the loading and unloading of materials and truck movements, will be limited to the hours specified in the City Noise Ordinance.<br>• The Project will designate a "construction liaison" that will be responsible for | | | | | |

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| | responding to any local complaints about construction noise. The liaison will determine the cause of the noise complaints (starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. A telephone number for the liaison will be conspicuously posted at the construction site.<br><br>If a noise complaint(s) is registered, the liaison or project representative will retain a noise consultant to conduct noise measurements at the location where the complaint was registered. The noise measurements will be conducted for a minimum of 1 hour and will include 1-minute intervals. The consultant will prepare a letter report summarizing the measurements and potential measures to reduce noise levels to the maximum extent feasible. The letter report will include all measurement and calculation data used in determining impacts and resolutions. | | | | | |
| Generation of Noise Levels in Excess of Local Standards During Operation | **NOI-2:** The car wash dryer system shall not exceed 82.5 dBA at a distance of five (5) feet and shall be set back within the car wash tunnel approximately eight (8) feet from the exit allowing the tunnel structure to function as a sound attenuation barrier. All car wash supporting equipment including pumps, compressors, vacuum motors, and canister system shall be installed within a dedicated equipment room | Project Proponent | City of Rancho Cucamonga Planning Department | Prior to Issuance of Occupancy Permits. | | |

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| | equipped with passive rooftop ventilation. The car wash shall cease daily operation activities no later than 10:00 p.m. | | | | | |
| *TRIBAL CULTURAL RESOURCES* | | | | | | |
| Adverse Change in Significance of a Tribal Cultural Resource. | **SMBMI-4:** The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in SMBI-1, of any pre-contact resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBM and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site. | Project Proponent | City of Rancho Cucamonga Planning Department/Tribal Representatives | Prior to and Throughout Excavation/ Ground Disturbing Activities. | | |
| Adverse Change in Significance of a Tribal Cultural Resource. | **SMBMI-5:** Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project. | Project Proponent | City of Rancho Cucamonga Planning Department/Tribal Representatives | Prior to and Throughout Excavation/ Ground Disturbing Activities. | | |

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| Adverse Change in Significance of a Tribal Cultural Resource. | **TCR-1: Conduct Tribal Cultural Resources Sensitivity Training for Construction Personnel.** The Applicant shall retain a qualified professional Tribal monitor who meets U.S. Secretary of the Interior's Professional Qualifications and Standards, to conduct Tribal Cultural Resources Sensitivity Training for construction personnel prior to commencement of excavation activities. The training session shall be carried out by a Tribal monitor, under the direction of a qualified professional archaeologist who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. The training session will include a handout and will focus on how to identify tribal cultural resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of Tribal monitors, and, the general steps a qualified professional Tribal monitor would follow in conducting a salvage investigation if one is necessary. | Project Proponent | City of Rancho Cucamonga Planning Department/Tribal Representatives | Prior to and Throughout Excavation/ Ground Disturbing Activities. | | |
| Adverse Change in Significance of a Tribal Cultural Resource. | **TCR-2: Conduct Periodic Tribal Cultural Resources Spot Checks during grading and earth-moving activities.** The Applicant shall retain a qualified professional who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards to conduct periodic Tribal Cultural Resource Spot Checks beginning at depths below two (2) feet to determine if construction excavations have exposed or have a | Project Proponent | City of Rancho Cucamonga Planning Department/Tribal Representatives | Prior to and Throughout Excavation/ Ground Disturbing Activities. | | |

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| | high probability of exposing tribal cultural resources. After the initial Spot Check, further periodic checks will be conducted at the discretion of the qualified Tribal monitor. If the qualified Tribal monitor determines that construction excavations have exposed or have a high probability of exposing Tribal artifacts, construction monitoring for tribal cultural resources will be required. The Applicant shall retain a qualified Tribal monitor, who will work under the guidance and direction of a professional archaeologist, who meets the qualifications set forth by the U.S. Secretary of the Interior's Professional Qualifications and Standards. The Tribal monitor shall be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into non-fill sediments. Multiple earth-moving construction activities may require multiple Tribal monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known tribal cultural resources, the materials being excavated (native versus artificial fill soils), the depth of excavation, and if found, the abundance and type of tribal cultural resources encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the Project Tribal monitor. | | | | | |

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| Adverse Change in Significance of a Tribal Cultural Resource. | **TCR-3: Cease Ground-Disturbing Activities and Implement Treatment Plan if Tribal Cultural Resources Are Encountered.** In the event that tribal cultural resources are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities will not be allowed to continue until a qualified Tribal monitor has examined the newly discovered artifact(s) and has evaluated the area of the find. Work shall be allowed to continue outside of the buffer area. All tribal cultural resources unearthed by Project construction activities shall be evaluated by a qualified professional who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. Should the newly discovered artifacts be determined to be prehistoric, Native American Tribes/Individuals should be contacted and consulted, and Native American construction monitoring should be initiated. The Applicant and City shall coordinate with the Tribal monitor to develop an appropriate treatment plan for the resources. The plan may include implementation of Tribal data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis. | Project Proponent | City of Rancho Cucamonga Planning Department/Tribal Representatives | Prior to and Throughout Excavation/ Ground Disturbing Activities. | | |

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| | | Implementation Entity | Monitoring and Verification Entity | Timing Requirements | Signature | Date |
| Adverse Change in Significance of a Tribal Cultural Resource. | **TCR-4: Prepare Report Upon Completion of Monitoring Services.** The Tribal monitor, under the direction of a qualified professional archaeologist who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards, shall prepare a final report at the conclusion of Tribal monitoring (if required). The report shall be submitted to the Applicant, the South Central Costal Information Center, the City, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures. The report shall include a description of resources unearthed, if any, evaluation of the resources with respect to the California Register and CEQA, and treatment of the resources. | Project Proponent | City of Rancho Cucamonga Planning Department/Tribal Representatives | Prior to and Throughout Excavation/ Ground Disturbing Activities. | | |

RESOLUTION NO. 21-15

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RANCHO CUCAMONGA, CALIFORNIA, RECOMMENDING APPROVAL OF GENERAL PLAN MAP AMENDMENT NO. DRC2018-00533, A REQUEST TO AMEND THE GENERAL PLAN LAND USE MAP DESIGNATION FOR ONE 0.85 ACRE PARCEL OF LAND FROM LOW MEDIUM RESIDENTIAL TO GENERAL COMMERCIAL AND FOR TWO PARCELS OF LAND TOTALING 1.21 ACRES OF LAND FROM LOW MEDIUM RESIDENTIAL TO MEDIUM RESIDENTIAL FOR A SITE LOCATED AT THE NORTH SIDE OF ARROW ROUTE AND WEST OF ARCHIBALD AVENUE; AND MAKING FINDINGS IN SUPPORT THEREOF – APNS: 0208-291-01 –02 AND -03.

A. Recitals.

1. Alan Smith filed an application for General Plan Amendment No. DRC2018-00533 as described in the title of this Resolution. Hereinafter in this Resolution, the subject General Plan Amendment is referred to as "the application."

2. On March 10, 2021, the Planning Commission of the City of Rancho Cucamonga conducted a duly noticed public hearing on the application and concluded said hearing on that date.

3. All legal prerequisites prior to the adoption of this Resolution have occurred.

B. Resolution.

NOW, THEREFORE, it is hereby found, determined, and resolved by the Planning Commission of the City of Rancho Cucamonga as follows:

1. This Commission hereby specifically finds that all of the facts set forth in the Recitals, Part A, of this Resolution are true and correct.

2. Based upon the substantial evidence presented to this Commission during the above-referenced public hearing on March 10, 2021, including written and oral staff reports, together with public testimony, this Commission hereby specifically finds as follows:

a. The application applies to three parcels consisting of approximately 2.06-acres of land, located north side of Arrow Route and west of Archibald Avenue. Said parcels of land are currently designated as Low Medium Residential; and

b. The existing Land Use, General Plan and Zoning Designations for the project site and adjacent properties are as follows:

| | **Land Use** | **General Plan** | **Zoning** |
|---|---|---|---|
| ***Site*** | Vacant | General Commercial | General Commercial (GC) District |
| | Single-Family Residence | Low Medium Residential | Low Medium (LM) Residential District |
| ***North*** | School | Low Medium Residential | Low Medium (LM) Residential District |
| ***South*** | Commercial Center | General Commercial | General Commercial (GC) District |
| | Family Resource | Public Facility/ | Low (L) Residential District |

| | | | |
|---|---|---|---|
| | Center | Civic/Regional | |
| ***East*** | Single-Family Residence[1] | Low Medium Residential | Low Medium (LM) Residential District |
| ***West*** | Service Station[2] | General Commercial | General Commercial (GC) District |
| 1 – "Beverly Hills House" (designated a local historic landmark on January 18, 1989) on APN: 0208-291-03;<br>2 – Non-operational but approved for reactivation | | | |

c. This amendment will change the land use for three parcels of land. Parcel 0208-291-01 will be changed from Low Medium Residential to General Commercial and Parcels 0208-291-01 and -02 will be changed from Low Medium Residential to Medium Residential; and

d. This amendment necessitates amending the Zoning Map (DRC2018-00534) to change zoning designation of one project related parcel of land (APN: 0208-291-03) from Low Medium (LM) Residential District to General Commercial (GC) District and of two adjacent non-project specific parcels of land (APN: 0208-291-01 and -02) from Low Medium (LM) Residential District to Medium (M) Residential District.

3. Based upon the substantial evidence presented to this Commission during the above-referenced public hearing and upon the specific findings of facts set forth in paragraphs 1 and 2 above, this Commission hereby finds and concludes as follows:

a. That the proposed amendment is in the public interest as it is consistent with General Plan policies LU-1.2 and LU-2.4. Policy LU-1.2 states *"Designate appropriate land uses to serve the local needs and be able to respond to regional market needs, as appropriate."* The development of the carwash land use will serve the local population's carwash needs and will support the surrounding community's needs as Arrow Route are identified as a Major Arterial (General Plan Figure CM-2) with a significant daily traffic volume. Policy LU-2.4 states *"Promote complementary infill development, rehabilitation, and re-use that contribute positively to the surrounding residential neighborhood areas."* The development of a car wash on the two project-related parcels of land will contribute positively to the surrounding residential area by permitting significant site plan and aesthetic improvements to an underutilized project site.

b. This amendment is consistent with the adopted general plan, including the housing element. The amendment will not negatively impact the housing elements overarching goal to provide opportunities and incentives for the provision of a variety of housing types and for all economic segments wishing to reside in the community regardless of race, religion, sex, or income group. This amendment maintains the housing element goal of providing adequate housing sites to allow and create new opportunities that enable a broad range of housing types; and

c. The City may only reduce the residential density for a parcel if it identifies sufficient sites so that there is no net loss of residential capacity. When the City prepared the 2013 Housing Element Update only vacant parcels were analyzed to address the City's regional housing need (underutilized parcels and those with active development applications were not included) and the City identified an adequate number of vacant parcels to meet the regional housing need. The easterly 0.85-acre parcel of land was identified by the capacity analysis of the Low Medium (LM) Residential District. To overcome the loss of housing capacity, the applicant is requesting to amend the General Plan and zoning designation for two non-project related parcels

(208-29-01 and -02) located to the east of the project site from Low Medium (LM) Residential District to Medium (M) Residential District; and

d. The 0.85-acre project-related parcel of land has a maximum potential residential density of 6.8 units under the current Low Medium (LM) Residential District (4-8 dwelling units per acre) zoning designation. Rezoning the two adjacent non-project related parcels of land (1.21 acres) from Low Medium (LM) Residential District (4-8 dwelling units per acre) to Medium (M) Residential District (8-14 dwelling units per acre) will increase the potential residential density from 9.68 dwelling units per acre to 16.94 dwelling units per acre, an increase in density of 7.26 dwelling units per acre. This change in the zoning designation will overcome the potential loss of housing opportunities created by the rezoning of the project-specific parcel of land (7.26 VS 6.8 dwelling units per acre) and will in turn make the project compliant with the no-net-loss provision in Senate Bill No. 166 (SB 166); and

e. That the proposed amendment would not have significant impacts on the environment nor the surrounding properties. The amendment will change the zoning designation for one project related parcel of land (APN: 0208-291-03) from Low Medium (LM) Residential District to General Commercial (GC) District and for two adjacent parcels of land (APN: 0208-291-01 and -02) from Low Medium (LM) Residential District to Medium (M) Residential District.

4. Based upon the facts and information contained in the application, together with all written and oral reports included for the environmental assessment for the application, the Planning Commission finds that no subsequent or supplemental environmental document is required pursuant to the California Environmental Quality Act (CEQA) in connection with the review and approval of this application based upon the following findings and determinations:

a. Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, MIG, Inc. has prepared an Initial Study of the potential environmental effects of the project, which was peer-reviewed by Ascent Environmental, a consultant contracted by the City to review this document. Based on the findings contained in that Initial Study, it was determined that, with the imposition of mitigation measures, there would be no substantial evidence that the project would have a significant effect on the environment. Based on that determination, a Mitigated Negative Declaration was prepared. Thereafter, the City staff provided public notice of the public comment period and of the intent to adopt the Mitigated Negative Declaration.

b. The Planning Commission has reviewed the Mitigated Negative Declaration and all comments received regarding the Mitigated Negative Declaration and, based on the whole record before it, finds: (i) that the Mitigated Negative Declaration was prepared in compliance with CEQA; and (ii) that, based on the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment. The Planning Commission further finds that the Mitigated Negative Declaration reflects the independent judgment and analysis of the Planning Commission. Based on these findings, the Planning Commission hereby recommends that the City Council adopt the Mitigated Negative Declaration.

c. The Planning Commission has also reviewed and considered the Mitigation Monitoring Program for the project that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such Program is designed to ensure compliance with the mitigation measures during project implementation. The Planning Commission, therefore, recommends that the City Council adopt the Mitigation Monitoring Program for the

project.

d. The custodian of records for the Initial Study, Mitigated Negative Declaration, and all other materials which constitute the record of proceedings upon which the Planning Commission's recommendation is based are the Planning Director of the City of Rancho Cucamonga. Those documents are available for public review in the Planning Department of the City of Rancho Cucamonga located at 10500 Civic Center Drive, Rancho Cucamonga, California 91730, telephone (909) 477-2750.

5. Based upon the findings and conclusions set forth in paragraphs 1, 2, 3, and 4 above, this Commission hereby recommends approval of General Plan Amendment No. DRC2018-00533, as depicted in Attachment A, attached hereto.

6. The Secretary to this Commission shall certify to the adoption of this Resolution.

APPROVED AND ADOPTED THIS 10TH DAY OF MARCH 2021.

PLANNING COMMISSION OF THE CITY OF RANCHO CUCAMONGA

BY: _____
Tony Guglielmo, Chairman

ATTEST:_____
Anne McIntosh, AICP, Secretary

I, Anne McIntosh, AICP, Secretary of the Planning Commission of the City of Rancho Cucamonga, do hereby certify that the foregoing Resolution was duly and regularly introduced, passed, and adopted by the Planning Commission of the City of Rancho Cucamonga, at a regular meeting of the Planning Commission held on the 10th day of March 2021, by the following vote-to-wit:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

RESOLUTION NO. 21-16

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RANCHO CUCAMONGA, CALIFORNIA, RECOMMENDING APPROVAL OF AN ORDINANCE APPROVING ZONING MAP AMENDMENT NO. DRC2018-00534, A REQUEST TO AMEND THE ZONING MAP LAND USE DISTRICT FOR ONE PARCEL OF LAND FROM LOW MEDIUM (LM) RESIDENTIAL DISTRICT TO THE GENERAL COMMERCIAL (GC) DISTRICT AND FOR TWO PARCELS OF LAND FROM LOW MEDIUM (LM) RESIDENTIAL DISTRICT TO MEDIUM (M) RESIDENTIAL DISTRICT FOR 1.22 ACRES OF LAND LOCATED AT THE ON THE NORTH SIDE OF ARROW ROUTE AND WEST OF ARCHIBALD AVENUE, AND MAKING FINDINGS IN SUPPORT THEREOF – APNS: 0208-291-01 –02 AND -03.

A. Recitals.

1. Alan Smith filed an application for Zoning Map Amendment No. DRC2018-00534, as described in the title of this Resolution. Hereinafter in this Resolution, the subject Zoning Map Amendment is referred to as "the application."

2. On March 10, 2021, the Planning Commission of the City of Rancho Cucamonga conducted a duly noticed public hearing on the application DRC2020-00534 and issued Resolution No. 21-16 recommending to the City Council that the associated General Plan Amendment No. DRC2020-00533 be approved.

3. All legal prerequisites prior to the adoption of this Resolution have occurred.

B. Resolution.

NOW, THEREFORE, it is hereby found, determined, and resolved by the Planning Commission of the City of Rancho Cucamonga as follows:

1. This Commission hereby specifically finds that all of the facts set forth in the Recitals, Part A, of this Resolution are true and correct.

2. Based upon the substantial evidence presented to this Commission during the above-referenced public hearing on March 10, 2021, including written and oral staff reports, together with public testimony, this Commission hereby specifically finds as follows:

a. The application applies to three parcels consisting of approximately 2.06-acres of land, located north side of Arrow Route and west of Archibald Avenue. Said parcels of land are currently designated as Low Medium Residential; and

b. The existing Land Use, General Plan and Zoning Designations for the project site and adjacent properties are as follows:

| | Land Use | General Plan | Zoning |
|---|---|---|---|
| ***Site*** | Vacant | General Commercial | General Commercial (GC) District |
| | Single-Family Residence | Low Medium Residential | Low Medium (LM) Residential District |

| | | | |
|---|---|---|---|
| ***North*** | School | Low Medium Residential | Low Medium (LM) Residential District |
| ***South*** | Commercial Center | General Commercial | General Commercial (GC) District |
| | Family Resource Center | Public Facility/ Civic/Regional | Low (L) Residential District |
| ***East*** | Single-Family Residence[1] | Low Medium Residential | Low Medium (LM) Residential District |
| ***West*** | Service Station[2] | General Commercial | General Commercial (GC) District |
| 1 – "Beverly Hills House" (designated a local historic landmark on January 18, 1989) on APN: 0208-291-03;<br>2 – Non-operational but approved for reactivation | | | |

c. This amendment changes the zoning designation for one project related parcel of land (APN: 0208-291-03) from Low Medium (LM) Residential District to General Commercial (GC) District and for two non-project specific adjacent parcels of land (APN: 0208-291-01 and -02) from Low Medium (LM) Residential District to Medium (M) Residential District; and

d. This amendment necessitates amending the General Plan Land Use Map (DRC2018-00533) to change land use designation for one project related parcel of land (APN: 0208-291-03) from Low Medium (LM) to General Commercial (GC) and for two adjacent non-project specific parcels of land (APN: 0208-291-01 and -02) from Low Medium (LM) to Medium (M) Residential District.

e. The project scope includes General Plan amendment DRC2018-00533 to change the land use designation on one of two parcels that makes up the project site along with two off-site parcels of land, Design Review DRC2018-00535 for the site plan, Conditional Use Permit DRC2018-00536 and design of the facility and Tree Removal Permit DRC2019-00218 to remove onsite trees.

3. Based upon the substantial evidence presented to this Commission during the above-referenced public hearing and upon the specific findings of facts set forth in paragraphs 1 and 2 above, this Commission hereby finds and concludes as follows:

a. That the subject property is suitable for the uses permitted in the proposed district in terms of access, size, and compatibility with existing land use in the surrounding area. With approval of Zoning Map amendment DRC2018-00534, the project will be compatible with the existing and future land uses surrounding the project site. The proposed car wash is designed to reduce impacts on the surrounding land uses. The vehicle entrance to the car wash will be shared with the adjacent service station and will be approximately 270 feet from the nearest residential land use. Noise making equipment related to the car wash and vacuum stations will be located within an enclosed equipment room, reducing noise levels below the maximum noise levels permitted for a residential land use. The car wash building will be positioned on a north-south axis, further reducing any potential noise or light impacts on the surrounding residential land uses. The existing Mulberry Early Education Center provides a buffer between the proposed carwash and the existing single-family uses further to the north. The proposed General Commercial designation is compatible with the General Commercial designation to the south. The proposed General Plan and Zoning Map amendments increasing the permitted residential density of the non-project related parcel to the east will also not impact the continued use of the existing single-family residence (Beverly Hills House) for residential purpose; and

b. That the proposed amendment is in conformance with the General Plan as the proposed Zoning Map amendment is consistent with General Plan policies LU-1.2 and LU-2.4. Policy LU-1.2 states *"Designate appropriate land uses to serve the local needs and be able to respond to regional market needs, as appropriate."* The development of the carwash land use will serve the local population's carwash needs and will support the surrounding community's needs as Arrow Route is identified as a Major Arterial (General Plan Figure CM-2) with a significant daily traffic volume. Policy LU-2.4 states *"Promote complementary infill development, rehabilitation, and re-use that contribute positively to the surrounding residential neighborhood areas."* The development of a car wash on the two project-related parcels of land will contribute positively to the surrounding residential area by permitting significant site plan and aesthetic improvements to an underutilized project site; and

c. This amendment is consistent with the adopted general plan, including the housing element. The amendment will not affect the housing elements overarching goal to provide opportunities and incentives for the provision of a variety of housing types and for all economic segments wishing to reside in the community regardless of race, religion, sex, or income group. This amendment maintains the housing element goal of providing adequate housing sites to allow and create new opportunities that enable a broad range of housing types; and

d. The City may only reduce the residential density for a parcel if it identifies sufficient sites so that there is no net loss of residential capacity. When the City prepared the 2013 Housing Element Update only vacant parcels were analyzed to address the City's regional housing need (underutilized parcels and those with active development applications were not included) and the City identified an adequate number of vacant parcels to meet the regional housing need. The easterly 0.85-acre parcel of land was identified by the capacity analysis of the Low Medium (LM) Residential District. To overcome the loss of housing capacity, the applicant is requesting to amend the General Plan and zoning designation for two non-project related parcels (208-29-01 and -02) located to the east of the project site from Low Medium (LM) Residential District to Medium (M) Residential District; and

e. The 0.85-acre project-related parcel of land has a maximum potential residential density of 6.8 units under the current Low Medium (LM) Residential District (4-8 dwelling units per acre) zoning designation. Rezoning the two adjacent non-project related parcels of land (1.21 acres) from Low Medium (LM) Residential District (4-8 dwelling units per acre) to Medium (M) Residential District (8-14 dwelling units per acre) will increase the potential residential density from 9.68 dwelling units per acre to 16.94 dwelling units per acre, an increase in density of 7.26 dwelling units per acre. This change in the zoning designation will overcome the potential loss of housing opportunities created by the rezoning of the project-specific parcel of land (7.26 VS 6.8 dwelling units per acre) and will in turn make the project compliant with the no-net-loss provision in Senate Bill No. 166 (SB 166); and

f. That the proposed amendment would not have significant impacts on the environment nor the surrounding properties. The amendment will change the zoning designation for one project related parcel of land (APN: 0208-291-03) from Low Medium (LM) Residential District to General Commercial (GC) District and for two adjacent parcels of land (APN: 0208-291-01 and -02) from Low Medium (LM) Residential District to Medium (M) Residential District.

4. Based upon the facts and information contained in the proposed Mitigated Negative

Declaration, together with all written and oral reports included for the environmental assessment for the application, the Planning Commission finds that there is no substantial evidence that the project will have a significant effect upon the environment recommends the City Council adopt a Mitigated Negative Declaration and Monitoring Program attached hereto, and incorporated herein by this reference, based upon the findings as follows:

a. Pursuant to the California Environmental Quality Act (CEQA) and the City's local CEQA Guidelines, the City staff prepared an Initial Study of the potential environmental effects of the project. Based on the findings contained in that Initial Study, City staff determined that, with the imposition of mitigation measures, there would be no substantial evidence that the project would have a significant effect on the environment. Based on that determination, a Mitigated Negative Declaration was prepared. Thereafter, the City staff provided public notice of the public comment period and of the intent to adopt the Mitigated Negative Declaration; and

b. The Planning Commission has reviewed the Mitigated Negative Declaration and all comments received regarding the Mitigated Negative Declaration and, based on the whole record before it, finds: (i) that the Mitigated Negative Declaration was prepared in compliance with CEQA; and (ii) that, based on the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment. The Planning Commission further finds that the Mitigated Negative Declaration reflects the independent judgment and analysis of the Planning Commission. Based on these findings, the Planning Commission, therefore, recommends the City Council adopt the Mitigated Negative Declaration; and

c. The Planning Commission has also reviewed and considered the Mitigation Monitoring Program for the project that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such Program is designed to ensure compliance with the mitigation measures during project implementation. The Planning Commission, therefore, recommends the City Council adopt the Mitigation Monitoring Program for the project; and

d. The custodian of records for the Initial Study, Mitigated Negative Declaration, Mitigation Monitoring Program, and all other materials which constitute the record of proceedings upon which the City Council's decision is based is the Planning Director of the City of Rancho Cucamonga. Those documents are available for public review in the Planning Department of the City of Rancho Cucamonga located at 10500 Civic Center Drive, Rancho Cucamonga, California 91730, telephone (909) 477-2750.

5. Based upon the findings and conclusions set forth in paragraphs 1, 2, 3, and 4 above, this Commission hereby recommends approval of Zoning Map Amendment No. DRC2018-00534, as depicted in Attachment A, attached hereto.

6. The Secretary to this Commission shall certify to the adoption of this Resolution.

APPROVED AND ADOPTED THIS 24TH DAY OF MARCH 2021.

PLANNING COMMISSION OF THE CITY OF RANCHO CUCAMONGA

BY: _____
Tony Guglielmo, Chairman

ATTEST: _____
Anne McIntosh, AICP, Secretary

I, Anne McIntosh, AICP, Secretary of the Planning Commission of the City of Rancho Cucamonga, do hereby certify that the foregoing Resolution was duly and regularly introduced, passed, and adopted by the Planning Commission of the City of Rancho Cucamonga, at a regular meeting of the Planning Commission held on the 10th day March 2021, by the following vote-to-wit:

AYES: COMMISSIONERS: GUGLIELMO, OAXACA, MORALES, WILLIAMS

NOES: COMMISSIONERS: DOPP

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

RESOLUTION NO. 21-14

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RANCHO CUCAMONGA, CALIFORNIA, APPROVING DESIGN REVIEW DRC2018-00535, A REQUEST FOR SITE PLAN AND ARCHITECTURAL REVIEW OF A 5,078 SQUARE FOOT CARWASH AND ASSOCIATED 1,296 SQUARE FOOT DETAILING CENTER ON 1.36 ACRE PROJECT SITE IN THE GENERAL COMMERCIAL (GC) DISTRICT AND THE LOW MEDIUM (LM) RESIDENTIAL DISTRICT, LOCATED ON THE NORTH SIDE OF ARROW ROUTE AND WEST OF ARCHIBALD AVENUE; AND MAKING FINDINGS IN SUPPORT THEREOF – APN: 0208-291-03 AND -06.

A. Recitals.

1. Alan Smith filed an application for the approval of Design Review DRC2018-00535, as described in the title of this Resolution. Hereinafter in this Resolution, the subject Design Review request is referred to as "the application."

2. On March 10, 2021, the Planning Commission of the City of Rancho Cucamonga conducted a duly noticed public hearing on the application and concluded said hearing on that date.

3. All legal prerequisites prior to the adoption of this Resolution have occurred.

B. Resolution.

NOW, THEREFORE, it is hereby found, determined, and resolved by the Planning Commission of the City of Rancho Cucamonga as follows:

1. This Commission hereby specifically finds that all of the facts set forth in the Recitals, Part A, of this Resolution are true and correct.

2. Based upon the substantial evidence presented to this Commission during the above-referenced public hearings of March 10, 2021, including written and oral staff reports, together with public testimony, this Commission hereby specifically finds as follows:

a. The 1.36-acre project site is located on the north side of Arrow Route, approximately 200 feet west of Archibald Avenue; and

b. The project site is made up of vacant 0.51 acre of land in the General Commercial (GC) District and .85 acre of land developed with a single-family residence in the Low Medium (LM) Residential district; and

c. The existing Land Use, General Plan and Zoning Designations for the project site and adjacent properties are as follows:

| | **Land Use** | **General Plan** | **Zoning** |
|---|---|---|---|
| ***Site*** | Vacant | General Commercial | General Commercial (GC) District |
| | Single-Family Residence | Low Medium Residential | Low Medium (LM) Residential District |
| ***North*** | School | Low Medium Residential | Low Medium (LM) Residential District |
| ***South*** | Commercial Center | General Commercial | General Commercial (GC) District |
| | Family Resource | Public Facility/ | Low (L) Residential District |

| | Center | Civic/Regional | |
|---|---|---|---|
| ***East*** | Single-Family Residence[1] | Low Medium Residential | Low Medium (LM) Residential District |
| ***West*** | Service Station[2] | General Commercial | General Commercial (GC) District |
| 1 – "Beverly Hills House" (designated a local historic landmark on January 18, 1989) on APN: 0208-291-03;<br>2 – Non-operational but approved for reactivation | | | |

d. The project is for the development of a 5,078 square foot carwash and associated 1,296 square foot detailing center; and

e. The project complies with all requirements of the Development Code including setbacks, parking, design, and landscape coverage; and

a. The project provides 40 parking spaces, 24 parking spaces above the minimum requirement of 16 parking spaces; and

b. The project scope includes General Plan amendment DRC2018-00533 and Zoning Map amendment DRC2020-00534 to change the land use and zoning designation on one of two parcels that makes up the project site along with two off-site parcels of land, Conditional Use Permit DRC2018-00536 to operate the carwash and Tree Removal Permit DRC2019-00218 to remove onsite trees.

3. Based upon the substantial evidence presented to this Commission during the above-referenced public hearing and upon the specific findings of facts set forth in Paragraphs 1 and 2 above, this Commission hereby finds and concludes as follows:

a. The proposed project is consistent with the General Plan. The proposed carwash will be consistent with the General Plan with the approval of General Plan Amendment DRC2018-00533, which will amend the General Plan land use designation of one on the project related parcels of land (107705136) from Low Medium (LM) to General Commercial (GC); and

b. The proposed use is in accord with the objective of the Development Code and the purposes of the district in which the site is located. Carwash facilities are permitted within the General Commercial (GC) District subject to the approval of a Conditional Use Permit. Conditional Use Permit DRC2018-00536 was submitted for the operation of the car wash. The project will be in compliance with the Zoning Map with approval of the related Zoning Map Amendment DRC2018-00534, which will amend the zoning designation of one on the project related parcels of land (107705136) from Low Medium (LM) Residential District to General Commercial (GC) District; and

c. The proposed use is in compliance with each of the applicable provisions of the Development Code. The project will be in compliance with the Development Code with approval of the related Zoning Map amendment DRC2018-00534, which will amend the zoning designation of one on the project related parcels of land (107705136) from Low Medium (LM) Residential District to General Commercial (GC) District. Carwash facilities are a conditionally permitted use within the General Commercial (GC) District. Conditional Use Permit DRC2018-00536 was submitted for the operation of the car wash. The project complies with all other development criteria outlined in the Development Code including setbacks, parking and design; and

d. The proposed use, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity. The related environmental review outlines potential environmental impacts related to the project and identifies project-specific mitigation measures that reduce these impacts to less-than-significant.

4. Based upon the facts and information contained in the application, together with all written and oral reports included for the environmental assessment for the application, the Planning Commission finds that no subsequent or supplemental environmental document is required pursuant to the California Environmental Quality Act (CEQA) in connection with the review and approval of this application based upon the following findings and determinations:

a. Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, MIG, Inc. has prepared an Initial Study of the potential environmental effects of the project, which was peer-reviewed by Ascent Environmental, a consultant contracted by the City to review this document. Based on the findings contained in that Initial Study, it was determined that, with the imposition of mitigation measures, there would be no substantial evidence that the project would have a significant effect on the environment. Based on that determination, a Mitigated Negative Declaration was prepared. Thereafter, the City staff provided public notice of the public comment period and of the intent to adopt the Mitigated Negative Declaration.

b. The Planning Commission has reviewed the Mitigated Negative Declaration and all comments received regarding the Mitigated Negative Declaration and, based on the whole record before it, finds: (i) that the Mitigated Negative Declaration was prepared in compliance with CEQA; and (ii) that, based on the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment. The Planning Commission further finds that the Mitigated Negative Declaration reflects the independent judgment and analysis of the Planning Commission. Based on these findings, the Planning Commission hereby recommends that the City Council adopt the Mitigated Negative Declaration.

c. The Planning Commission has also reviewed and considered the Mitigation Monitoring Program for the project that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such Program is designed to ensure compliance with the mitigation measures during project implementation. The Planning Commission, therefore, recommends that the City Council adopt the Mitigation Monitoring Program for the project.

d. The custodian of records for the Initial Study, Mitigated Negative Declaration, and all other materials which constitute the record of proceedings upon which the Planning Commission's recommendation is based are the Planning Director of the City of Rancho Cucamonga. Those documents are available for public review in the Planning Department of the City of Rancho Cucamonga located at 10500 Civic Center Drive, Rancho Cucamonga, California 91730, telephone (909) 477-2750.

5. Based upon the findings and conclusions set forth in paragraphs 1, 2, 3, and 4 above, this Commission hereby approves the application subject to each and every condition set forth below and in the Standard Conditions, attached hereto and incorporated herein by this reference.

<u>Planning Department</u>

1) The approval of Design Review DRC2018-00535 is contingent upon City Council approval of General Plan Amendment DRC2018-00533 and Zoning Map Amendment DRC2018-00534.

The Secretary to this Commission shall certify to the adoption of this Resolution.

APPROVED AND ADOPTED THIS 10TH DAY OF MARCH 2021.

PLANNING COMMISSION OF THE CITY OF RANCHO CUCAMONGA

BY: _____
Tony Guglielmo, Chairman

ATTEST:_____
Anne McIntosh, AICP, Secretary

I, Anne McIntosh, AICP, Secretary of the Planning Commission of the City of Rancho Cucamonga, do hereby certify that the foregoing Resolution was duly and regularly introduced, passed, and adopted by the Planning Commission of the City of Rancho Cucamonga, at a regular meeting of the Planning Commission held on the 10th day of March 2021, by the following vote-to-wit:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

RESOLUTION NO. 21-12

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RANCHO CUCAMONGA, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. DRC2018-00536, A REQUEST TO ESTABLISH A 5,078 SQUARE FOOT AUTOMATED CAR WASH AND ASSOCIATED 1,296 DETAIL CENTER ON 1.36 ACRE PROJECT SITE IN THE GENERAL COMMERCIAL (GC) DISTRICT AND THE LOW MEDIUM (LM) RESIDENTIAL DISTRICT, LOCATED ON THE NORTH SIDE OF ARROW ROUTE AND WEST OF ARCHIBALD AVENUE; AND MAKING FINDINGS IN SUPPORT THEREOF – APN: 0208-291-03 AND -06.

A. Recitals.

1. Alan Smith filed an application for the issuance of Conditional Use Permit DRC2018-00536, as described in the title of this Resolution. Hereinafter in this Resolution, the subject Conditional Use Permit request is referred to as "the application."

2. On March 10, 2021, the Planning Commission of the City of Rancho Cucamonga conducted a duly noticed public hearing on the application and concluded said hearing on that date.

3. All legal prerequisites prior to the adoption of this Resolution have occurred.

B. Resolution.

NOW, THEREFORE, it is hereby found, determined, and resolved by the Planning Commission of the City of Rancho Cucamonga as follows:

1. This Commission hereby specifically finds that all of the facts set forth in the Recitals, Part A, of this Resolution are true and correct.

Based upon the substantial evidence presented to this Commission during the above-referenced public hearing on March 10, 2021, including written and oral staff reports, together with public testimony, this Commission hereby specifically finds as follows:

a. The 1.36-acre project site is located on the north side of Arrow Route, approximately 200 feet west of Archibald Avenue; and

b. The project site is made up of vacant 0.51 acre of land in the General Commercial (GC) District and .85 acre of land developed with a single-family residence in the Low Medium (LM) Residential district; and

c. The existing Land Use, General Plan and Zoning Designations for the project site and adjacent properties are as follows:

| | Land Use | General Plan | Zoning |
|---|---|---|---|
| ***Site*** | Vacant | General Commercial | General Commercial (GC) District |
| | Single-Family Residence | Low Medium Residential | Low Medium (LM) Residential District |
| ***North*** | School | Low Medium Residential | Low Medium (LM) Residential District |

| | | | |
|---|---|---|---|
| ***South*** | Commercial Center<br>Family Resource Center | General Commercial<br>Public Facility/ Civic/Regional | General Commercial (GC) District<br>Low (L) Residential District |
| ***East*** | Single-Family Residence[1] | Low Medium Residential | Low Medium (LM) Residential District |
| ***West*** | Service Station[2] | General Commercial | General Commercial (GC) District |
| 1 – "Beverly Hills House" (designated a local historic landmark on January 18, 1989) on APN: 0208-291-03;<br>2 – Non-operational but approved for reactivation | | | |

d. The project is for the development and operation of a 5,078 square foot carwash and associated 1,296 square foot detailing center; and

e. The carwash and detail center will employ approximately 25 full and part-time employees with 7 persons on the largest shift for both the carwash and detail center. The facility will operate 7 days per week from 7:00 a.m. to 9:00 p.m. with customers staying in their vehicle during the car washing and drying process; and

f. The project complies with all requirements of the Development Code including setbacks, parking, design, and landscape coverage; and

a. The project provides 40 parking spaces, 24 parking spaces above the minimum requirement of 16 parking spaces; and

b. The project scope includes General Plan amendment DRC2018-00533 and Zoning Map amendment DRC2020-00534 to change the land use and zoning designation on one of two parcels that makes up the project site along with two off-site parcels of land, Design Review DRC2018-00535 for the site plan and design of the facility and Tree Removal Permit DRC2019-00218 to remove onsite trees.

2. Based upon the substantial evidence presented to this Commission during the above-referenced public hearing and upon the specific findings of facts set forth in paragraphs 1 and 2 above, this Commission hereby finds and concludes as follows:

a. That the proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this zoning code, Municipal Code, General Plan, and any applicable specific plans or city regulations/standards. The proposed project includes amendments to the General Plan and Zoning Map to change the land use designation and zoning of one of the parcels that make up the project site from Low Medium (LM)/Low Medium (LM) Residential District to General Commercial (GC)/General Commercial (GC) District, respectively. Within the General Commercial (GC) District, carwashes are a permitted land use subject to the approval of a Conditional Use Permit. The proposed car wash is compliant with each of the applicable development standards of the Development Code; and

b. That the site is physically suited for the type, density, and intensity of the proposed use including access, utilities, and the absence of physical constraints and can be conditioned to meet all related performance criteria and development standards. The project site is suitable for a car wash land use as it provides appropriate site access, has all utility services available, and can be conditioned to meet all related performance criteria and development

standards for a carwash facility; and

c. That granting the permit would not be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity in which the project is located. Subject to the approval of the related General Plan and Zoning Map Amendments, the proposed carwash facility will not be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity in which the project is located. The project was designed to meet all applicable Development Code standards, performance criteria, and can be conditioned appropriately to minimize any potential impacts to adjacent properties.

3. Based upon the facts and information contained in the application, together with all written and oral reports included for the environmental assessment for the application, the Planning Commission finds that no subsequent or supplemental environmental document is required pursuant to the California Environmental Quality Act (CEQA) in connection with the review and approval of this application based upon the following findings and determinations:

a. Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, MIG, Inc. has prepared an Initial Study of the potential environmental effects of the project, which was peer-reviewed by Ascent Environmental, a consultant contracted by the City to review this document. Based on the findings contained in that Initial Study, it was determined that, with the imposition of mitigation measures, there would be no substantial evidence that the project would have a significant effect on the environment. Based on that determination, a Mitigated Negative Declaration was prepared. Thereafter, the City staff provided public notice of the public comment period and of the intent to adopt the Mitigated Negative Declaration.

b. The Planning Commission has reviewed the Mitigated Negative Declaration and all comments received regarding the Mitigated Negative Declaration and, based on the whole record before it, finds: (i) that the Mitigated Negative Declaration was prepared in compliance with CEQA; and (ii) that, based on the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment. The Planning Commission further finds that the Mitigated Negative Declaration reflects the independent judgment and analysis of the Planning Commission. Based on these findings, the Planning Commission hereby recommends that the City Council adopt the Mitigated Negative Declaration.

c. The Planning Commission has also reviewed and considered the Mitigation Monitoring Program for the project that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such Program is designed to ensure compliance with the mitigation measures during project implementation. The Planning Commission, therefore, recommends that the City Council adopt the Mitigation Monitoring Program for the project.

d. The custodian of records for the Initial Study, Mitigated Negative Declaration, and all other materials which constitute the record of proceedings upon which the Planning Commission's recommendation is based are the Planning Director of the City of Rancho Cucamonga. Those documents are available for public review in the Planning Department of the City of Rancho Cucamonga located at 10500 Civic Center Drive, Rancho Cucamonga, California 91730, telephone (909) 477-2750.

4. Based upon the findings and conclusions set forth in paragraphs 1, 2, 3, and 4 above, this Commission hereby approves the application subject to each and every condition set forth below and in the Standard Conditions, attached hereto and incorporated herein by this reference.

Planning Department

1) The approval of Conditional Use Permit DRC2018-00536 is contingent upon City Council approval of General Plan Amendment DRC2018-00533 and Zoning Map Amendment DRC2018-00534.

2) All conditions of approval as contained in Planning Commission Resolution No. 20-XX for Design Review DRC2018-00535 shall apply.

5. The Secretary to this Commission shall certify to the adoption of this Resolution.

APPROVED AND ADOPTED THIS 10TH DAY OF MARCH 2021.

PLANNING COMMISSION OF THE CITY OF RANCHO CUCAMONGA

BY: _____
Tony Guglielmo, Chairman

ATTEST: _____
Anne McIntosh, AICP, Secretary

I, Anne McIntosh, AICP, Secretary of the Planning Commission of the City of Rancho Cucamonga, do hereby certify that the foregoing Resolution was duly and regularly introduced, passed, and adopted by the Planning Commission of the City of Rancho Cucamonga, at a regular meeting of the Planning Commission held on the 10th day of March 2021, by the following vote-to-wit:

AYES: COMMISSIONERS: GUGLIELMO, OAXACA, MORALES, WILLIAMS

NOES: COMMISSIONERS: DOPP

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

RESOLUTION NO. 21-13

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RANCHO CUCAMONGA, CALIFORNIA, APPROVING TREE REMOVAL PERMIT DRC2019-00218, A REQUEST TO REMOVE 17 TREES RELATED TO A 5,078 SQUARE FOOT CARWASH AND ASSOCIATED 1,296 SQUARE FOOT DETAILING CENTER ON 1.36 ACRE PROJECT SITE IN THE GENERAL COMMERCIAL (GC) DISTRICT AND THE LOW MEDIUM (LM) RESIDENTIAL DISTRICT, LOCATED ON THE NORTH SIDE OF ARROW ROUTE AND WEST OF ARCHIBALD AVENUE; AND MAKING FINDINGS IN SUPPORT THEREOF – APN: 0208-291-03 AND -06.

A. Recitals.

1. Alan Smith filed an application for the approval of Tree Removal Permit DRC2019-00218, as described in the title of this Resolution. Hereinafter in this Resolution, the subject Tree Removal Permit request is referred to as "the application."

2. On the March 10, 2021, the Planning Commission of the City of Rancho Cucamonga conducted a duly noticed public hearing on the application and concluded said hearing on that date.

3. All legal prerequisites prior to the adoption of this Resolution have occurred.

B. Resolution.

NOW, THEREFORE, it is hereby found, determined, and resolved by the Planning Commission of the City of Rancho Cucamonga as follows:

1. This Commission hereby specifically finds that all of the facts set forth in the Recitals, Part A, of this Resolution are true and correct.

Based upon the substantial evidence presented to this Commission during the above-referenced public hearings of March 10, 2021, including written and oral staff reports, together with public testimony, this Commission hereby specifically finds as follows:

a. The 1.36-acre project site is located on the north side of Arrow Route, approximately 200 feet west of Archibald Avenue; and

b. The project site is made up of vacant 0.51 acre of land in the General Commercial (GC) District and .85 acre of land developed with a single-family residence in the Low Medium (LM) Residential district; and

c. The existing Land Use, General Plan and Zoning Designations for the project site and adjacent properties are as follows:

| | Land Use | General Plan | Zoning |
|---|---|---|---|
| ***Site*** | Vacant | General Commercial | General Commercial (GC) District |
| | Single-Family Residence | Low Medium Residential | Low Medium (LM) Residential District |
| ***North*** | School | Low Medium Residential | Low Medium (LM) Residential District |
| ***South*** | Commercial Center | General Commercial | General Commercial (GC) District |
| | Family Resource | Public Facility/ | Low (L) Residential District |

| | Center | Civic/Regional | |
|---|---|---|---|
| ***East*** | Single-Family Residence[1] | Low Medium Residential | Low Medium (LM) Residential District |
| ***West*** | Service Station[2] | General Commercial | General Commercial (GC) District |
| 1 – "Beverly Hills House" (designated a local historic landmark on January 18, 1989) on APN: 0208-291-03;<br>2 – Non-operational but approved for reactivation | | | |

d. Tree Removal Permit DRC2019-00218 is for the removal of 17 trees. An Arborist Report (Steve Anderson, Arborist) was submitted that reviews the health and condition of the 17 onsite trees. The report concludes that based on poor health and improper pruning all the onsite trees are recommended for removal; and

e. The project scope includes General Plan amendment DRC2018-00533 and Zoning Map amendment DRC2020-00534 to change the land use and zoning designation on one of two parcels that makes up the project site along with two off-site parcels of land, Design Review DRC2018-00535 tor the design and site plan review of a 5,078 square foot carwash and associated 1,296 square foot detailing center and Conditional Use Permit DRC2018-00536 to operate the carwash.

2. Based upon the substantial evidence presented to this Commission during the above-referenced public hearing and upon the specific findings of facts set forth in Paragraphs 1 and 2 above, this Commission hereby finds and concludes as follows:

a. The proposed Tree Removal Permit is consistent with the objectives of the General Plan. The related carwash and detail center (Design Review DRC2018-00535) will be consistent with the General Plan with the approval of the related General Plan amendment to change the land use designation for one project related parcel of land (APN: 0208-291-03) from Low Medium (LM) to General Commercial (GC). The removal of the subject trees is necessary to develop the related 131-unit mixed-use development; and

b. The proposed Tree Removal Permit will be in accord with the objectives of the Municipal Code and the purposes of the district in which permits the removal of heritage trees when associated with the development of the project site. In this case, removal of the trees is necessary to construct a related 5,078 square foot carwash and associated 1,296 square foot detailing center. The Arborist Report submitted for the project (Steve Anderson, Arborist) concluded that based on poor health and improper pruning all the onsite trees are recommended for removal; and

c. The proposed Tree Removal Permit will be compliance with each of the applicable provisions of the Development Code including replacement of the removed trees with trees of a species and quantity commensurate with the aesthetic value of the trees to be removed. The removed trees will be replaced by 42 trees as part of the proposed project; and

d. The proposed Tree Removal Permit, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity as the 17 trees will be replaced with new trees as part of the overall landscape theme.

3. Based upon the facts and information contained in the application, together with all written and oral reports included for the environmental assessment for the application, the Planning Commission

finds that no subsequent or supplemental environmental document is required pursuant to the California Environmental Quality Act (CEQA) in connection with the review and approval of this application based upon the following findings and determinations:

a. Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, MIG, Inc. has prepared an Initial Study of the potential environmental effects of the project, which was peer-reviewed by Ascent Environmental, a consultant contracted by the City to review this document. Based on the findings contained in that Initial Study, it was determined that, with the imposition of mitigation measures, there would be no substantial evidence that the project would have a significant effect on the environment. Based on that determination, a Mitigated Negative Declaration was prepared. Thereafter, the City staff provided public notice of the public comment period and of the intent to adopt the Mitigated Negative Declaration.

b. The Planning Commission has reviewed the Mitigated Negative Declaration and all comments received regarding the Mitigated Negative Declaration and, based on the whole record before it, finds: (i) that the Mitigated Negative Declaration was prepared in compliance with CEQA; and (ii) that, based on the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment. The Planning Commission further finds that the Mitigated Negative Declaration reflects the independent judgment and analysis of the Planning Commission. Based on these findings, the Planning Commission hereby recommends that the City Council adopt the Mitigated Negative Declaration.

c. The Planning Commission has also reviewed and considered the Mitigation Monitoring Program for the project that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such Program is designed to ensure compliance with the mitigation measures during project implementation. The Planning Commission, therefore, recommends that the City Council adopt the Mitigation Monitoring Program for the project.

d. The custodian of records for the Initial Study, Mitigated Negative Declaration, and all other materials which constitute the record of proceedings upon which the Planning Commission's recommendation is based are the Planning Director of the City of Rancho Cucamonga. Those documents are available for public review in the Planning Department of the City of Rancho Cucamonga located at 10500 Civic Center Drive, Rancho Cucamonga, California 91730, telephone (909) 477-2750.

4. Based upon the findings and conclusions set forth in paragraphs 1, 2, 3, and 4 above, this Commission hereby approves the application subject to each and every condition set forth below and in the Standard Conditions, attached hereto and incorporated herein by this reference.

Planning Department

1) The approval of Tree Removal Permit DRC2019-00218 is contingent upon City Council approval of General Plan Amendment DRC2018-00533 and Zoning Map Amendment DRC2018-00534.

The Secretary to this Commission shall certify to the adoption of this Resolution.

APPROVED AND ADOPTED THIS 10th DAY OF MARCH 2021.

PLANNING COMMISSION OF THE CITY OF RANCHO CUCAMONGA

BY: _____
Tony Guglielmo, Chairman

ATTEST: _____
Anne McIntosh, AICP, Secretary

I, Anne McIntosh, AICP, Secretary of the Planning Commission of the City of Rancho Cucamonga, do hereby certify that the foregoing Resolution was duly and regularly introduced, passed, and adopted by the Planning Commission of the City of Rancho Cucamonga, at a regular meeting of the Planning Commission held on the 10th day of March 2021, by the following vote-to-wit:

AYES: COMMISSIONERS: GUGLIELMO, OAXACA, MORALES, WILLIAMS

NOES: COMMISSIONERS: DOPP

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS: