CITY OF RANCHO CORDOVA

PLANNING COMMISSION MEETING
Wednesday, April 8, 2026

5:30 PM – Regular Meeting
David B. Roberts Council Chambers

City Hall
2729 Prospect Park Drive, Rancho Cordova

The Pacific Inn, Breakfast Room
600 Marina Drive, Seal Beach, CA 90740

How to Observe or Listen to the Meeting:

- Online via Zoom: https://cityofranchocordova.zoom.us/j/85981792272
  Webinar ID: 859 8179 2272
- By phone: +1 669 900 6833 or +1 253 215 8782
  Webinar ID: 859 8179 2272

Public Comment

Members of the public who wish to address the Planning Commission may do so in person during the meeting by completing and submitting a Speaker Card to the Planning Commission Clerk.

Members of the public who wish to provide public comment via email will need to submit comments to PlanningClerk@cityofranchocordova.org no later than 2:00 p.m. on Wednesday, April 8, 2026. Written comments received no later than 2:00 p.m. will be distributed to the Planning Commission, filed in the record, and will not be read aloud. All comments submitted later than 2:00 p.m. will be distributed to the Planning Commission.

AGENDA

1. PLANNING COMMISSION REGULAR MEETING - CALL TO ORDER ROLL CALL

Planning Commission Members - Surender Devarapalli, Lee Frechette, Dave Huhn, Rehana Rehman, Cynthia Stauss, Elliott Stevenson, and Chair Tegan Mauldin

2. PLEDGE OF ALLEGIANCE

The Chair will call on someone in attendance to lead the Pledge.

3. PUBLIC COMMENT

Members of the public wishing to address the Planning Commission for any matter not on the agenda may do so at this time by completing and submitting a Speaker Card to the Planning Commission Clerk.

For items on the agenda, speakers will be called by the Chair at the point on the agenda when the item will be heard. Speakers are encouraged to keep comments to three minutes or less and to state name and community of residence.

Under the provisions of the California Government Code, the Planning Commission is prohibited from discussing or taking immediate action on any item not on the agenda unless it can be demonstrated to be of an emergency nature or the need to take immediate action arose after the posting of the agenda.

4. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

4.1. **Subject:** Meeting Minutes from the Regular Planning Commission Meeting of March 25, 2026.
Recommendation: Adopt the minutes.

5. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

None.

6. PUBLIC HEARING ITEMS

6.1. **Subject:** Stone Creek Quick Quack Car Wash Conditional Use Permit & Minor Design Review – Project No. PLND-0525-0129 – Located at 3384 Zinfandel Drive (Exempt Pursuant to Section 15332 “In-Fill Development Projects” of the California Environmental Quality Act (CEQA) Guidelines): Consideration of Adoption of Findings of Denial and Denial. Alternatively, consideration of Adoption of Findings of Approval and Approval.
Recommendation: Consistent with the direction at the February 25, 2026 Planning Commission meeting, consider a motion to adopt findings of denial and deny the Use Permit, Minor Design and CEQA Exemption for the Quick Quack Car Wash based on the attached Resolution. If there is not a motion to adopt findings of denial and deny or if the motion fails, the Commission should then request a motion to adopt findings of approval and approve the Use Permit, Minor Design and CEQA Exemption based on the attached Resolution that was presented in substance at the February 25, 2026 Planning Commission meeting.

7. COMMISSION COMMENTS/IDEAS/QUESTIONS

8. DIRECTOR'S REPORT

9. ADJOURNMENT

ADDITIONAL INFORMATION

SPECIAL MEETINGS LISTED BELOW ARE SUBJECT TO CHANGE/CANCELLATION WITHOUT FURTHER NOTICE.

Public documents related to items on the open session portion of this agenda, which are distributed to the Planning Commission less than 72 hours prior to the meeting, shall be available for public inspection at the time the documents are distributed to the Planning Commission. Documents are available for inspection at the Planning Office located in Rancho Cordova City Hall.

The agenda items are accessible on the City's website at www.cityofranchocordova.org on Fridays prior to the Regular Planning Commission Meeting.

UPCOMING MEETINGS

April 22, 2026	5:30 P.M. Regular Meeting
May 13, 2026	5:30 P.M. Regular Meeting
June 10, 2026	5:30 P.M. Regular Meeting
July 8, 2026	5:30 P.M. Regular Meeting
August 12, 2026	5:30 P.M. Regular Meeting
September 9, 2026	5:30 P.M. Regular Meeting
October 14, 2026	5:30 P.M. Regular Meeting
November 12, 2026	5:30 P.M. Regular Meeting

If you have any technical questions related to the agenda items, please contact City Hall at (916) 851-8700.

In compliance with the Americans with Disabilities Act, if you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the Planning Office at (916) 851-8750 at least 48 hours prior to the meeting.

CERTIFICATION OF POSTING OF AGENDA

I, Kelly Whitman, Planning Commission Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the April 8, 2026 Regular Meeting of the Rancho Cordova Planning Commission was posted and available for review on April 3, 2026 at City Hall of the City of Rancho Cordova, 2729 Prospect Park Drive, Rancho Cordova, California, 95670. The agenda is also available on the city website at www.cityofranchocordova.org.

Signed April 3, 2026 at Rancho Cordova, California.

Kelly Whitman
Planning Commission Clerk

MEMORANDUM

ITEM 4.1.

DATE: April 8, 2026

TO: Planning Commission Members

FROM: Kelly Whitman, Planning Commission Clerk

SUBJECT: **MEETING MINUTES FROM THE REGULAR PLANNING COMMISSION MEETING OF MARCH 25, 2026**

RECOMMENDATION

Adopt the minutes.

ATTACHMENT(S)

1. March 25, 2026 Planning Commission Draft Meeting Minutes

CITY OF RANCHO CORDOVA

RANCHO CORDOVA
PLANNING COMMISSION

PLANNING COMMISSION MEETING
Wednesday, March 25, 2026

5:30 PM – Regular Meeting
David B. Roberts Council Chambers

City Hall
2729 Prospect Park Drive, Rancho Cordova

DRAFT MINUTES

1. PLANNING COMMISSION REGULAR MEETING - CALL TO ORDER ROLL CALL

Chair Mauldin called the Regular meeting to order in the David B. Roberts Council Chambers at 5:30 P.M.

Planning Commission Members Present:

Planning Commission Members Absent: None

Staff Members Present: Darcy Goulart, Arlene Granadosin-Jones, Palmer Hilton, Eileen Ly, Lindsay Morrow, and Persephonie Riley

2. PLEDGE OF ALLEGIANCE

Chair Mauldin led the pledge.

3. PUBLIC COMMENT

Chair Mauldin opened the public comment period. Seeing no speakers, Chair Mauldin closed the public comment period.

4. CONSENT CALENDAR ITEMS - ROLL CALL VOTE

Chair Mauldin opened the public comment period. Seeing no speakers, Chair Mauldin closed the public comment period.

ACTION: Motion to approve item 4.1 through 4.2 by Rehman second by Huhn;
Motion passed with a 6:0 vote.

AYES:	Frechette, Huhn, Rehman, Stauss, Stevenson, Mauldin
NOES:	None
ABSENT:	None
ABSTAIN:	Devarapalli

4.1. **Subject:** Meeting Minutes from the Regular Planning Commission Meeting of February 25, 2026.
Recommendation: Adopt the minutes.

4.2. **Subject:** 2025 General Plan Annual Report to Include the Housing Element and Multi-Jurisdictional Hazard Mitigation Plan Annual Report.
Recommendation: No formal action will be taken. By receiving this report, the Planning Commission is satisfying its obligation under State law. The purpose of the report is to provide an annual accounting of the General Plan and Housing Element Annual Report to include the Multi-Jurisdictional Hazard Mitigation Plan.

5. CONSENT PUBLIC HEARING ITEMS - ROLL CALL VOTE

None.

6. PUBLIC HEARING ITEMS

6.1. **Subject:** Coloma At Rio Del Oro Parcel 66 — Major Design Review Amendment — Project No. PLND-1125-0143 (Exempt Pursuant to Section 15182 "Residential Projects Pursuant to a Specific Plan" of the California Environmental Quality Act (CEQA) Guidelines) – Located at the Southeast Corner of the Intersection at White Rock Road and Rancho Cordova Parkway.
Recommendation: Determine the project exempt per Section 15182, “Residential Projects Pursuant to a Specific Plan” of the California Environmental Quality Act (CEQA) Guidelines; and Adopt the Resolution approving the Major Design Review Amendment for Coloma at Rio Del Oro Parcel 66.

Cahir Mauldin opened the public comment period. Seeing no speakers, Chair Mauldin closed the public comment period.

ACTION: Motion to approve item 6.1. by Frechette second by Stauss; Motion passed with a 7:0 vote.

6.2. **Subject:** Steelridge Specific Plan Amendment and Tentative Subdivision Map Amendment - Project No. PLND-0625-0132 (Exempt Pursuant to Section 15183 "Project Consistent with a Community Plan or Zoning" of the California Environmental Quality Act (CEQA) Guidelines) - Northeast corner of Rancho Cordova Parkway and Kiefer Boulevard, within the Suncreek Specific Plan Area.
Recommendation: Staff recommends that the Planning Commission adopt the Resolution recommending that City Council:

1. Determine the project Exempt from CEQA per Section 15183, Projects consistent with the densities established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified; and
2. Waive the first reading and introduce an Ordinance for the Specific Plan Amendment to the Suncreek Specific Plan; and
3. Adopt the Resolution approving the Steelridge Large Lot and Small Lot Tentative Subdivision Map Amendment with associated exhibits.

Chair Mauldin opened the public comment period. The following individuals addressed the Planning Commission or submitted public comment via email:

1. William (Bill) and Ellen Land (2 Emailed Submissions)
2. Ellen Land

Chair Mauldin closed the public comment period.

ACTION: Motion to approve item 6.2. by Mauldin second by Rehman; Motion passed with a 7:0 vote.

6.3. **Subject:** Stone Creek Quick Quack Car Wash Findings for Denial of the Conditional Use Permit & Minor Design Review – Project No. PLND-0525-0129 – Located at 3384 Zinfandel Drive (Exempt Pursuant to Section 15332 “In-Fill Development Projects” of the California Environmental Quality Act (CEQA) Guidelines).

ACTION: Motion to continue item 6.3. to the April 8, 2026 Regular Planning Commission Meeting by Mauldin second by Stevenson; Motion passed with a 7:0 vote.

7. COMMISSION COMMENTS/IDEAS/QUESTIONS

Planning Commission provided comments, ideas, and questions since the last meeting.

8. DIRECTOR'S REPORT

Planning Manager Arlene Granadosin-Jones provided her report.

9. ADJOURNMENT

Chair Mauldin adjourned the meeting at 6:12 P.M.

_____
Kelly Whitman
Planning Commission Clerk

MEMORANDUM

ITEM 6.1.

DATE: April 8, 2026

TO: Planning Commission Members

FROM: Chance Finley-Ross, AICP, Associate Planner

SUBJECT: **STONE CREEK QUICK QUACK CAR WASH CONDITIONAL USE PERMIT & MINOR DESIGN REVIEW – PROJECT NO. PLND-0525-0129 – LOCATED AT 3384 ZINFANDEL DRIVE (EXEMPT PURSUANT TO SECTION 15332 "IN-FILL DEVELOPMENT PROJECTS" OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES): CONSIDERATION OF ADOPTION OF FINDINGS OF DENIAL AND DENIAL. ALTERNATIVELY, CONSIDERATION OF ADOPTION OF FINDINGS OF APPROVAL AND APPROVAL.**

PROPERTY OWNER:	**APPLICANT/DEVELOPER:**
Stephen Hemington Elliott Aston Place LLC 340 Palladio Parkway, Suite 521 Folsom, CA 95630	Don Shiveley Quick Quack Car Wash 6020 West Oaks Boulevard, Suite 300 Rocklin, CA 95765

PROJECT:	The applicant is requesting approval of a Conditional Use Permit and Minor Design Review to allow the development of a new Quick Quack Car Wash within the Stone Creek Village commercial center. The project proposes construction of a 3,300-square-foot car wash building and two vacuum canopy structures totaling approximately 2,900 square feet. Proposed site improvements include associated parking and circulation, drainage and utility upgrades, grading, lighting, and landscaping consistent with the overall shopping center design. The request also includes review of architectural design, materials, and site layout for consistency with applicable development standards.
FILE:	PLND-0525-0129
LOCATION:	3384 Zinfandel Drive
APN:	072-2360-051-0000
PLANNER:	Chance Finley-Ross, AICP, Associate Planner

RECOMMENDATION

Consistent with the direction at the February 25, 2026, Planning Commission meeting, consider a motion to adopt findings of denial and deny the Use Permit, Minor Design and CEQA Exemption for the Quick Quack Car Wash based on the attached Resolution. If there is not a motion to adopt findings of denial and deny or if the motion fails, the Commission should then request a motion to adopt findings of approval and approve the Use Permit, Minor Design and

CEQA Exemption based on the attached Resolution that was presented in substance at the February 25, 2026 Planning Commission meeting.

FEBRUARY 25TH PLANNING COMMISSION MEETING

On February 25, 2026, the Planning Commission held a formally noticed public hearing to consider the Applicant's request for a Conditional Use Permit and Minor Design Review for the proposed Quick Quack Car Wash project located within the Stone Creek Village Shopping Center at 3384 Zinfandel Drive.

At that meeting, staff presented the project and recommended approval subject to findings and conditions of approval. The Planning Commission received public testimony from the Applicant and members of the public and deliberated on the request.

During discussion, several Commissioners expressed concerns related to the compatibility of the proposed automobile-oriented use within the shopping center, potential congestion and pedestrian interaction within the site, and whether the use was an appropriate fit for the surrounding neighborhood. Following deliberation, a motion was made to approve the project; however, the motion did not receive the votes necessary to pass.

At the conclusion of the discussion, the Planning Commission directed staff to return with findings reflecting denial of the application for the Commission's consideration. Tonight's meeting provides the Planning Commission an opportunity to consider the findings for denial and take final action on the project.

For reference, the original February 25, 2026, staff report and project materials, including the Resolution, Project Plans and Conditions of Approval, are included as Attachment 2 to this report.

Additionally, the applicant has provided an addendum to their previous sound study, as well as an updated traffic generation report which are provided as Attachment 3 and Attachment 4 in this staff report. It should be noted that the City's Public Works Department has not completed a full review of the updated traffic generation report at the time of this staff report's publishing.

RECOMMENDED MOTIONS

The Planning Commission should consider making a motion consistent with the direction at the February 25, 2026, Planning Commission meeting, which is to consider a motion to adopt findings of denial and deny the Use Permit, Minor Design and CEQA Exemption for the Quick Quack Car Wash based on the attached Resolution. If there is not a motion to adopt findings of denial and deny or if the motion fails, the Commission should then request a motion to adopt findings of approval and approve the Use Permit, Minor Design and CEQA Exemption based on the attached Resolution that was presented in substance at the February 25, 2026 Planning Commission meeting.

ATTACHMENT(S)

1. Resolution
2. February 25th Planning Commission Staff Report and Project Materials
3. Noise Study Addendum
4. Updated Traffic Generation Report

CITY OF RANCHO CORDOVA

PLANNING COMMISSION RESOLUTION NO. XX-2026

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RANCHO CORDOVA, STATE OF CALIFORNIA, DENYING THE STONE CREEK QUICK QUACK CAR WASH CONDITIONAL USE PERMIT AND MINOR DESIGN REVIEW–PROJECT NO. PLND-0525-0129

WHEREAS, the owner representative, Quick Quack Car Wash, (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova for a Conditional Use Permit and Minor Design Review for the development of a new Quick Quack Car Wash within the Stone Creek Village commercial center, as well as associated site improvements located at 3384 Zinfandel Drive; and

WHEREAS, the submitted application is in compliance with applicable Citywide Design Guidelines; and

WHEREAS, the Planning Commission is the appropriate authority to hear and take action on this project; and

WHEREAS, on February 25, 2026, the Planning Commission of the City of Rancho Cordova held a properly noticed public hearing on the project, received a report from City staff, and received oral and written testimony from the public and the applicant; and after deliberation the Planning Commission considered a motion to approve the project, which failed on a split vote, and directed staff to return with findings for denial of the application; and

WHEREAS, on March 25, 2026, the Planning Commission of the City of Rancho Cordova held a continued public hearing to consider findings for denial of the Conditional Use Permit and Minor Design Review applications and received additional staff presentation and public testimony; and

WHEREAS, the Planning Commission has reviewed and considered the staff report, project plans, technical studies, public testimony, and the entire administrative record for the project prior to making its decision; and

WHEREAS, the Planning Commission considered testimony from nearby residents and community members regarding issues including neighborhood compatibility, pedestrian safety, and traffic circulation within the shopping center; and

WHEREAS, the Planning Commission of the City of Rancho Cordova has conducted a properly noticed public hearing pursuant to Government Code Section 65090 and has duly considered all written and verbal testimony presented during the hearing.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF RANCHO CORDOVA HEREBY RESOLVES AS FOLLOWS:

1) Determine the CEQA exemption 15332 is an adequate exemption according to the Guidelines of the California Environmental Quality Act.

A. **Finding:** The project site has been analyzed and is exempt per California Environmental Quality Act Section 15332 (In-fill Development Projects).

Evidence: The project qualifies for a categorical exemption from environmental review pursuant to Section 15332 (Infill Development Projects) of the California Environmental Quality Act (CEQA) Guidelines. This exemption applies to projects that are consistent with applicable General Plan and zoning designations and are located on sites of five acres or less within urbanized areas.

The 1.30-acre project site is designated Commercial Mixed Use (CMU) in the City's General Plan and is zoned Retail Commercial (RC) within the Villages of Zinfandel Special Planning Area (VZSPA). The site is currently vacant and was previously graded and disturbed as part of the overall development of the Stone Creek Village shopping center. The surrounding area consists of existing commercial uses and nearby multi-family residential development. The site does not contain known habitat for endangered, rare, or threatened species.

Technical studies were prepared for the project, including a Traffic Generation and Queuing Analysis and a Noise Study. These studies evaluated potential operational characteristics of the proposed car wash and identified measures related to building design, equipment screening, and operational features intended to address potential noise and circulation considerations.

The Planning Commission considered these studies, along with staff analysis and public testimony, as part of the administrative record during its review of the project. Based on the characteristics of the site, its urbanized setting, and the nature of the proposed development, the project qualifies for the CEQA categorical exemption identified above, and no additional environmental documentation is required.

2. Deny the Conditional Use Permit application for the proposed Quick Quack Car Wash project based on the following findings and evidence, pursuant to Title I, Chapter 10, Article 3 Section 110-30 of the 2003 Sacramento County Code:

A. **Finding:** The establishment, maintenance or operation of the use, building, or structure applied for will not under the circumstances of the particular case be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood.

Evidence: The Planning Commission finds that the proposed automated car wash may be detrimental to the health, safety, and general welfare of persons residing or working in the neighborhood due to concerns related to site compatibility, circulation, and the intensity of the proposed automobile-oriented use within the existing shopping center environment.

The project site is located within the Stone Creek Village commercial center, which serves surrounding residential neighborhoods and contains pedestrian-oriented retail uses that attract significant foot traffic between businesses. The proposed application may result in a high-turnover, automobile-oriented use that introduces additional

vehicle circulation and queuing activity that may increase potential conflicts between vehicles and pedestrians within the shopping center.

The proposed application lacks compatibility overall within the context of the surrounding area, which includes nearby residential neighborhoods, apartments, and senior housing. The intensity of the proposed car wash use, including associated traffic movements and vehicle activity, may not be appropriate at this location and may negatively affect the comfort and general welfare of nearby residents and patrons of the shopping center.

For these reasons, the required finding that the establishment and operation of the proposed use would not be detrimental to people residing or working in the neighborhood cannot be made.

B. **Finding:** The establishment or proposed use will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.

Evidence: The proposed car wash may be detrimental or injurious to nearby properties and improvements due to concerns regarding land use compatibility, site congestion, and the long-term character of the shopping center.

The proposed automobile-oriented use may not be compatible with the existing pedestrian-oriented commercial environment of the Stone Creek Village shopping center or the surrounding residential community because the shopping center functions as a neighborhood-serving retail area with frequent pedestrian activity and the addition of another auto-intensive use may contribute to congestion within internal drive aisles and parking areas.

Based on these concerns, the proposed use may not be compatible with the existing character of the shopping center or the surrounding community and therefore cannot make the required finding that the project would not be detrimental to property or improvements in the neighborhood or to the general welfare of the City.

3. Deny the Minor Design Review application for the proposed Quick Quack Car Wash project because the project does not meet all required findings pursuant to Chapter 10, Article 7 of the 2003 Sacramento County Code.

A. **Finding:** The proposed project is consistent with the objectives of the General Plan and Community Plan, complies with applicable Zoning regulations, Specific Plan provisions, Special Planning Area provisions, and is consistent with the applicable “Guiding Principles” and “Design Concepts” in Section 110-84.

Evidence: The project site is designated Commercial Mixed Use in the General Plan and zoned Retail Commercial within the Villages of Zinfandel Special Planning Area (VZSPA), where automobile-oriented service uses such as car washes may be permitted subject to approval of a Conditional Use Permit and design review.

The proposed Quick Quack Car Wash was reviewed for consistency with the VZSPA development standards, design guidelines, and Development Plan Review requirements, as well as the applicable provisions of the 2003 Sacramento County Zoning Code. The site layout, building placement, circulation areas, parking,

landscaping, lighting, and architectural design were evaluated for compliance with applicable standards and design guidance.

The proposed architecture incorporates the farmhouse-inspired design theme used throughout the Stone Creek Village development and includes materials such as stone veneer, vertical siding, metal roofing, awnings, trellis features, and articulated building forms. These design elements are generally consistent with architectural features used in nearby commercial buildings within the shopping center.

B. **Finding:** The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.

Evidence: The project has been designed to incorporate architectural materials, colors, and landscaping that reflect the established design theme of the Stone Creek Village Shopping Center. The car wash building includes architectural features such as stone veneer, metal roofing, vertical siding, awnings, trellises, articulated parapets, and a tower element intended to provide visual interest and architectural compatibility with surrounding commercial buildings.

The site plan organizes vehicle circulation, queuing areas, vacuum stalls, and service functions within the project site while incorporating landscaping, screening walls, and equipment enclosures intended to reduce the visual presence of vehicles and mechanical equipment from surrounding areas.

The landscape plan includes street trees, interior planting areas, and screening consistent with the landscape palette previously established for the Stone Creek Village development along Zinfandel Drive and Bear Hollow Drive.

C. **Finding:** The architecture, including the character, scale and quality of the design, relationship with the site and other buildings, building materials, screening of exterior appurtenances, exterior lighting and signing and similar elements establishes a clear design concept and is compatible with the character of existing or anticipated buildings on adjoining and nearby properties.

Evidence: The project proposes architectural elements consistent with the design character established within the Stone Creek Village Shopping Center, including the use of stone veneer, metal roofing, vertical siding, awnings, trellises, and articulated building forms. These elements are similar to architectural features incorporated into nearby commercial buildings such as Sprouts and Dutch Bros.

Building materials and colors are coordinated with surrounding development to maintain visual continuity within the shopping center. Mechanical and utility equipment are proposed to be screened or enclosed and finished to match the building. Exterior lighting and signage are designed to be compatible in scale and character with surrounding commercial uses.

D. **Finding:** The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.

Evidence: The project would utilize the existing internal drive aisles of the Stone Creek Village Shopping Center for access from Zinfandel Drive and Bear Hollow Drive. No new driveways or modifications to the surrounding roadway network are proposed.

A Traffic Generation and Queuing Analysis was prepared to evaluate the anticipated circulation patterns associated with the proposed car wash, including vehicle trips, onsite stacking capacity, and potential interactions with other drive-through uses in the shopping center. Conditions of Approval require separation of traffic between the car wash and the adjacent Dutch Bros drive-through and include operational controls to prevent spillback into shared circulation areas. Pedestrian routes and access to surrounding businesses are maintained through the existing shopping center circulation system, and bicycle parking is required by condition to support non-vehicular access.

The project as proposed has the potential for increased vehicle activity within the shopping center and the interaction between vehicle circulation and pedestrian movement in an area that serves nearby residential neighborhoods and pedestrian-oriented retail uses which could create conflicts with the pedestrian transportation within the shopping center.

PASSED AND ADOPTED by the Planning Commission of the City of Rancho Cordova on the _____ day of _____, 2026 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Tegan Mauldin, Chair

ATTEST:

_____
Kelly Whitman,
Planning Commission Clerk

MEMORANDUM

ITEM 6.1.

DATE: February 25, 2026

TO: Planning Commission Members

FROM: Chance Finley-Ross, AICP, Associate Planner

SUBJECT: **STONE CREEK QUICK QUACK CAR WASH – CONDITIONAL USE PERMIT & MINOR DESIGN REVIEW – PROJECT NO. PLND-0525-0129 – LOCATED AT 3384 ZINFANDEL DRIVE (EXEMPT PER SECTION 15332 "IN-FILL DEVELOPMENT PROJECTS" OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES)**

PROPERTY OWNER:	**APPLICANT/DEVELOPER:**
Stephen Hemington Elliott Aston Place LLC 340 Palladio Parkway, Suite 521 Folsom, CA 95630	Don Shiveley Quick Quack Car Wash 6020 West Oaks Boulevard, Suite 300 Rocklin, CA 95765

PROJECT:	The applicant is requesting approval of a Conditional Use Permit and Minor Design Review to allow the development of a new Quick Quack Car Wash within the Stone Creek Village commercial center. The project proposes construction of a 3,300-square-foot car wash building and two vacuum canopy structures totaling approximately 2,900 square feet. Proposed site improvements include associated parking and circulation, drainage and utility upgrades, grading, lighting, and landscaping consistent with the overall shopping center design. The request also includes review of architectural design, materials, and site layout for consistency with applicable development standards.
FILE:	PLND-0525-0129
LOCATION:	3384 Zinfandel Drive
APN:	072-2360-051-0000
PLANNER:	Chance Finley-Ross, AICP, Associate Planner

RECOMMENDATION

Staff recommends that the Planning Commission determine the project exempt per Section 15332 "In-fill Development" of the California Environmental Quality Act (CEQA) Guidelines; and Adopt the Resolution approving the Conditional Use Permit (CUP) and Minor Design Review for the Stone Creek Quick Quack Car Wash.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution would determine the project exempt from further CEQA analysis and approve the Applicant's request for the construction and operation of a new car wash facility.

LOCATION & BACKGROUND

In May 2025, the City of Rancho Cordova received an application for a Conditional Use Permit (CUP) and Minor Design Review to allow development of a Quick Quack Car Wash within the Stone Creek Village Shopping Center, located in the Villages of Zinfandel Special Planning Area (VZSPA).

The project site consists of a 1.30-acre parcel located at 3384 Zinfandel Drive, at the southwest corner of Bear Hollow Drive and Zinfandel Drive (**Figure 1: Project Location**), within the approved Stone Creek Village development. Stone Creek Village was approved by the City Council in October 2021 and includes a mix of retail, restaurant, and service uses, such as Sprouts Farmers Market and Dutch Bros Coffee, as well as adjacent multi-family and single-family residential neighborhoods.

Figure 1: Project Location

Stone Creek Village – Prior Development Approvals

As part of the 2021 City Council approval of the Stone Creek Village project, the subject parcel was identified on the approved site plan as a future gas station pad. While the gas station was shown conceptually, it was not an entitled use and was included only to illustrate how the shopping center could build out over time. Any development on that pad was expected to require its own discretionary approvals.

The 2021 approval established the overall circulation system for the shopping center, including access from Bear Hollow Drive and Zinfandel Drive. The conceptual gas station was designed to use the same internal drive aisles and street connections that serve the project today, with no new driveways or curb cuts. The 2021 approvals also included a conceptual drive-through pad, which was later developed as the existing Dutch Bros.

The proposed Quick Quack Car Wash occupies the same pad area shown for the conceptual gas station and operates within a similar circulation framework that was reviewed and approved for Stone Creek Village, as shown in **Figure 2: Stone Creek Village Site Plan.**

Figure 2: Stone Creek Village Site Plan

PROJECT DESCRIPTION

The proposed project consists of the construction and operation of a Quick Quack Car Wash within the Stone Creek Village Shopping Center. The project includes a 3,300-square-foot automated car wash building and two vacuum canopy structures totaling approximately 2,900 square feet, along with associated site improvements.

The car wash will operate as a drive-through tunnel facility featuring a 108-foot wash tunnel and two onsite vehicle queuing lanes. Vehicles will enter the queuing lanes, complete payment at kiosks prior to entering the wash, proceed through the automated wash tunnel, and exit to vacuum stations before leaving the site. The project includes 16 vacuum stations, three employee parking spaces, a trash enclosure, vacuum and mechanical enclosures, utility connections, exterior lighting, and landscaping.

The facility is designed to process vehicles efficiently while maintaining all queuing and circulation entirely on site, minimizing impacts to surrounding drive aisles and adjacent uses within the shopping center. The business is proposed to operate daily between 7:00 a.m. and 9:00 p.m., with a small number of employees on site per shift to manage operations and customer assistance.

ZONING & CONDITIONAL USE PERMIT REVIEW

The project site is located within the Villages of Zinfandel Special Planning Area (VZSPA) and is zoned Retail Commercial (RC). Because the VZSPA was adopted prior to the City's incorporation, it relies on the 2003 Sacramento County Zoning Code where the Special Planning Area is silent. Under Section 512-215 of the County Code, uses permitted in the RC district include those allowed in the Shopping Center (SC), Business and Professional Office (BP), and applicable residential zoning districts.

Within this framework, "Auto Wash, Self-Service or Automatic" is classified as a use that requires approval of a Conditional Use Permit. This classification reflects the fact that car washes are automobile-oriented uses that may have potential impacts related to traffic, queuing, noise, lighting, and neighborhood compatibility, depending on their location and design.

The project site is also designated Commercial Mixed Use (CMU) in the City's General Plan. The CMU designation encourages a mix of retail and service uses integrated with nearby residential development. The proposed car wash is a service-oriented commercial use intended to serve nearby neighborhoods and customers traveling through the area and is consistent with the intent of the CMU designation.

Site Suitability and Land Use Compatibility

As part of the CUP review process, the applicant was required to demonstrate that the proposed car wash is appropriate for this location and compatible with surrounding land uses. The site is located within an established shopping center that includes retail, restaurant, and service uses, as well as adjacent multi-family and single-family residential development. This portion of Stone Creek Village has been identified by the City as a sensitive area for auto-oriented development, due to its proximity to residences and the presence of existing drive-through uses.

Planning staff reviewed the project to evaluate how the car wash would function within this mixed-use environment. Based on the project's layout, supporting studies, and required conditions, staff determined that the site is physically capable of accommodating a car wash, provided that onsite circulation, queuing, and operational controls are implemented to minimize impacts on surrounding uses.

Vehicle Circulation and Queuing

A primary consideration for this project is vehicle circulation within the shopping center. The site is located adjacent to an existing Dutch Bros Coffee drive-through, which already generates significant vehicle queuing during peak hours. Because both uses rely on stacking lanes and internal circulation, careful coordination is required to avoid conflicts, congestion, and spillback into shared drive aisles.

To address this, the City required a Traffic Generation and Queuing Analysis and imposed site design and operational conditions to ensure that the car wash functions within its designated area. These conditions include:

- Provision of adequate onsite queuing capacity for vehicles waiting to enter the wash
- Separation of circulation between the car wash and the Dutch Bros drive-through
- Operational controls to prevent vehicles from backing up into shared drive aisles or internal roadways

These measures are intended to ensure the project operates efficiently without adversely affecting circulation, access, or safety within the shopping center. Additionally, a Condition of Approval (COA #22) was also added to the project that if the vehicle queues do extend beyond the approved stacking area and interfere with circulation of the shopping center, then additional on-site traffic management measures shall be incorporated once reviewed and approved by the Planning Division.

Noise and Operational Impacts

A project-specific Noise Study was prepared to evaluate noise generated by car wash operations, including wash equipment, blowers, vacuum stations, and vehicle activity. The study analyzed noise levels at nearby sensitive receptors, including residential uses along Bear Hollow Drive and within the Stone Creek neighborhood.

The study concluded that, with appropriate design and operational controls, the project can operate in compliance with City noise standards. Key mitigation measures include:

- Placement and orientation of mechanical equipment away from residences
- Building enclosure of the wash tunnel and major equipment
- Screening and setbacks between equipment and sensitive uses
- Limits on hours of operation

Noise-related conditions of approval require ongoing compliance with City noise regulations and the implementation of equipment shielding and enclosure as shown on the approved plans.

Operational Characteristics

The Quick Quack Car Wash will operate as an automated, drive-through facility with interior wash equipment and exterior vacuum stations. Vehicles will queue onsite, proceed through the wash tunnel, and exit to the vacuum area before leaving the site.

Operations will be subject to conditions governing hours of operation, lighting, queuing, odor control, traffic circulation, and noise, ensuring the use functions in a manner that is compatible with surrounding commercial and residential development.

MINOR DESIGN REVIEW

The proposed project has been reviewed for compliance with the applicable development standards and design guidelines of the Villages of Zinfandel Special Planning Area (VZSPA) and, where the VZSPA is silent, the 2003 Sacramento County Zoning Code. The VZSPA includes provisions for Development Plan Review, which incorporates architectural and site design review, and this process is applicable to the proposed project. All elements of the project including site layout, building design, landscaping, lighting, and screening, were evaluated for consistency with these requirements.

Site Plan

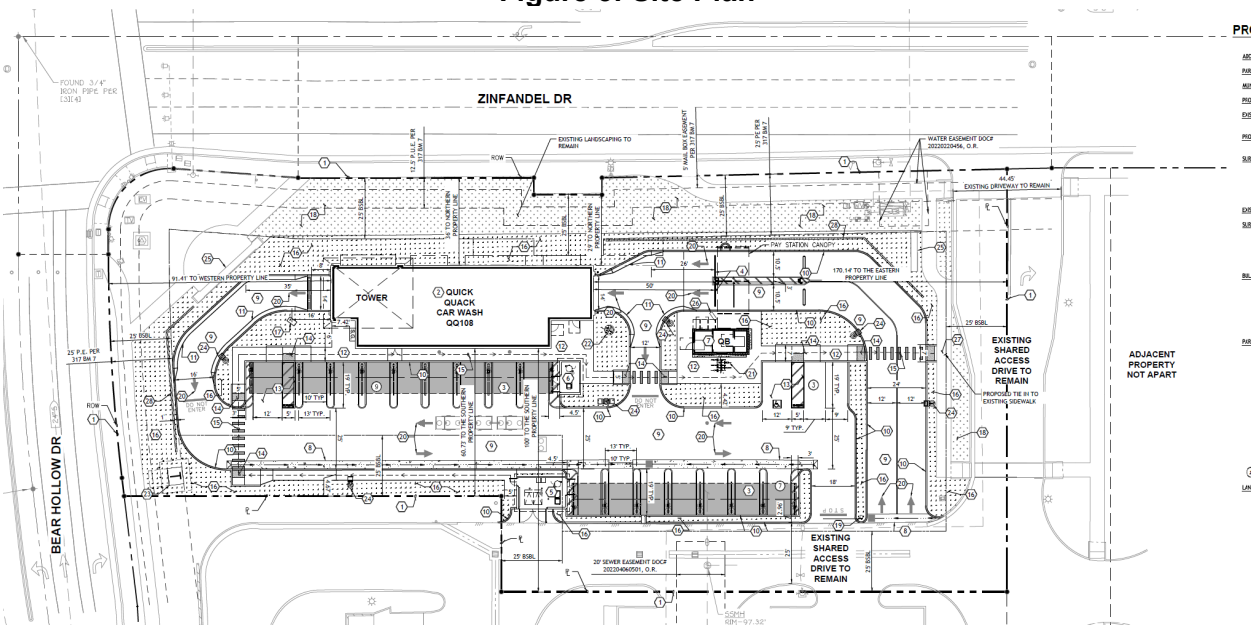
As shown in **Figure 3** and Attachment 2, the project will utilize the existing internal drive aisle serving the Stone Creek Village Shopping Center for access to Zinfandel Drive and Bear Hollow Drive. No new driveways or curb cuts are proposed, allowing the project to integrate into the established circulation network for the shopping center.

The car wash building, which contains the wash tunnel and dryer equipment, is located in the northern portion of the site and is oriented parallel to Zinfandel Drive. The vehicle wash entrance is located near the southeast corner of the site, with the stacking and queuing lanes extending along the east and north property lines. This configuration provides capacity for up to 13 vehicles to queue onsite prior to entering the wash tunnel.

After exiting the wash tunnel, vehicles proceed to the vacuum area, which includes free-to-use vacuum stations covered by canopy structures, before leaving the site. Additional site features include a Quarterback Station for operational supplies located near the southern portion of the site adjacent to the queuing lanes, and a trash enclosure located along the western side of the property.

A vehicle screening wall, with a minimum height of two feet, is proposed along portions of the site visible from Zinfandel Drive and Bear Hollow Drive. The wall is shown on the site plan enclosing the queuing lanes and other site elements that are visible from surrounding streets.

Figure 3: Site Plan



Architecture and Building Design

Planning staff worked closely with the applicant to ensure that the proposed buildings and structures are compatible with the VZSPA design framework and the farmhouse-inspired architectural theme established for the Stone Creek Village development.

The wash tunnel building and associated structures will include green roofline accents, neutral-toned wall finishes, and a CMU base, consistent with nearby commercial buildings. The wash tunnel building incorporates modulation and architectural detailing, including a 24-foot-high tower element near the exit, variations in wall planes, articulated rooflines, and changes in parapet heights to break up building massing. Large tempered glass storefront windows are oriented towards Zinfandel Drive, providing transparency and visual interest along the street frontage.

Decorative and functional architectural elements, such as the arched entry and exit features and pilasters flanking the exit tower, are incorporated into the design. Metal farmhouse-style awnings, vertical siding, and trellis features further reinforce the architectural theme used throughout the shopping center.

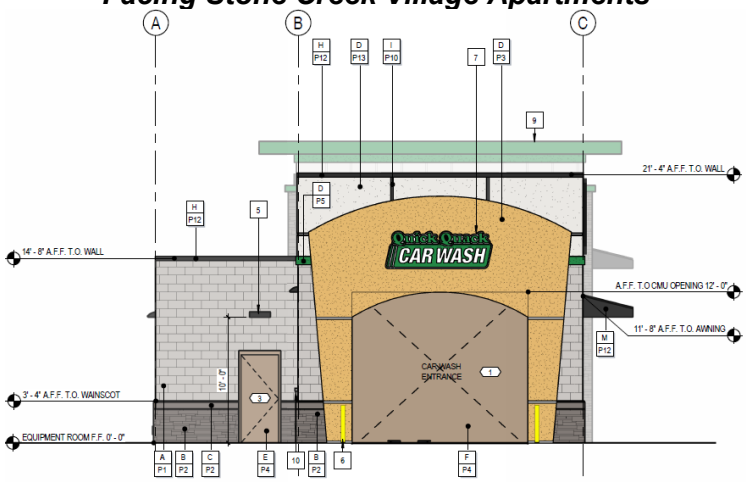
The building incorporates the same El Dorado stone veneer used on the Sprouts Farmers Market building, applied to vertical columns and the lower portions of all building elevations. CMU block walls, also used on Sprouts, are incorporated throughout the building for consistency across the development.

The project's color palette is designed to be compatible with the existing shopping center, while still allowing the applicant to incorporate Quick Quack's corporate yellow and green as accent and branding elements particularly on structure roof lines, car wash entrance and exit, and on the vacuum canopies. Through the design review process, staff worked with the applicant to reduce visual contrast and ensure the overall color scheme remains cohesive with the surrounding development. The proposed colors and materials are illustrated in **Figure 4 (Car**

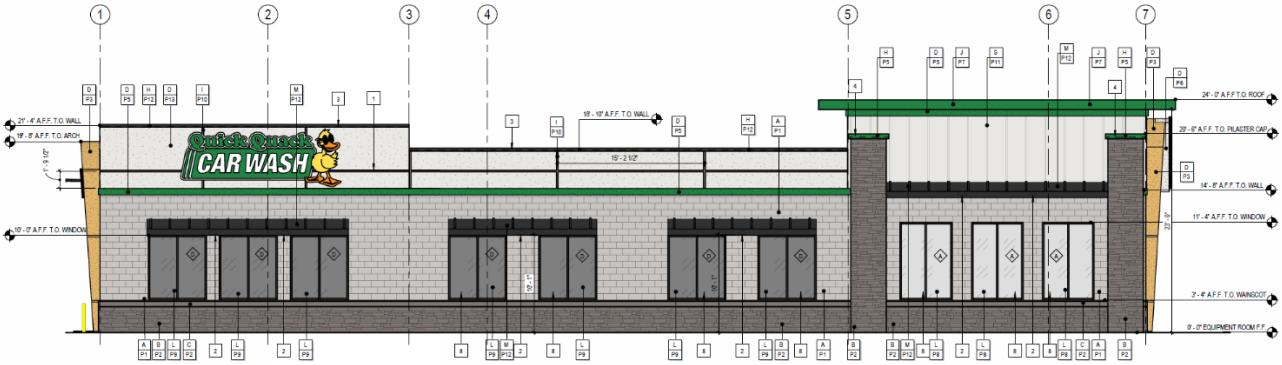
Wash Color Building Elevations) and **Figure 5 (Project Renderings)**, with a materials board included in Attachment 2: Project Plans.

Figure 4: Car Wash Color Building Elevations

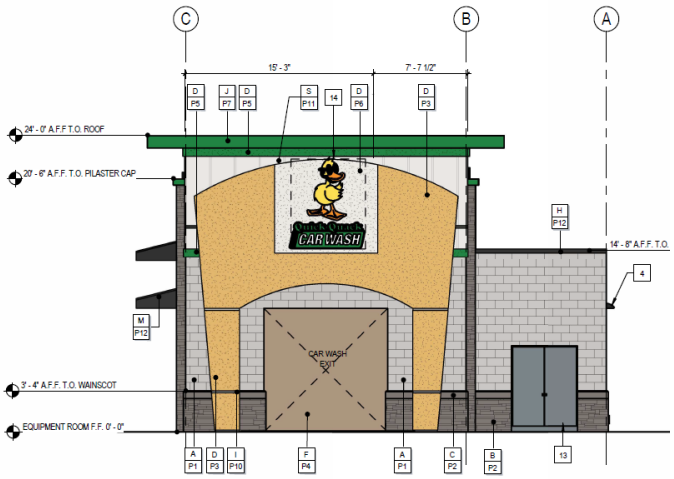
Facing Stone Creek Village Apartments



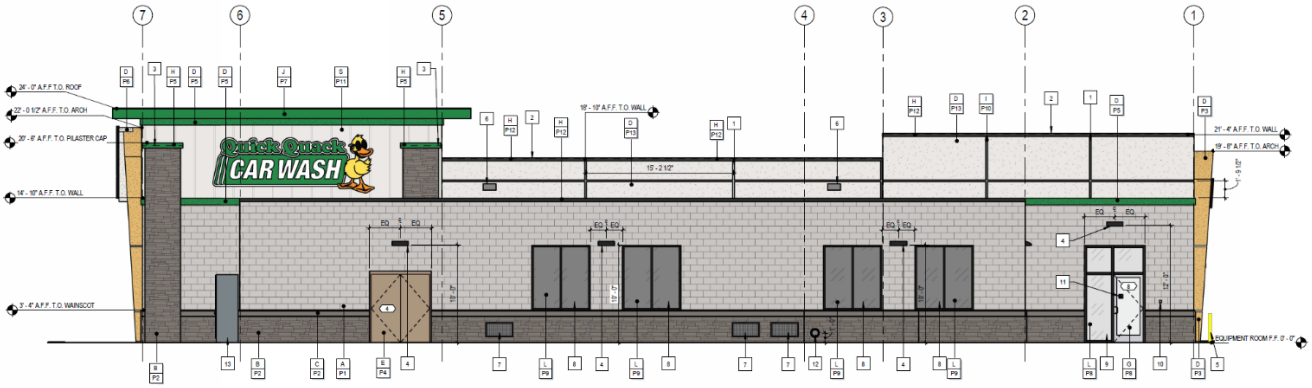
Facing Zinfandel Drive



Facing Bear Hollow Drive



Facing Sprouts and Tenant Buildings



Vacuum Canopy

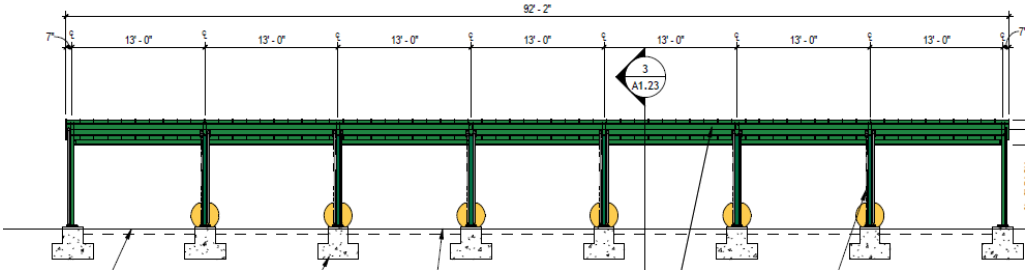


Figure 5: Project Renderings

View From Zinfandel Drive

View From Bear Hollow Drive

View From Stone Creek Village Apartments

Mechanical Equipment Screening

Car wash facilities contain a significant amount of mechanical and electrical equipment, including blowers, vacuum systems, compressors, pumps, and equipment cabinets. To ensure the project maintains the appearance of a cohesive commercial development rather than an industrial facility, the project is subject to the following requirements:

- Rooftop equipment must be fully screened behind building parapets
- Ground-mounted equipment must be screened with a combination of walls, fencing, and landscaping
- Equipment cabinets and enclosures must be painted to match the adjacent building surface
- All equipment must be located and designed to minimize visibility from public streets and nearby residential areas

These requirements are included as conditions of approval and are intended to reduce visual impacts from both public and private viewpoints.

Landscaping

The project includes landscaping plans designed to enhance the visual quality of the site while supporting safety, visibility, and circulation. The City Arborist and Planning Division reviewed the original landscape plan and determined that additional tree coverage was needed, particularly along Zinfandel Drive and Bear Hollow Drive, to be consistent with the approved Stone Creek Village landscape framework.

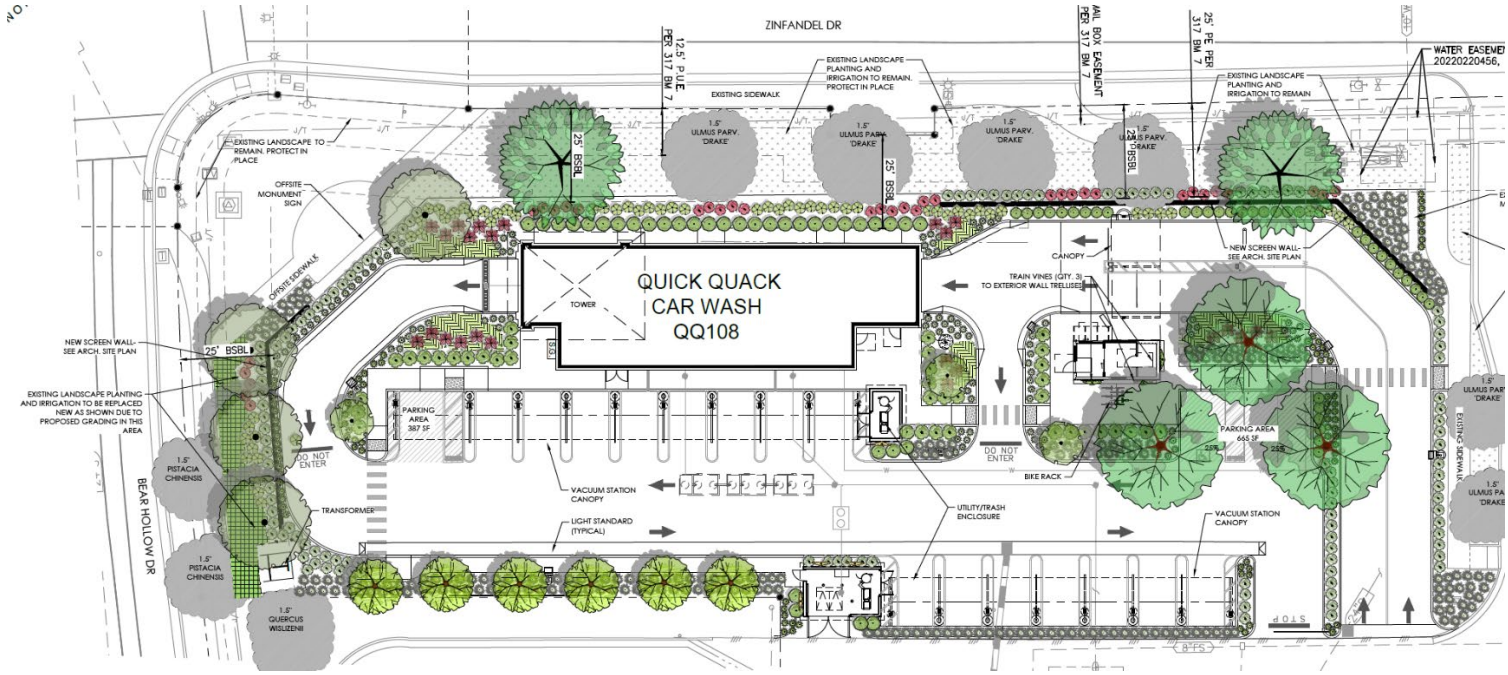
The project has been conditioned to provide additional street trees and to match the approved Stone Creek Village Master Landscape Plan, including the use of approved tree and plant species.

Conditions of approval require, among other things:

- Use of approved plant species
- Landscaping to screen queuing lanes and mechanical equipment
- Ongoing maintenance of all landscaping in healthy condition

The proposed landscape plan incorporates a mix of climate-adaptive trees, shrubs, groundcover, and ornamental grasses throughout the site, including along street frontages, internal drive aisles, and around parking and vacuum areas. These elements are intended to provide shade, visual buffering, and aesthetic enhancement, while maintaining consistency with the overall Stone Creek Village development. A general tree planting plan is provided in **Figure 6: Landscape Plan.**

Figure 6: Landscape Plan



COMMUNITY MEETING OCTOBER 2025

A community meeting for the project was held on October 13, 2025, at Rancho Cordova City Hall. Notice of the meeting was mailed to all property owners and residents within the entire Stone Creek neighborhood and had approximately six residents in attendance. The meeting included a presentation by the applicant's project team, followed by a question-and-answer session with representatives from Quick Quack, the project consultant, and City Planning and Public Works staff.

Key topics raised by attendees included site access, tree preservation, traffic, proximity to residential neighborhoods, and potential noise and traffic impacts. The applicant explained that the site's existing trees along Zinfandel Drive and Bear Hollow Drive will be preserved, and that the single site access point was intentionally located to maximize on-site queuing and minimize conflicts with the adjacent Dutch Bros drive-through and internal shopping center circulation.

Questions regarding traffic and noise were addressed by referencing the project's Traffic Generation and Queuing Analysis and Noise Study, both of which concluded that the project would not generate substantial new traffic or exceed the City's noise standards. The applicant also noted that operations would be limited to 7:00 a.m. to 9:00 p.m., avoiding nighttime impacts.

The proximity of another Quick Quack location was also discussed, with the applicant explaining that the company uses a trade-area "clustering" model to provide convenient service to customers throughout a region.

FISCAL IMPACT

The proposed project is anticipated to have a positive fiscal impact for the City. Construction of the car wash and associated site improvements will generate short-term employment related to building, grading, utilities, and landscaping, as well as long-term employment associated with ongoing business operations.

In addition, the project is expected to contribute to the City's revenue through sales tax generated by services and retail-related purchases made by customers, including residents from nearby neighborhoods and visitors traveling through the area. The project will also support the continued economic vitality of the Stone Creek Village Shopping Center by adding a new service-oriented use.

ENVIRONMENTAL

The project is exempt from environmental review under the California Environmental Quality Act (CEQA) pursuant to the CEQA Guidelines Section 15332 (Infill Development Projects). This categorical exemption applies to projects that are consistent with applicable general plan and zoning designations and are located on sites of five acres or less within urbanized areas.

The project is consistent with the City's General Plan designation of Commercial Mixed Use (CMU), which supports the integration of retail and service uses with nearby residential development. The project is also consistent with the site's Retail Commercial (RC) zoning within the Villages of Zinfandel Special Planning Area (VZSPA) and meets all applicable development standards and design guidelines for a drive-through commercial use.

The 1.30-acre project site is currently vacant and was previously graded and disturbed as part of the overall Stone Creek Village shopping center development. The site is surrounded by existing commercial and mixed-use development, including retail, service uses, and nearby multi-family residential development. The site contains no known habitat for endangered, rare, or threatened species.

Implementation of the proposed car wash, along with associated site improvements and landscaping, will not result in significant environmental impacts related to traffic, noise, air quality, or water quality. A traffic generation and queuing analysis was prepared and confirmed that project traffic is consistent with what was anticipated in the City's General Plan and the certified Environmental Impact Report for the Villages of Zinfandel Special Planning Area. The project does not include roadway modifications or changes to the surrounding transportation network.

A Noise Study was also prepared and determined that project-related noise, including mechanical equipment and vehicle activity, would comply with applicable City standards. In addition, the site is already served by existing drainage, utilities, and public services that were evaluated as part of the approved Stone Creek Village development.

For these reasons, the project qualifies for a CEQA categorical exemption, and no further environmental documentation is required.

RECOMMENDED MOTIONS

Staff recommends that the Planning Commission find the project to be in compliance with the California Environmental Quality Act (CEQA) per Section 15332 for “In-Fill Development Projects” and adopt the Resolution approving the Conditional Use Permit (CUP) and Minor Design Review for the Stone Creek Quick Quack Car Wash project (PLND-0525-0129), subject to the findings, Project Plans (Attachment 2) and Conditions of Approval (Attachment 3).

ATTACHMENT(S)

1. Resolution
2. Exhibit A to the Resolution – Project Plans
3. Exhibit B to the Resolution – Conditions of Approval

CITY OF RANCHO CORDOVA

RESOLUTION NO. XX-2026

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RANCHO CORDOVA APPROVING THE STONE CREEK QUICK QUACK CAR WASH CONDITIONAL USE PERMIT AND MINOR DESIGN REVIEW–PROJECT NO. PLND-0525-0129

WHEREAS, the owner representative, Quick Quack Car Wash, (hereinafter referred to as Applicant) filed an application with the City of Rancho Cordova for a Conditional Use Permit and Minor Design Review for the development of a new Quick Quack Car Wash within the Stone Creek Village commercial center, as well as associated site improvements located at 3384 Zinfandel Drive; and

WHEREAS, the submitted application is in compliance with applicable Citywide Design Guidelines; and

WHEREAS, the Planning Commission is the appropriate authority to hear and take action on this project; and

WHEREAS, on February 25, 2026, the Planning Commission of the City of Rancho Cordova held a properly noticed public hearing at which it received a report from city staff regarding the Conditional Use Permit and Minor Design Review and oral and written testimony from the public, and deliberated on the item; and

WHEREAS, the Planning Commission of the City of Rancho Cordova has conducted a properly noticed public hearing pursuant to Government Code Section 65090 and has duly considered all written and verbal testimony presented during the hearing.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF RANCHO CORDOVA HEREBY RESOLVES AS FOLLOWS:

1) Determine the CEQA exemption 15332 is an adequate exemption according to the Guidelines of the California Environmental Quality Act.

   a) **Finding**: The project site has been analyzed and is exempt per California Environmental Quality Act Section 15332 (In-fill Development Projects).

      Evidence The project is exempt from environmental review under the California Environmental Quality Act (CEQA) pursuant to the CEQA Guidelines Section 15332 (Infill Development Projects). This categorical exemption applies to projects that are consistent with applicable general plan and zoning designations and are located on sites of five acres or less within urbanized areas.

      The project is consistent with the City's General Plan designation of Commercial Mixed Use (CMU), which supports the integration of retail and service uses with nearby residential development. The project is also consistent with the site's Retail Commercial (RC) zoning within the Villages of Zinfandel Special Planning Area (VZSPA) and meets all applicable development standards and design guidelines for a drive-through commercial use.

      The 1.30-acre project site is currently vacant and was previously graded and disturbed as part of the overall Stone Creek Village shopping center development. The site is surrounded by existing commercial and mixed-use development, including retail, service

uses, and nearby multi-family residential development. The site contains no known habitat for endangered, rare, or threatened species.

Implementation of the proposed car wash, along with associated site improvements and landscaping, will not result in significant environmental impacts related to traffic, noise, air quality, or water quality. A traffic generation and queuing analysis was prepared and confirmed that project traffic is consistent with what was anticipated in the City's General Plan and the certified Environmental Impact Report for the Villages of Zinfandel Special Planning Area. The project does not include roadway modifications or changes to the surrounding transportation network.

A Noise Study was also prepared and determined that project-related noise, including mechanical equipment and vehicle activity, would comply with applicable City standards. In addition, the site is already served by existing drainage, utilities, and public services that were evaluated as part of the approved Stone Creek Village development.

For these reasons, the project qualifies for a CEQA categorical exemption, and no further environmental documentation is required.

2) Approve the Conditional Use Permit subject to the Conditions of Approval attached hereto as Exhibit B, and subject to the findings as defined by Title I, Chapter 10, Article 3 Section 110-30 of the 2003 Sacramento County Code prior to approving this request:

   a) **Finding:** The establishment, maintenance or operation of the use, building, or structure applied for will not under the circumstances of the particular case be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood.

   Evidence: The proposed Quick Quack Car Wash is located within an established commercial and mixed-use shopping center designated Commercial Mixed Use (CMU) in the General Plan and zoned Retail Commercial (RC) within the Villages of Zinfandel Special Planning Area (VZSPA), where automobile-oriented commercial services are anticipated when appropriately conditioned. A project-specific Noise Study determined that car wash operations will comply with City noise standards with required building enclosure, equipment screening, and limits on hours of operation. A Traffic Generation and Queuing Analysis confirmed that sufficient onsite queuing is provided and that the project will not create circulation or safety conflicts within the shopping center or on surrounding streets.

   The project includes screening walls, landscaping, architectural treatments, and shielded lighting to reduce visual, headlight, and glare impacts. Mechanical and vacuum equipment will be enclosed, screened, and painted to match the building, and operations are limited to daytime and evening hours between 7:00 a.m. and 9:00 p.m. Conditions of approval require ongoing compliance with these standards. With these measures in place, the project will not be detrimental to nearby residents, businesses, or the public.

   b) **Finding:** Th establishment or proposed use will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.

   Evidence: The proposed Quick Quack Car Wash is located within the Stone Creek Village Shopping Center, an area planned and developed for commercial and service-oriented uses. The project has been designed to integrate with the existing development through compatible architecture, coordinated landscaping, and screened mechanical equipment.

Traffic, parking, and queuing analyses demonstrate that the project will not adversely affect circulation within the shopping center or on surrounding streets, and conditions of approval require sufficient onsite stacking and separation from the adjacent Dutch Bros drive-through. A Noise Study confirmed that operational noise will remain within City standards with required building enclosure and equipment screening. In addition, lighting, landscaping, and screening are required to minimize visual and operational impacts.

With these measures in place, the project will not adversely affect surrounding properties or improvements and will contribute to the continued economic vitality and service availability within the community.

3) Approve the Design Review, subject to the Major Design Review Package (Exhibit A) and the Conditions of Approval (Exhibit B) as modified; supported by the following Findings and Evidence, as required by Chapter 10, Article 7:

a) **Finding:** The proposed project is consistent with the objectives of the General Plan and Community Plan, complies with applicable Zoning regulations, Specific Plan provisions, Special Planning Area provisions, and is consistent with the applicable "Guiding Principles" and "Design Concepts" in Section 110-84.

Evidence: The project site is designated Commercial Mixed Use in the General Plan and zoned Retail Commercial within the VZSPA, which allows automobile-oriented service uses such as car washes with approval of a Conditional Use Permit and design review. The proposed Quick Quack Car Wash is consistent with the intent of these designations by providing a neighborhood-serving commercial use within an established shopping center.

The project has been reviewed for consistency with the VZSPA development standards, design guidelines, and Development Plan Review requirements, as well as the applicable provisions of the 2003 Sacramento County Zoning Code. The site layout, building placement, circulation, parking, landscaping, lighting, and architectural design meet the applicable standards and incorporate the farmhouse-inspired design theme used throughout the Stone Creek Village development.

Building materials, colors, stone veneer, roof forms, awnings, trellis features, and architectural detailing are consistent with surrounding commercial buildings, including Sprouts and Dutch Bros, and comply with the guiding principles and design concepts intended to promote high-quality, cohesive, and pedestrian-oriented commercial development within the Special Planning Area.

b) **Finding:** The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.

Evidence: The project has been designed to integrate with the established Stone Creek Village Shopping Center through coordinated building materials, colors, architectural detailing, and landscaping that reflect the development's farmhouse-inspired design theme. The car wash building incorporates stone veneer, metal roofing, vertical siding, awnings, trellises, articulated parapets, and a tower element, providing visual interest and compatibility with nearby commercial buildings such as Sprouts and Dutch Bros.

The site layout organizes vehicle circulation, queuing, vacuum areas, and service functions in a manner that supports efficient operations while minimizing visual and

functional impacts on surrounding uses. Screening walls, landscaping, and equipment enclosures are required to soften views of vehicles and mechanical equipment from public streets and nearby residential areas.

The landscape plan, as conditioned, provides street trees, interior planting, and screening consistent with the approved Stone Creek Village master landscape palette, enhancing the streetscape along Zinfandel Drive and Bear Hollow Drive while contributing shade, buffering, and visual quality.

Together, the coordinated architecture, site design, and landscaping create a cohesive and well-integrated commercial development that is appropriate for the site and enhances the overall character of the surrounding neighborhood.

c) **Finding:** The architecture, including the character, scale and quality of the design, relationship with the site and other buildings, building materials, screening of exterior appurtenances, exterior lighting and signing and similar elements establishes a clear design concept and is compatible with the character of existing or anticipated buildings on adjoining and nearby properties.

Evidence: The project establishes a cohesive and identifiable design through the use of stone veneer, metal roofing, vertical siding, farmhouse-style awnings, trellises, articulated parapets, and a tower element, which are consistent with the architectural character of the Stone Creek Village Shopping Center. The building scale, massing, and orientation are compatible with adjacent commercial buildings and are designed to maintain a strong visual presence along Zinfandel Drive.

Exterior materials and colors have been coordinated with nearby development, including Sprouts and Dutch Bros, to ensure visual continuity across the shopping center. Mechanical and utility equipment are required to be screened, enclosed, and painted to match the building, minimizing visual impacts and maintaining a high-quality appearance. Lighting and signage are designed and conditioned to be appropriately scaled, shielded, and compatible with the surrounding development.

These elements collectively establish a clear architectural concept that complements existing and anticipated development in the area and supports a cohesive visual environment within the shopping center and surrounding neighborhood.

d) **Finding:** The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.

Evidence: The project will utilize the existing internal drive aisle of the Stone Creek Village Shopping Center for access to Zinfandel Drive and Bear Hollow Drive, and no new driveways or roadway modifications are proposed. A Traffic Generation and Queuing Analysis determined that the project will not generate a substantial increase in vehicle trips and that sufficient onsite queuing capacity is provided to prevent vehicles from backing up into shared drive aisles or adjacent streets.

The site design separates car wash queuing lanes, vacuum areas, employee parking, and customer circulation, reducing potential conflicts between vehicles. Conditions of approval require separation of traffic between the car wash and the adjacent Dutch Bros drive-through and include operational controls to prevent spillback into shared circulation areas.

Pedestrian routes and access to surrounding businesses are maintained through the existing shopping center circulation system, and bicycle parking is required by condition to support non-vehicular access. With these design features and operational controls in place, the project will not create circulation conflicts among vehicles, bicycles, or pedestrians

PASSED AND ADOPTED by the Planning Commission of the City of Rancho Cordova on the _____ day of _____ 2026 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Tegan Mauldin, Chair

ATTEST:

_____
Kelly Whitman
Planning Commission Clerk

QUICK QUACK CAR WASH NO.26-626
SWC ZINFANDEL DR & BEAR HOLLOW DR
RANCHO CORDOVA, CALIFORNIA 95670

PROJECT DIRECTORY

APPLICANT: QUICK QUACK CAR WASH
6020 WEST OAKS BLVD, SUITE 300
PHONE: (801) 550-7739
CONTACT:DON SHIVELEY
EMAIL: dshiveley@dontdrivedirty.com

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CONSTRUCTION MANAGER: QUICK QUACK CAR WASH
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EMAIL: kheld@barghausen.com

1

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STRUCTURAL ENGINEER: MARTIN CONSULTING GROUP
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ROCKLIN, CA. 95765
PHONE: (916) 256-4816
CONTACT:JON MARTIN
EMAIL: jonm@martinconsultinggroup.biz

ELECTRICAL: SACRAMENTO ENGINEERING CONSULTANTS
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EMAIL: cgilland@saceng.com

MECHANICAL/ PLUMBING: SACRAMENTO ENGINEERING CONSULTANTS
10555 OLD PLACERVILLE ROAD
SACRAMENTO, CA 95827
PHONE: (916) 502-5288
CONTACT:ELIAS HERMOSILLO
EMAIL: elias@saceng.com

PROJECT SUMMARY

PROJECT ADDRESS: QUICK QUACK CAR WASH NO.26-626
SWC ZINFANDEL DR & BEAR HOLLOW DR
RANCH CORDOVA, CALIFORNIA 95670

PROJECT ADDRESS:

APN NO: 072-2360-051-0000
EXISITING ZONE: RC (ZSPA), COMMERCIAL
PROPOSED ZONE: RC (ZSPA), COMMERCIAL
LOT AREA: 1.30 AC (+/- 56,554 SF)

SETBACKS:
FRONT 25 FEET
SIDE (INTERIOR) 25 FEET
REAR 25 FEET

HOURS OF OPERATION: 7am - 9pm
NUMBER OF EMPLOYEES ON SITE: 3

1

STRUCTURES SUMMARY

	AREA	NUMBER OF STORIES	BUILDING HEIGHT	CONSTRUCTION TYPE	OCCUPANCY GROUP	SPRINKLERS
PROPOSED CARWASH AREA	3337 SF	1 STORY	24' - 0"	VB	B	NO
PROPOSED VACUUM CANOPY	1666 SF	1 STORY	9' - 9"	VB	B	NO
PROPOSED VACUUM CANOPY	1227 SF	1 STORY	9' - 9"	VB	B	NO
PROPOSED PAY CANOPY	435 SF	1 STORY	9' - 9"	VB	B	NO
PROPOSED TRASH AND VACUUM ENCLOSURE	276 SF	1 STORY	11' - 0"	VB	B	NO
PROPOSED QB STATION	197 SF	1 STORY	17' - 4"	VB	B	NO
PROPOSED VACUUM ENCLOSURE	120 SF	1 STORY	17' - 4"	VB	B	NO
TOTAL COMBINED AREA	7257 SF					

OCCUPANT LOAD ANALYSIS

OCCUPANT LOAD ANALYSIS

ROOM NUMBER	NAME	AREA	LOAD FACTOR	OCCUPANT LOAD
BUSINESS				
102	EMPLOYEE LOUNGE	132 SF	100	2
103	RESTROOM	85 SF	100	1
106	QB STATION	62 SF		
107	OFFICE	73 SF		
108	STOR/ CLOSET	44 SF		
ACCESSORY STORAGE AREAS, MECHANICAL EQUIPMENT ROOM				
101	SHOWROOM	2263 SF	300	8
104	EQUIPMENT ROOM	485 SF	300	2
105	ELECTRICAL ROOM	117 SF	300	1

NOTE:
CAR WASH TUNNEL ROOM 101 IS NOT CONSIDERED TO MEET THE DEFINITION OF AN "OCCUPIABLE SPACE". THE FUNCTION OF THE SPACE IS TO CONVEY VEHICLES THROUGH THE CAR WASH FACILITY. WHEN FUNCTIONING THIS OPERATION IT IS NECESSARY FOR THE ROLL-UP DOORS AT EACH END TO BE IN THE OPEN POSITION.

SHEET INDEX

APPLICABLE CODES & STANDARDS

1. ALL WORK SHALL COMPLY WITH REGULATIONS, CODES AND AUTHORITIES OF THE:
   - 2022 CALIFORNIA BUILDING CODE (CBC)
   - 2022 CALIFORNIA MECHANICAL CODE (CMC)
   - 2022 CALIFORNIA PLUMBING CODE (CPC)
   - 2022 CALIFORNIA ELECTRICAL CODE (CEC)
   - 2022 CALIFORNIA FIRE CODE (CFC)
   - 2022 CALIFORNIA ENERGY CODE (CEC/T24)
   - 2022 BUILDING ENERGY EFFICIENT STANDARD (BEES)
   - 2022 GREEN BUILDING EFFICIENCY STANDARDS CODE
   - AND ALL OTHER RANCHO CORDOVA CITY CODES AS ADOPTED.
2. ALL CODES TO BE USED IN CONJUNCTION WITH THE LOCAL AMENDMENTS
3. ALL WORK SHALL COMPLY WITH THE LATEST EDITIONS OF THE ADOPTED BUILDING REGULATIONS FOR THE LOCAL GOVERNING AGENCIES:
   - A) PLANNING DEPARTMENT
   - B) BUILDING INSPECTION DIVISION
   - C) PUBLIC WORKS DEPARTMENT
   - D) ENVIRONMENTAL HEALTH DIVISION
   - E) FIRE DEPARTMENT

PROJECT SCOPE

THE PROJECT CONSISTS OF BUT IS NOT LIMITED TO:

CONSTRUCTION OF:

NEW CAR WASH FACILITY, INCLUDING BUT NOT LIMITED TO NEW CONCRETE WALKS, DRIVE AISLES, CURBS, LANDSCAPING, VACUUM STATIONS, UTILITIES, AND ALL ASSOCIATED FIXTURES, FURNISHINGS AND EQUIPMENT.

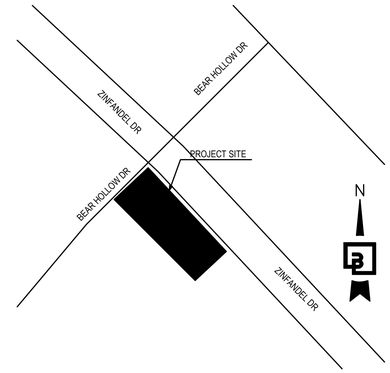
DEFERRED SUBMITTALS

SEPARATE SUBMITTAL ITEMS

- SIGNAGE OTHER THAN ADA REQUIRED SIGNS.
- CONCRETE HOLLOW CORE PLANKS.

NOTE:
INSTALLATION OF DEFERRED APPROVAL ITEMS SHALL NOT BE STARTED UNTIL CONTRACTOR'S DRAWINGS, SPECIFICATIONS AND ENGINEERING CALCULATIONS FOR THE ACTUAL SYSTEMS TO BE INSTALLED HAVE BEEN ACCEPTED AND APPROVED BY THE ARCHITECT OR ENGINEER AND THE GOVERNING AGENCY. AOR TO COORDINATE WITH MANUFACTURER FOR CONCURRENT SUBMITTAL.

VICINITY MAP



6020 WEST OAKS BLVD, SUITE 300, ROCKLIN, CA 95765

Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

STATE OF CALIFORNIA
DANIEL BRIAN GOALWIN
C-18865
REN. 8/31/27
LICENSED ARCHITECT

QUICK QUACK CAR WASH NO.26-626
SWC ZINFANDEL DR & BEAR HOLLOW DR
RANCHO CORDOVA, CALIFORNIA 95670

REVISIONS

#	DATE	DESCRIPTION
1	08-13-25	Entitlement Comments

ENTITLEMENT SET

DESIGNED BY: QQ
APPROVED BY: DH
DRAWN BY: MB
CHECKED BY: MU
DATE: 04/29/25
JOB NUMBER: 23521

COVER SHEET

A0.00

PRELIMINARY SITE PLAN
FOR

QUICK QUACK CAR WASH
3384 ZINFANDEL DRIVE
APN: 072-2360-051-0000

0 10' 20' 40'
SCALE: 1"=20'

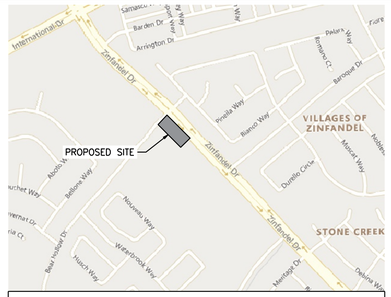
APPLICANT:

QUICK QUACK CARWASH
6020 WEST OAKS BLVD., SUITE 300
ROCKLIN, CA 95765

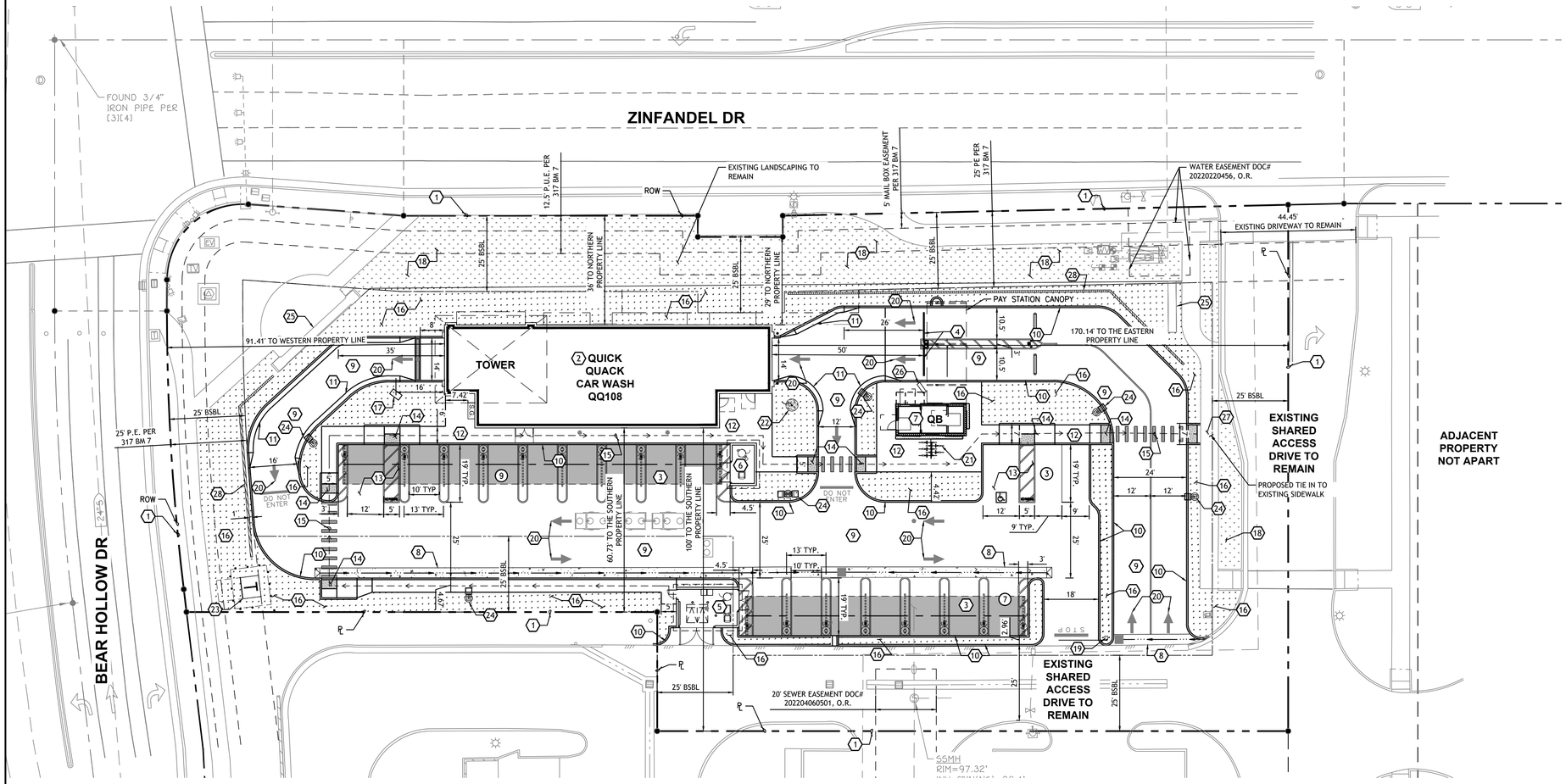
ENGINEER:

BARGHAUSEN CONSULTING ENGINEERS, INC
18215 72ND AVENUE SOUTH
KENT, WA 98032
TEL: (425) 251-6222
EMAIL: KHELD@BARGHAUSEN.COM
CONTACT: KACEY HELD, PE

CIVIL SHEET INDEX



VICINITY MAP
NTS



CONSTRUCTION NOTES:

1. PROPERTY LINE TO REMAIN, TYPICAL. REFER TO ALTA/NSPS LAND TITLE SURVEY.
2. PROPOSED CARWASH AS NOTED; REFER TO ARCHITECTURAL DRAWINGS FOR ADDITIONAL INFORMATION.
3. PROPOSED VACUUM SPACES (ONE ACCESSIBLE).
4. PROPOSED CARWASH ENTRANCE GATE.
5. PROPOSED FULLY COVERED COMBINED SOLID WASTE AND VACUUM ENCLOSURE.
6. PROPOSED VACUUM ENCLOSURE.
7. PROPOSED DETACHED QUARTERBACK STATION.
8. PROPOSED CONCRETE VALLEY GUTTER.
9. PROPOSED CONCRETE PAVING, TYPICAL.
10. PROPOSED CONCRETE BARRIER CURB, TYPICAL.
11. PROPOSED ROLLED CURB, TYPICAL.
12. PROPOSED CONCRETE SIDEWALK, WIDTH VARIES, TYPICAL.
13. PROPOSED ADA COMPLIANT PARKING SPACE.
14. PROPOSED ADA COMPLIANT CURB RAMP, TYPICAL.

CONSTRUCTION NOTES (CONT.):

15. PROPOSED ACCESSIBLE ROUTE THROUGH THE SITE AND CONNECTIONS TO THE PUBLIC RIGHT-OF-WAY, TYPICAL.
16. PROPOSED LANDSCAPING AREA; REFER TO LANDSCAPE PLANS FOR ADDITIONAL INFORMATION, TYPICAL.
17. PROPOSED STOP/GO SIGN.
18. EXISTING LANDSCAPING TO REMAIN.
19. PROPOSED POND GATE.
20. PROPOSED DIRECTIONAL PAVEMENT MARKINGS, TYPICAL.
21. PROPOSED SHORT TERM BICYCLE PARKING RACK.
22. PROPOSED LOCATION OF FLAG POLE.
23. PROPOSED TRANSFORMER PAD.
24. PROPOSED SITE LIGHTING, TYPICAL. REFER TO PHOTOMETRIC PLAN FOR LIGHTING CALCULATIONS.
25. EXISTING MONUMENT SIGN TO REMAIN.
26. PROPOSED MENU BOARD.
27. EXISTING SIDEWALK TO REMAIN.
28. PROPOSED SCREENING WALL.

PROJECT DATA

ADDRESS:	SWC ZINFANDEL DR & BEAR HOLLOW DR, RANCHO CORDOVA, CA 95670
PARCEL NUMBER:	072-2360-051-0000
MUNICIPALITY:	CITY OF RANCHO CORDOVA
PROJECT AREA:	1.30 ACRES (56,554 S.F)
EXISTING ZONING:	RC (ZSPA), COMMERCIAL LOCATED IN ZINFANDEL SPECIFIC PLANNING AREA
PROPOSED ZONING:	RC (ZSPA), COMMERCIAL LOCATED IN ZINFANDEL SPECIFIC PLANNING AREA
SURROUNDING ZONING:	
NORTH	LD
SOUTH	RC
EAST	LD
WEST	BP
EXISTING SITE USE:	NONE, VACANT LOT
SURROUNDING USES:	
NORTH	SINGLE FAMILY HOMES
SOUTH	GROCERY STORE/RETAIL STORES
EAST	SINGLE FAMILY HOMES
WEST	CHILD DAYCARE
BULK REGULATIONS:	
FRONT	25 FT (0 FT IF BUILDING ENTRANCE IS ORIENTED TOWARD ZINFANDEL DRIVE)
SIDE (STREET OR INTERIOR)	25 FT
REAR	25 FT
MAXIMUM BUILDING HEIGHT	40 FT
PARKING:	
MIN. AISLE WIDTH	25 FT
STANDARD STALL SIZE	9 FT X 19 FT
MIN. NO. OF SPACES REQUIRED	4.5 SPACES PER 1,000 SQUARE FEET OF GROSS FLOOR AREA (ZINFANDEL AREA PLAN REQUIREMENT).
PARKING REQUIRED:	3,588 SF / 1,000 SF = 3.588 X 4.5 = 16.15 = 17 STALLS
PARKING PROVIDED:	2 STANDARD STALLS, 1 VAN ACCESSIBLE STALL, 16 VACUUM STALLS = 19 STALLS
REQUIRED ADA SPACES:	1 STALL
BICYCLE PARKING:	A MINIMUM OF ONE RACK WITH CAPACITY FOR TWO BICYCLES
(#) NUMBER OF PARKING SPACES AVAILABLE	
LANDSCAPING:	
OVERALL LANDSCAPING	NONE SPECIFIED
PERIMETER LANDSCAPING	SETBACKS SHALL BE LANDSCAPED
INTERIOR LANDSCAPING	ISLANDS SHALL BE PLACED EVERY 10 SPACES. PARKING LOT LANDSCAPING SHALL INCLUDE SHADE TREES PLACED SO AS TO COVER 50 PERCENT OF THE TOTAL PARKING AREA WITH TREE CANOPIES WITHIN 15 YEARS OF SECURING BUILDING SETBACK.
LANDSCAPING PROVIDED:	14,670 S.F.
GROUND COVER SUMMARY:	
BUILDING:	3,337 SF
PAVEMENT:	26,398 SF
LANDSCAPE:	14,670 SF
EXISTING PAVEMENT TO REMAIN:	12,149 SF
	56,554 SF

No.	Date	By	Ckd.	Appr.	Revision

Title:
PRELIMINARY SITE PLAN
QUICK QUACK CAR WASH NO. 26-626
SWC ZINFANDEL DR & BEAR HOLLOW DR
RANCHO CORDOVA, CALIFORNIA 95670

For:
QUICK QUACK CAR WASH
6020 WEST OAKS BLVD, SUITE 300
ROCKLIN, CA 95765

LICENSED PROFESSIONAL ENGINEER
KACEY L. HELD
19465
Not for Construction
STATE OF CALIFORNIA CIVIL

Scale: Horizontal 1"=20' Vertical N/A

Designed JKR Drawn DG Checked KCH Approved KCH Date 8/14/25

Barghausen Consulting Engineers, LLC.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

Job Number 23521
Sheet PSP

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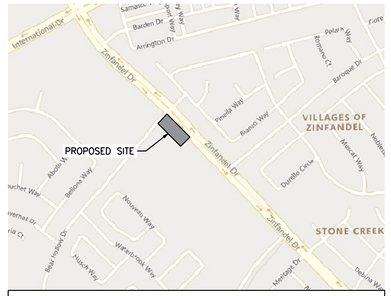
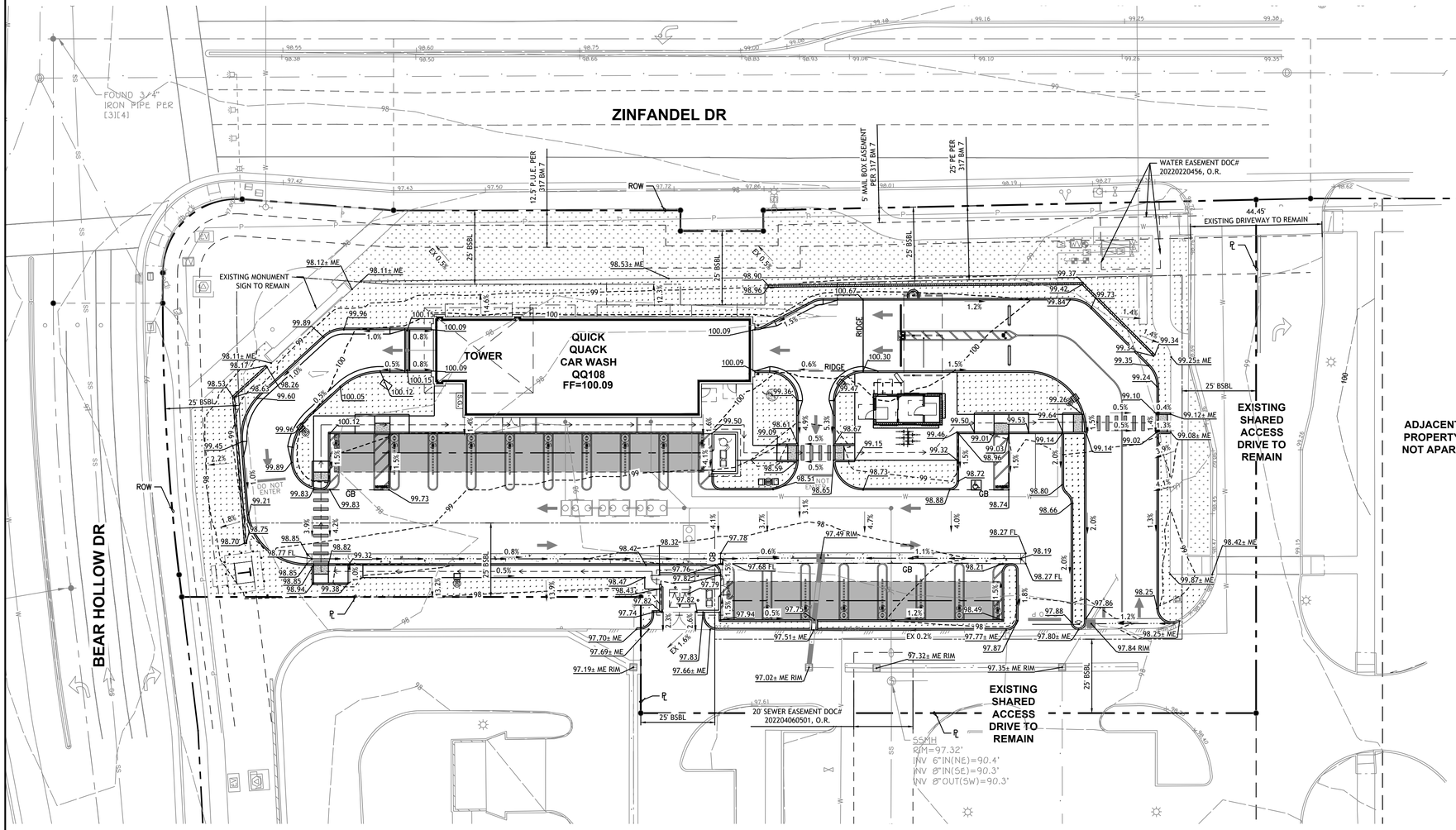
PRELIMINARY GRADING PLAN
FOR

QUICK QUACK CAR WASH
3384 ZINFANDEL DRIVE
APN: 072-2360-051-0000

0 10' 20' 40'
SCALE: 1"=20'



VICINITY MAP
NTS



GRADING NOTES:

1. ALL GRADING SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PROVISIONS OF THE CURRENT CITY ORDINANCE AND STANDARD PLANS. THE GRADING IS SUBJECT TO THE OBSERVATION AND APPROVAL OF THE PUBLIC WORKS DEPARTMENT.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL PROPOSED GRADES IN RELATIONSHIP TO SURVEYED BASIS OF ELEVATION.
3. ALL EXISTING UTILITY STRUCTURES AND ASSOCIATED LIDS THAT FALL WITHIN THE AREA OF WORK SHALL BE ADJUSTED TO FINISHED GRADE ELEVATIONS. CONTRACTOR SHALL CONFIRM THE FEASIBILITY OF ADJUSTING EXISTING UTILITY STRUCTURE LIDS TO FINISHED GRADE PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES.
4. CONTRACTOR TO PROTECT AND MAINTAIN EROSION CONTROL FACILITIES DURING GRADING OPERATIONS.
5. CONTRACTOR TO OBTAIN ANY NECESSARY RIGHT-OF-WAY PERMITS IF REQUIRED FOR WORK SHOWN ON PLANS.
6. CONTRACTOR SHALL MATCH EXISTING ELEVATIONS AT ALL SAWCUT LOCATIONS.
7. ALL SPOT ELEVATIONS SHOWN ARE TO FINISH SURFACE (TOP OF ASPHALT OR TOP OF CONCRETE PAVEMENT, NOT TOP OF CURB/SIDEWALK) UNLESS OTHERWISE NOTED.

No.	Date	By	Ckd.	Appr.	Revision

Title: PRELIMINARY GRADING PLAN
QUICK QUACK CAR WASH NO. 26-626
SWC ZINFANDEL DR & BEAR HOLLOW DR
RANCHO CORDOVA, CALIFORNIA 95670

For: QUICK QUACK CAR WASH
6020 WEST OAKS BLVD, SUITE 300
ROCKLIN, CA 95765

LICENSED PROFESSIONAL ENGINEER
KACEY C. HELD
19485
Not for Construction
CIVIL
STATE OF CALIFORNIA

Scale: Horizontal 1"=20' Vertical N/A
Designed JLR Drawn DG Checked KCH Approved KCH Date 8/14/25

Barghausen Consulting Engineers, LLC.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

Job Number 23521
Sheet PG

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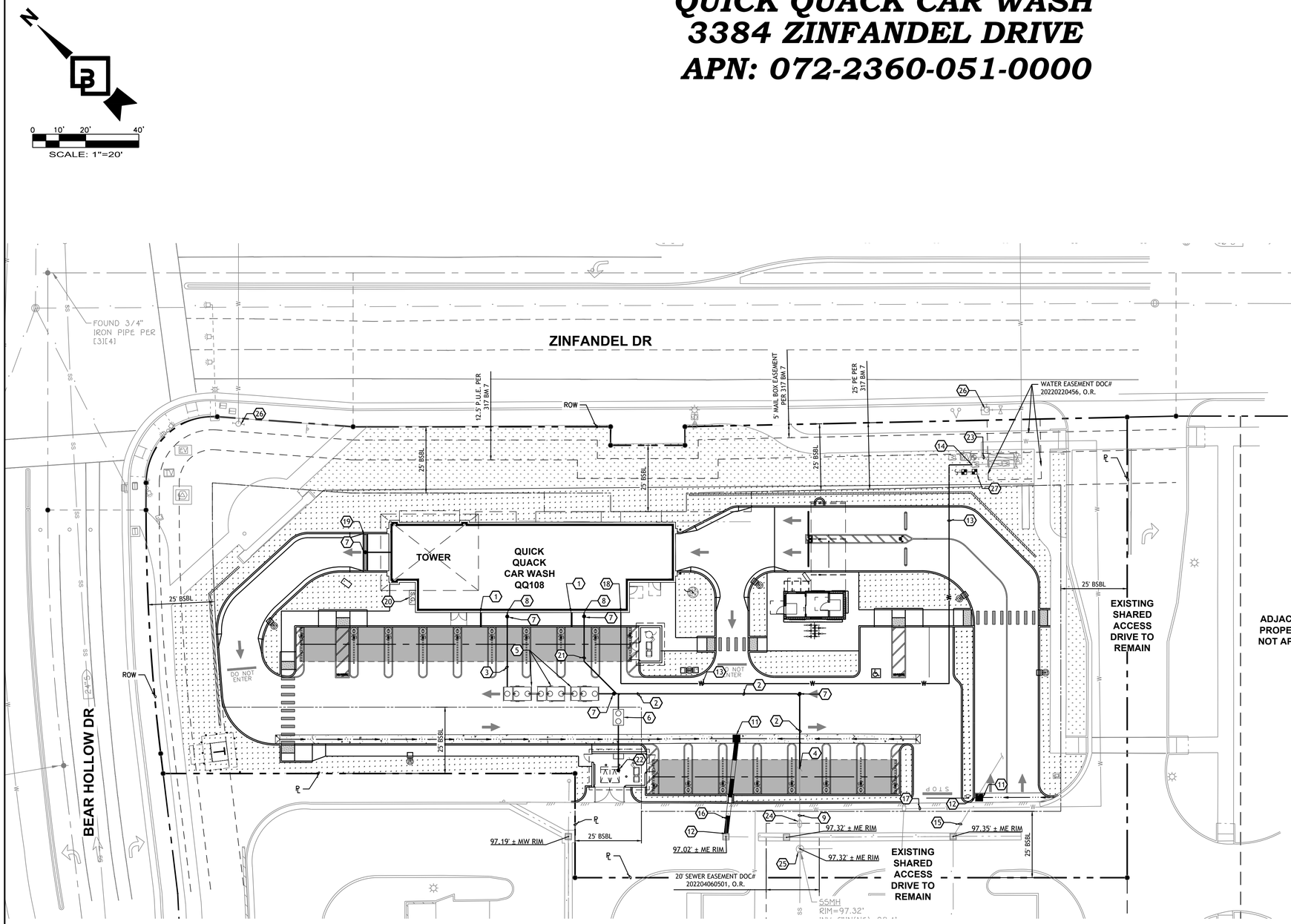
PRELIMINARY DRAINAGE AND UTILITY PLAN
FOR

QUICK QUACK CAR WASH
3384 ZINFANDEL DRIVE
APN: 072-2360-051-0000



EXISTING UTILITY NOTE

CONTRACTOR SHALL POTHOLE AND CONFIRM LOCATION AND DEPTH OF EXISTING UTILITIES TO CONFIRM CONFLICTS. ALL EXISTING UTILITIES IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND RELOCATED AS REQUIRED.

GENERAL NOTES:

1. ALL STRUCTURE ELEVATIONS SHOWN ARE TO CENTER OF STRUCTURE AT FINISH SURFACE (TOP OF ASPHALT OR TOP OF CONCRETE PAVEMENT, NOT TOP OF CURB/SIDEWALK) UNLESS OTHERWISE NOTED.
2. ALL STORM DRAINAGE STRUCTURES EXPOSED TO TRAFFIC SHALL BE RATED FOR HS-20 TRAFFIC LOADING INCLUDING STRUCTURE, LID, GRATE, ETC.
3. ALL UTILITY STRUCTURES WITH LIDS EXPOSED TO PEDESTRIAN TRAFFIC SHALL BE BE SLIP RESISTANT IN ACCORDANCE WITH ACCESSIBILITY REQUIREMENTS.
4. ALL STORM DRAIN DENOTED AS PVC SHALL CONFORM TO ASTM D3034 SDR 26.
5. ALL DUCTILE IRON PIPE SHALL BE CLASS 52 CONFORMING TO AWWA C151.
6. ALL STORM PIPING INSTALLED WITH LESS THAN 2 FEET OF COVER SHALL BE BACKFILLED WITH A CONTROLLED DENSITY FILL (SLURRY).

CONSTRUCTION NOTES:

1. FACILITATE STORM DRAINAGE DOWNSPOUT CONNECTION.
2. PROPOSED 6" PRIVATE SANITARY SEWER LINE.
3. PROPOSED 8" PRIVATE SANITARY SEWER LINE.
4. PROPOSED POINT OF CONNECTION TO EXISTING SEWER STUB.
5. PROPOSED CLARIFIER(S).
6. PROPOSED GREASE INTERCEPTOR
7. PROPOSED PRIVATE SANITARY SEWER CLEANOUT.
8. PROPOSED SEWER LINE CONNECTION TO BUILDING.
9. EXISTING 6" SANITARY SEWER UPPER LATERAL.
10. PROPOSED 1" IRRIGATION METER. COORDINATE METER LOCATION WITH GOLDEN STATE WATER AGENCY.
11. PROPOSED CATCH BASIN.
12. PROPOSED POINT OF CONNECTION TO EXISTING STORM DRAIN INLET.
13. PROPOSED 2" WATER LINE.
14. PROPOSED CONNECTION TO EXISTING WATER METER. COORDINATE CONNECTION WITH GOLDEN STATE WATER AGENCY.
15. EXISTING 24" STORM LINE TO REMAIN.
16. PROPOSED 18" STORM LINE.
17. EXISTING WATER LINE TO REMAIN.
18. PROPOSED WATER LINE CONNECTION TO BUILDING.
19. PROPOSED TRENCH DRAIN. DRAINS BACK TO INTERNAL CARWASH SANITARY SEWER SYSTEM.
20. PROPOSED SWITCH GEAR.
21. PROPOSED PRIVATE 4" SANITARY SEWER LINE.
22. PROPOSED SANITARY SEWER DRAIN IN THE FULLY COVERED TRASH ENCLOSURE.
23. EXISTING FIRE SERVICE LINE TO REMAIN. ABANDON AND CAP AS NEEDED. NO FIRE SERVICE REQUIRED FOR THE PROPOSED DEVELOPMENT.
24. EXISTING SANITARY SEWER CLEANOUT TO REMAIN.
25. EXISTING SANITARY SEWER MANHOLE TO REMAIN. REFER TO THE PRELIMINARY GRADING PLAN FOR RIM ELEVATIONS.
26. EXISTING FIRE HYDRANTS TO REMAIN.
27. PROPOSED 1" IRRIGATION METER. COORDINATE METER LOCATION WITH GOLDEN STATE WATER AGENCY.

No.	Date	By	Ckd.	Appr.	Revision

Title: PRELIMINARY DRAINAGE AND UTILITY PLAN
QUICK QUACK CAR WASH NO. 26-626
SWC ZINFANDEL DR & BEAR HOLLOW DR
RANCHO CORDOVA, CALIFORNIA 95670

For: QUICK QUACK CAR WASH
6020 WEST OAKS BLVD, SUITE 300
ROCKLIN, CA 95765

LICENSED PROFESSIONAL ENGINEER
KACEY C. HELD
29465
CIVIL
STATE OF CALIFORNIA
Not for Construction

Scale: Horizontal 1"=20' Vertical N/A

Designed JLR
Drawn DG
Checked KCH
Approved KCH
Date 8/14/25

Barghausen Consulting Engineers, LLC.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

Job Number 23521
Sheet PMU

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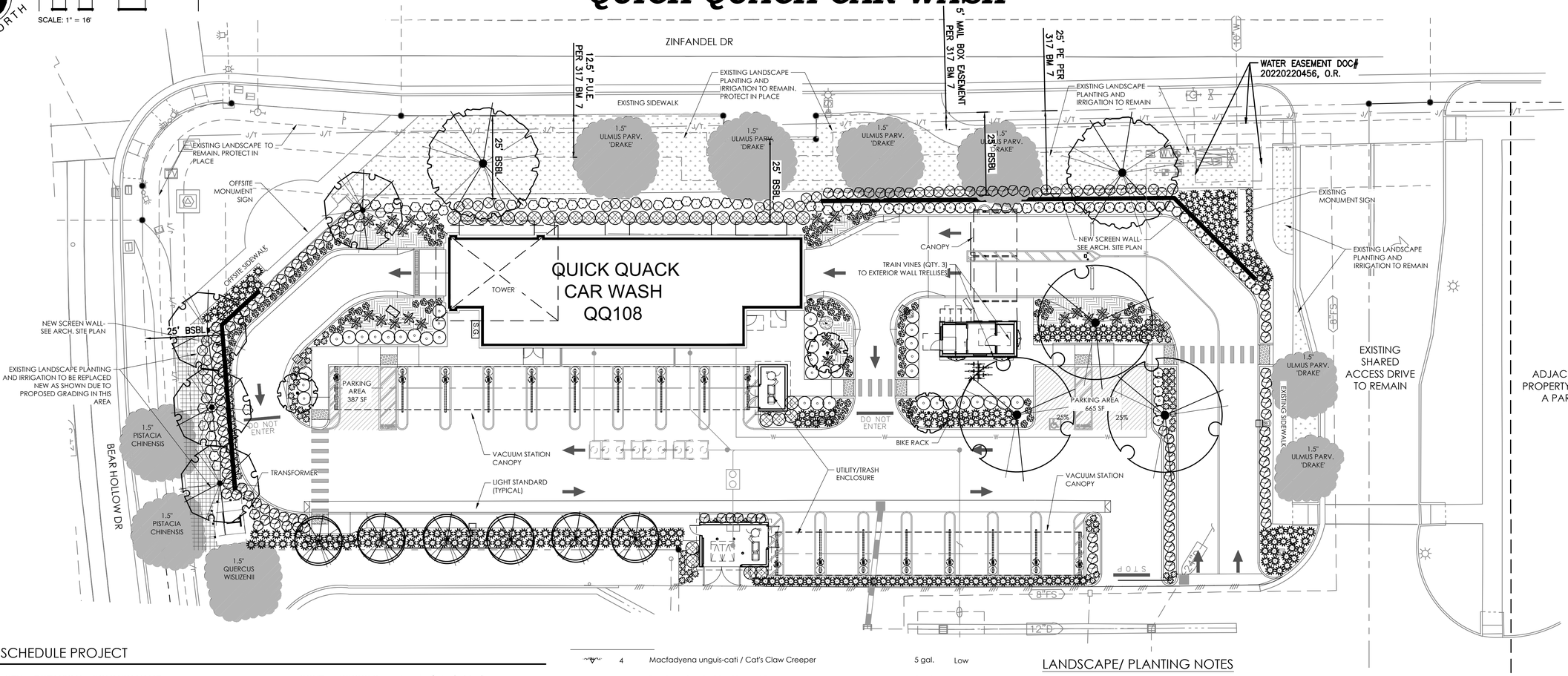
PRELIMINARY LANDSCAPE PLAN FOR *QUICK QUACK CAR WASH*

NORTH

0 16 32 48 feet

SCALE: 1" = 16'



PLANT SCHEDULE PROJECT

SYMBOL	QTY	BOTANICAL / COMMON NAME	CONT	WUCOLS	MATURE SIZE (H X W)
TREES					
	6	Acer rubrum 'Armstrong Gold' / Armstrong Gold Maple	15 gal.	Moderate	45' x 15'
	3	Magnolia grandiflora 'Little Gem' / Little Gem Dwarf Southern Magnolia	15 gal.	Moderate	20' x 12'
	4	Olea europaea 'Swan Hill' / Swan Hill Olive	15 gal.	Low	30' x 20'
	2	Ulmus x 'Morton Glossy' / Triumph™ Elm	24" box	Moderate	50' x 35'
	3	Zelkova serrata 'Village Green' / Village Green Japanese Zelkova	24" box	Moderate	40' x 30'
SHRUBS					
	105	Anigozanthos x 'Bush Ranger' / Bush Ranger Kangaroo Paw	5 gal.	Low	2' x 2'
	37	Callistemon viminalis 'Little John' / Little John Weeping Bottlebrush	5 gal.	Low	3` X 4`
	117	Nandina domestica 'Gulf Stream' / Gulf Stream Heavenly Bamboo	5 gal.	Low	3` x 3`
	35	Olea europaea 'Montra' / Little Ollie® Olive	5 gal.	Low	4' x 4'
	24	Phormium tenax 'Firebird' / Fire Bird Flax	5 gal.	Low	4' x 4'
	36	Punica granatum 'Nana' / Dwarf Pomegranate	5 gal.	Low	3` x 3`
	35	Salvia greggii `Hot Lips` / Autumn Sage	15 gal.	Low	3` x 3`
	62	Spiraea x bumalda 'Monhub' / Limemound® Spirea	5 gal.	Low	3` x 3`
PERENNIALS/GRASSES					
	86	Dianella revoluta 'DTN03' / Baby Bliss™ Flax Lily	5 gal.	Low	3' x 2'
	238	Lomandra longifolia 'Roma 13' / Platinum Beauty® Variegated Mat Rush	5 gal.	Low	3` x 3`
VINES/ESPALLIERS					
	4	Macfadyena unguis-cati / Cat's Claw Creeper	5 gal.	Low	
	3	Pandorea jasminoides / Bower Vine	5 gal.	Moderate	
GROUND COVERS					
	22	Myoporum parvifolium / Trailing Myoporum	1 gal.	Low	6" X 6'
	86	Rosa x 'Meisentmil' / Lemon Drift® Rose	1 gal.	Low	2' X 2.5

EXISTING PLANT LEGEND

EXISTING TREE TO REMAIN

Water Efficient Landscape Worksheet

HYDROZONE/PLANTING DESCRIPTION	PLANT FACTOR (PF)	IRRIG. METHOD	IRRIG. EFFICIENCY (IE)	ETAF (PF/IE)	LANDSCAPE AREA (Sq. Ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE
REGULAR LANDSCAPE AREA							
LOW WATER USE (SHRUBS,GC)	0.3	DRIP	0.81	0.37	11,762	4,356	135,855
MODERATE WATER USE (TREES)	0.5	BUBBLERS	0.81	0.62	120	74	2,310
				TOTALS	11,882	4,430	138,166

ETAF Calculations

Total ETAF x Area	4,430
Total Area	11,882
Average ETAF	37%

Note:
1. Average ETAF for Regular Landscape Areas must be below .55 for residential areas and .45 for non-residential areas.

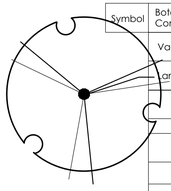
Maximum Applied Water Allowance (MAWA). MAWA= (ETo) (Conversion factor) ((ETAF)(Landscape Area)) + ((1-ETAF) x SLA)
(50.3) (.62) (.45 x 11,882) + (1-.45) X 0) = 166748 GAL.

Estimated Total Water use (ETWU). ETWU= (ETo)) (Conversion factor) ((ETAF) (Area))
(50.3) (.62) (4,430) = 138166 GAL.

LANDSCAPE/ PLANTING NOTES

1. All landscape areas shall receive a minimum 3" layer of organic wood chip mulch (to match existing mulch in shopping center)
2. Preserve and protect all offsite existing trees and plants (to remain) to the fullest extent possible.
3. All new plant material shall be irrigated with drip irrigation and a smart controller. Landscape Plans will comply with City of Rancho Cordova Water Conservation Standards.
4. Root barriers 24 inches deep and 10-feet in length centered on trunks shall be installed for all trees planted within 10' of public sidewalks,curbs and permanent structures.
5. All non-seeded landscape areas shall receive a pre-emergent application.

PARKING LOT SHADE CALCULATIONS



Symbol	Botanical Name/ Common Name	Qty. @ full shade (Sq. Ft.)	Qty. @ 3/4 Shade (Sq. Ft.)	Qty. @ 1/2 shade (Sq. Ft.)	Qty. @ 1/4 shade (Sq. Ft.)	Total (Sq. Ft.)
	Vacuum Canopy	-	-	-	-	173 SF
	Large Shade Tree 35'	0 @ 962 SF -	0 @ 722 SF -	0 @ 481SF -	2 @ 240 SF - 480	480 SF
					TOTAL SHADE PROVIDED	653 SF
	Parking Lot (see hatched area on plan)			TOTAL PARKING AREA =		1,052 SF
				SHADE AREA REQUIRED (50%) =		526 SF
				TOTAL SHADE PROVIDED =		653 SF
				PERCENT SHADE =		62%

TREE CALCULATIONS

TOTAL TREES:	18
24" BOX TREES REQUIRED (25%):	5
24" BOX TREES PROVIDED :	5
EVERGREEN SPECIES REQUIRED (30%):	6
EVERGREEN SPECIES PROVIDED :	7

COMPLIANCE STATEMENT

I have complied with the criteria of the ordinance and applied them for the efficient use of water in the landscape design plan.

Rodney Staccalosti 8-11-25

OLIVE STREET LANDSCAPE ARCHITECTURE
P.O. Box 2083
Petaluma CA 94952
707-280-8990
OliveStreetLandscape.com
rod@olivestreetlandscape.com

No.	Date	By	Ckd.	Appr.	Revision

Title: PRELIMINARY LANDSCAPE PLAN
QUICK QUACK CAR WASH NO. 26-626
SWC ZINFANDEL DR & BEAR HOLLOW DR
RANCHO CORDOVA, CALIFORNIA 95670

For: QUICK QUACK CAR WASH
6020 WEST OAKS BLVD, SUITE 300
ROCKLIN, CA 95765

LICENSED LANDSCAPE ARCHITECT RODNEY SCACCALOSTI No. 4262 Signature 5-31-26 Renewal Date Date STATE OF CALIFORNIA

Scale: Horizontal 1"=16' Vertical N/A

Designed — Drawn — Checked — Approved — Date 8/12/25

Barghausen Consulting Engineers, LLC.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222 barghausen.com

Job Number 23521 Sheet L1

17072

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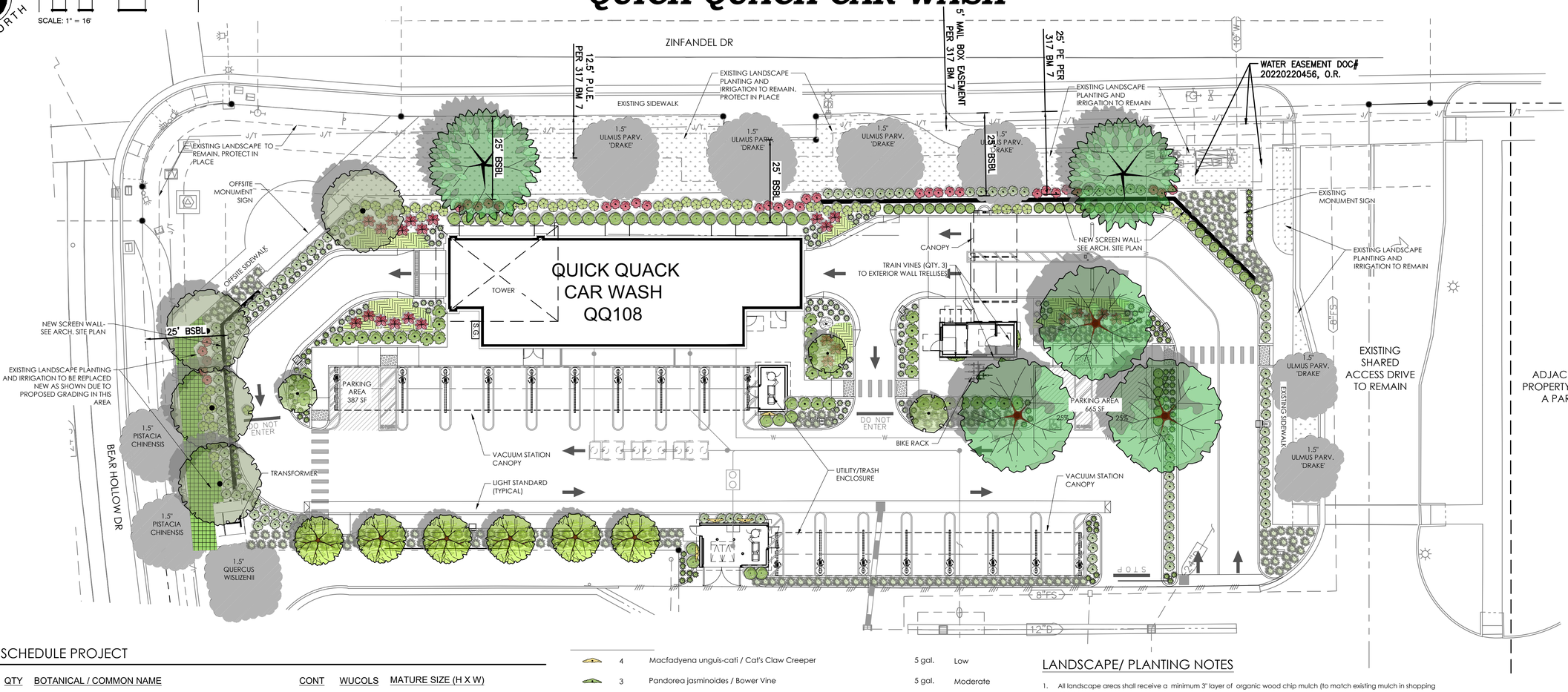
PRELIMINARY LANDSCAPE PLAN FOR *QUICK QUACK CAR WASH*

NORTH

0 16 32 48 feet

SCALE: 1" = 16'



PLANT SCHEDULE PROJECT

SYMBOL	QTY	BOTANICAL / COMMON NAME	CONT	WUCOLS	MATURE SIZE (H X W)
TREES					
	6	Acer rubrum 'Armstrong Gold' / Armstrong Gold Maple	15 gal.	Moderate	45' x 15'
	3	Magnolia grandiflora 'Little Gem' / Little Gem Dwarf Southern Magnolia	15 gal.	Moderate	20' x 12'
	4	Olea europaea 'Swan Hill' / Swan Hill Olive	15 gal.	Low	30' x 20'
	2	Ulmus x 'Morton Glossy' / Triumph™ Elm	24" box	Moderate	50' x 35'
	3	Zelkova serrata 'Village Green' / Village Green Japanese Zelkova	24" box	Moderate	40' x 30'
SHRUBS					
	105	Anigozanthos x 'Bush Ranger' / Bush Ranger Kangaroo Paw	5 gal.	Low	2' x 2'
	37	Callistemon viminalis 'Little John' / Little John Weeping Bottlebrush	5 gal.	Low	3` X 4`
	117	Nandina domestica 'Gulf Stream' / Gulf Stream Heavenly Bamboo	5 gal.	Low	3` x 3`
	35	Olea europaea 'Montra' / Little Ollie® Olive	5 gal.	Low	4' x 4'
	24	Phormium tenax 'Firebird' / Fire Bird Flax	5 gal.	Low	4' x 4'
	36	Punica granatum 'Nana' / Dwarf Pomegranate	5 gal.	Low	3` x 3`
	35	Salvia greggii `Hot Lips` / Autumn Sage	15 gal.	Low	3` x 3`
	62	Spiraea x bumalda 'Monhub' / Limemound® Spirea	5 gal.	Low	3` x 3`
PERENNIALS/GRASSES					
	86	Dianella revoluta 'DTN03' / Baby Bliss™ Flax Lily	5 gal.	Low	3' x 2'
	238	Lomandra longifolia 'Roma 13' / Platinum Beauty® Variegated Mat Rush	5 gal.	Low	3` x 3`
VINES/ESPALLIERS					
	4	Macfadyena unguis-cati / Cat's Claw Creeper	5 gal.	Low	
	3	Pandorea jasminoides / Bower Vine	5 gal.	Moderate	

SYMBOL	QTY	BOTANICAL / COMMON NAME	CONT	WUCOLS	MATUI
GROUND COVERS					
	22	Myoporum parvifolium / Trailing Myoporum	1 gal.	Low	6" X 6'
	86	Rosa x 'Meisentmil' / Lemon Drift® Rose	1 gal.	Low	2' X 2.5

EXISTING PLANT LEGEND

EXISTING TREE TO REMAIN

LANDSCAPE/ PLANTING NOTES

1. All landscape areas shall receive a minimum 3" layer of organic wood chip mulch (to match existing mulch in shopping center)
2. Preserve and protect all offsite existing trees and plants (to remain) to the fullest extent possible.
3. All new plant material shall be irrigated with drip irrigation and a smart controller. Landscape Plans will comply with City of Rancho Cordova Water Conservation Standards.
4. Root barriers 24 inches deep and 10-feet in length centered on trunks shall be installed for all trees planted within 10' of public sidewalks,curbs and permanent structures.
5. All non-seeded landscape areas shall receive a pre-emergent application.

Water Efficient Landscape Worksheet

HYDROZONE/PLANTING DESCRIPTION	PLANT FACTOR (PF)	IRRIG. METHOD	IRRIG. EFFICIENCY (IE)	ETAF (PF/IE)	LANDSCAPE AREA (Sq. Ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE
REGULAR LANDSCAPE AREA							
LOW WATER USE (SHRUBS,GC)	0.3	DRIP	0.81	0.37	11,762	4,356	135,855
MODERATE WATER USE (TREES)	0.5	BUBBLERS	0.81	0.62	120	74	2,310
				TOTALS	11,882	4,430	138,166

ETAF Calculations

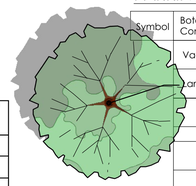
Total ETAF x Area	4,430
Total Area	11,882
Average ETAF	37%

Note:
1. Average ETAF for Regular Landscape Areas must be below .55 for residential areas and .45 for non-residential areas.

Maximum Applied Water Allowance (MAWA). MAWA= (ETo) (Conversion factor) ((ETAF)(Landscape Area)) + ((1-ETAF) x SLA)
(50.3) (.62) (.45 x 11,882) + (1-.45) X 0) = 166748 GAL.

Estimated Total Water use (ETWU). ETWU= (ETo)) (Conversion factor) ((ETAF) (Area))
(50.3) (.62) (4,430) = 138166 GAL.

PARKING LOT SHADE CALCULATIONS



Symbol	Botanical Name/ Common Name	Qty. @ full shade (Sq. Ft.)	Qty. @ 3/4 Shade (Sq. Ft.)	Qty. @ 1/2 shade (Sq. Ft.)	Qty. @ 1/4 shade (Sq. Ft.)	Total (Sq. Ft.)
	Vacuum Canopy	-	-	-	-	173 SF
	Large Shade Tree 35'	0 @ 962 SF -	0 @ 722 SF -	0 @ 481SF -	2 @ 240 SF - 480	480 SF
					TOTAL SHADE PROVIDED	653 SF
	Parking Lot (see hatched area on plan)			TOTAL PARKING AREA =		1,052 SF
					SHADE AREA REQUIRED (50%) =	526 SF
					TOTAL SHADE PROVIDED =	653 SF
					PERCENT SHADE =	62%

TREE CALCULATIONS

TOTAL TREES:	18
24" BOX TREES REQUIRED (25%):	5
24" BOX TREES PROVIDED :	5
EVERGREEN SPECIES REQUIRED (30%):	6
EVERGREEN SPECIES PROVIDED :	7

COMPLIANCE STATEMENT

I have complied with the criteria of the ordinance and applied them for the efficient use of water in the landscape design plan.

Rodney Staccalosti 8-11-25

OLIVE STREET LANDSCAPE ARCHITECTURE
P.O. Box 2083
Petaluma CA 94952
707-280-8990
OliveStreetLandscape.com
rod@olivestreetlandscape.com

No.	Date	By	Ckd.	Appr.	Revision

Title: **RENDERED PRELIMINARY LANDSCAPE PLAN**
QUICK QUACK CAR WASH NO. 26-626
SWC ZINFANDEL DR & BEAR HOLLOW DR
RANCHO CORDOVA, CALIFORNIA 95670

For:
QUICK QUACK CAR WASH
6020 WEST OAKS BLVD, SUITE 300
ROCKLIN, CA 95765

LICENSED LANDSCAPE ARCHITECT — ROBERT SCACCALOSTI No. 4262 — Signature 5-31-26 Renewal Date — Date — STATE OF CALIFORNIA

Scale: Horizontal 1"=16' Vertical N/A

Designed — Drawn — Checked — Approved — Date 8/12/25

Barghausen Consulting Engineers, LLC.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222 barghausen.com

Job Number 23521 Sheet L1A

17072

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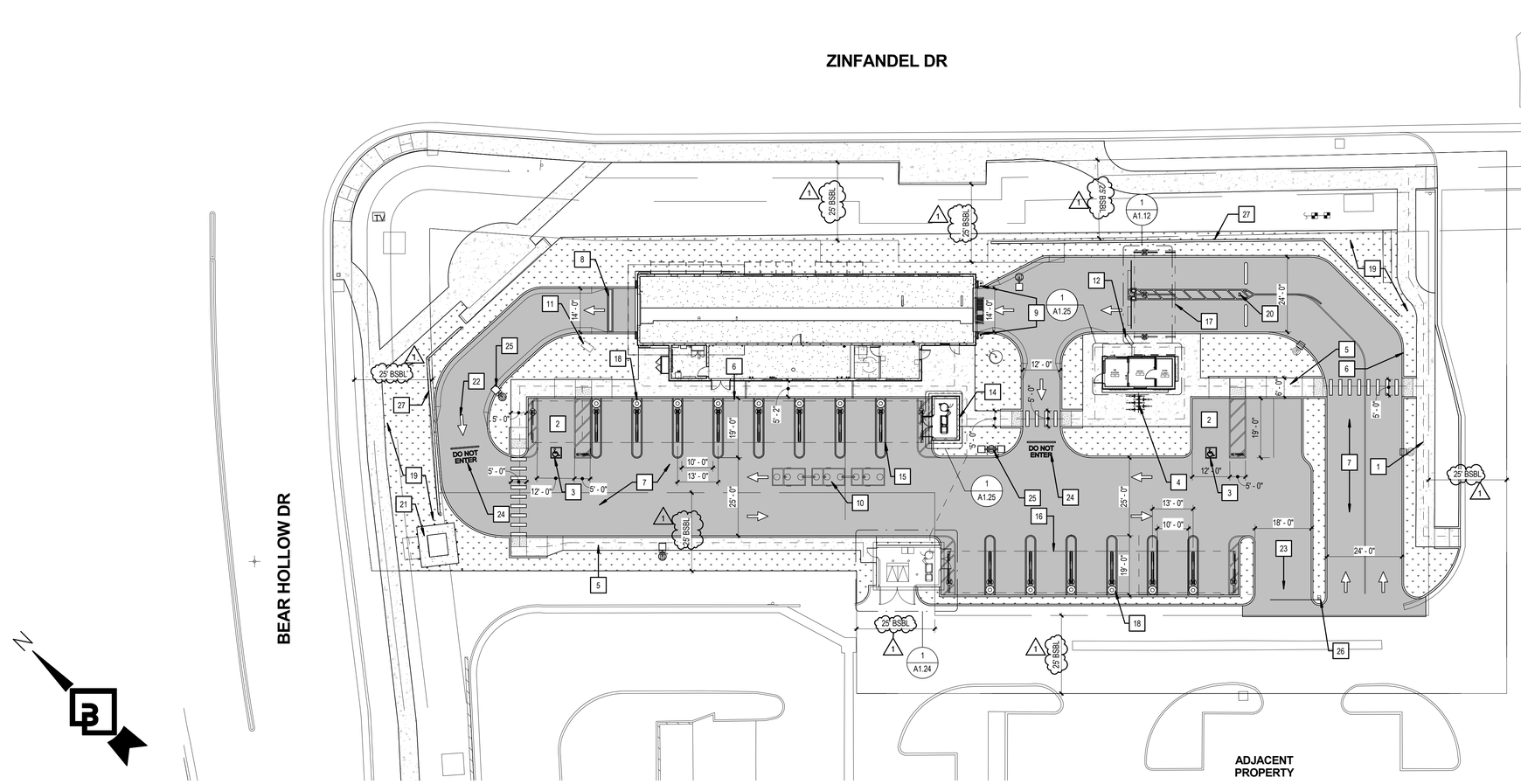
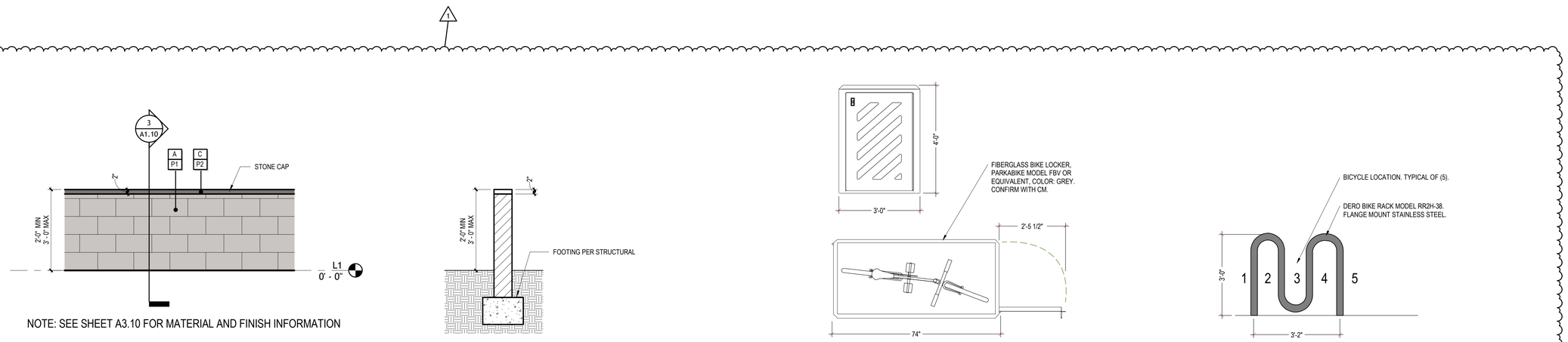


1 ACCESSIBLE PATH OF TRAVEL SHOWN DASHED PER ANSI A117.1 CHAPTER 4.
2 VAN ACCESSIBILITY PARKING STALL. PAINT ACCESSIBLE LOADING ZONE WITH 4" WIDE STRIPING WITH TWO COATS OF HIGHWAY BLUE PAVEMENT MARKING PAINT. PAINT WORDS "NO PARKING" IN 12" HIGH LETTERS WITHIN THE LOADING ZONE. SEE DETAIL 12/A0.10
3 INTERNATIONAL SYMBOL AT PARKING STALL. (TYPICAL) SEE DETAIL 6/A0.10
4 BICYCLE RACK. SEE DETAIL 13/A1.30
5 4" THICK CONCRETE WALK WITH MEDIUM BROOM FINISH, PERPENDICULAR TO PATH OF TRAVEL. SLOPE NOT TO EXCEED 5% IN DIRECTION OF TRAVEL. CROSS SLOPE NOT TO EXCEED 2%.
6 6" CONCRETE CURB OR CURB AND GUTTER (TYPICAL). SEE CIVIL DRAWINGS (TYPICAL)
7 CONCRETE DRIVE. SEE CIVIL DRAWINGS (TYPICAL)
8 HEAVY DUTY 12" WIDE NEENAH FOUNDRY TRENCH DRAIN, OR OWNER APPROVED EQUIVALENT. SEE CIVIL DRAWINGS.
9 6" CONCRETE FILLED PIPE BOLLARD AT ENTRANCE (TYPICAL). SEE DETAIL 8/A1.30
10 UNDERGROUND RECLAIM TANKS. SEE CIVIL AND PLUMBING DRAWINGS.
11 WAIT/GO SIGN.
12 MENU BOARD.
14 VACUUM EQUIPMENT ENCLOSURE. SEE SHEET A105
15 VACUUM CANOPY. SEE 1/A1.22.
16 VACUUM CANOPY 2. SEE 3/A104.
17 PAY CANOPY. SEE SHEET A1.12
18 TRASH RECEPTACLES (TYPICAL). SEE DETAIL 11/A1.30
19 LANDSCAPING.SEE LANDSCAPE DRAWINGS
20 LICENSE PLATE RECOGNITION, CAMERAS.
21 ELECTRICAL TRANSFORMER. VERIFY EXACT LOCATION WITH ELECTRICAL COMPANY.
22 DIRECTIONAL ARROW PAVEMENT MARKING. SEE DETAIL 1/A1.30 (TYPICAL)
23 "STOP" PAVEMENT MARKING. SEE DETAIL 2/A1.30 (TYPICAL)
24 "DO NOT ENTER" PAVEMENT MARKING. SEE DETAIL 3/A1.30 (TYPICAL)
25 LED SITE LIGHTS. SEE DETAIL 6/A1.30 & PHOTOMETRIC DRAWING. (TYPICAL)
26 AUTOMATIC GATE ARM.
27 NEW 2'-0" MIN - 3'-0" MAX, SCREENING WALL.

PARKING ANALYSIS

9'-0" X 19'-0" STANDARD STALL	2
12'-0" X 19'-0" ADA STALL	1
10'-0" X 19'-0" STANDARD VACUUM STALL	15
12'-0" X 19'-0" ADA VACUUM STALL	1
PARKING STALLS	19

SITE PLAN — 1" = 20'-0" — 1



RETAINING WALL — RETAINING WALL SECTION — BICYCLE LOCKER — BICYCLE RACK

SITE DETAILS — 1/2" = 1'-0" — 2

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DANIEL BRIAN GOALWIN
C-18865
REN. 8/31/21
LICENSED ARCHITECT
STATE OF CALIFORNIA

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QUICK QUACK CAR WASH NO.26-626
SWC ZINFANDEL DR & BEAR HOLLOW DR
RANCHO CORDOVA, CALIFORNIA 95670

REVISIONS

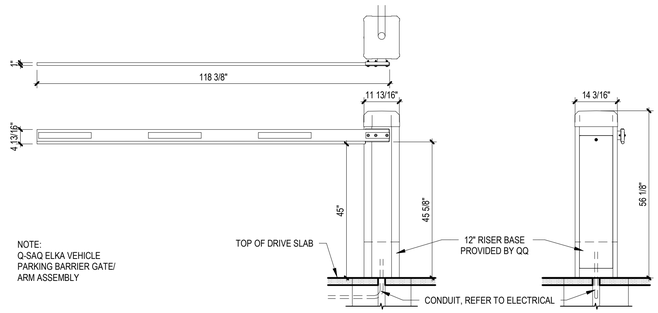
#	DATE	DESCRIPTION
1	08-13-25	Entitlement Comments

ENTITLEMENT SET

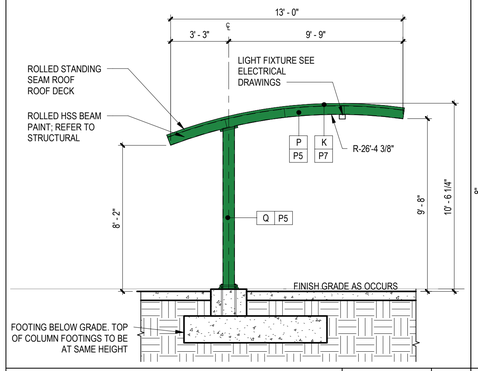
DESIGNED BY:	QQ
APPROVED BY:	DG
DRAWN BY:	MB
CHECKED BY:	MU
DATE	04/29/25
JOB NUMBER	23521

SITE PLAN

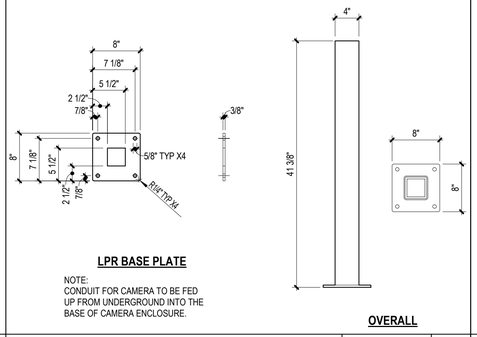
A1.10



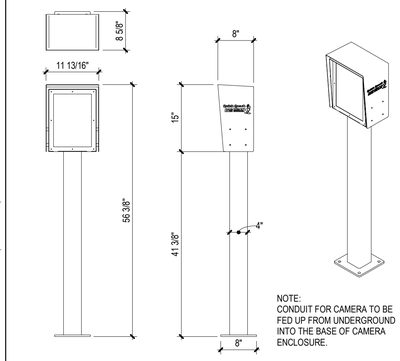
STACKING LANE GATES - P 3000 | 1/2" = 1'-0" | 4



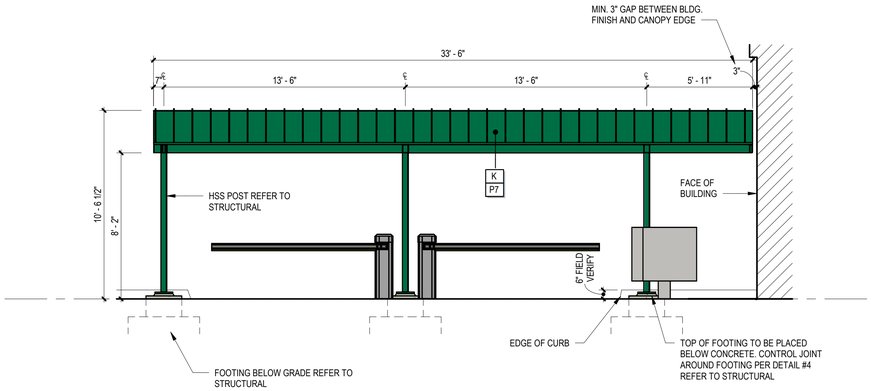
CANOPY SECTION | 1/4" = 1'-0" | 5



LPR CAMERA HOUSING BASE AND TUBE | 1" = 1'-0" | 3



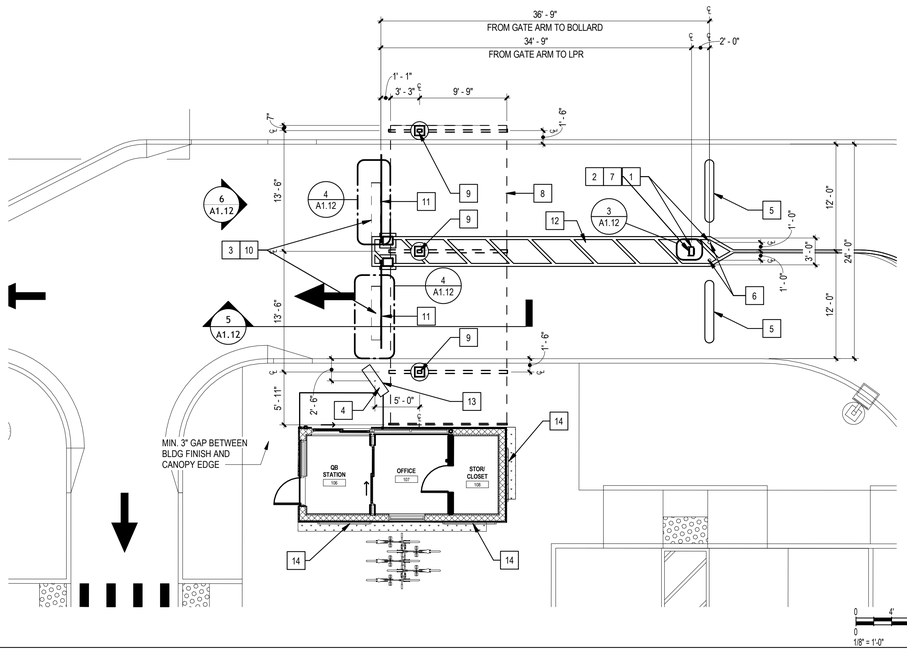
LPR CAMERA HOUSING BASE AND TUBE | 3/4" = 1'-0" | 2



REFER TO A3.10 AND A3.11 EXTERIOR ELEVATIONS FOR COLOR AND MATERIAL LEGEND

CANOPY ELEVATION | 1/4" = 1'-0" | 6

#	KEYNOTE DESCRIPTION
1	2'-0" FROM LPR CAMERA TO PIPE BOLLARD.
2	CONDUIT FOR CAMERA NEEDS TO BE FED UP FROM UNDERGROUND INTO THE BASE OF THE CAMERA ENCLOSURE.
3	SAW CUT LOOP DETECTOR WITH THE ENTRY SIDE DIRECTLY UNDER THE GATE ARM.
4	PROVIDE (2) 1" CONDUIT TO MENU BAORD.
5	11"x72" RUBBER SPEED BUMP W/6" ROUNDED END CAP, CENTERED ON PIPE BOLLARDS. PROVIDED BY QUICK QUACK, INSTALLED BY G.C.
6	4" DIAMETER STEEL PIPE BOLLARDS.
7	LPR CAMERA. SEE DETAIL 2/A1.12.
8	OUTLINE OF STEEL CANOPY ABOVE.
9	CANOPY COLUMN.
10	12"x72" SENSOR LOOP DIRECTORS. INSTALL LOOP AT 1-1/2" BELOW T.O. PAVEMENT.
11	AUTOMATIC GATE ARM. SEE DETAILS 4/A1.12.
12	3'-0" WIDE DRIVEWAY LANES STRIPING.
13	DIGITAL MENU BOARD.
14	PLANTING TRELLIS, REFFER TO ELEVATIONS.



REFER TO A3.10 AND A3.11 EXTERIOR ELEVATIONS FOR COLOR AND MATERIAL LEGEND

LPR CANOPY FLOOR PLAN | 1/8" = 1'-0" | 1

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QUICK QUACK CAR WASH NO. 26-626
SWC ZINFANDEL DR & BEAR HOLLOW DR
RANCHO CORDOVA, CALIFORNIA 95760

REVISIONS

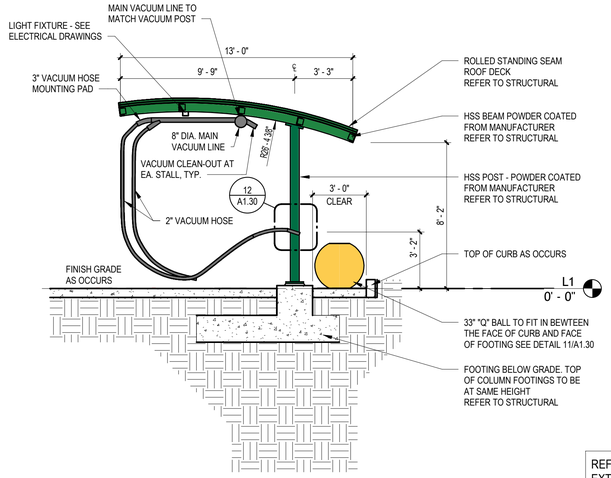
#	DATE	DESCRIPTION

ENTITLEMENT SET

DESIGNED BY:	QQ
APPROVED BY:	KS
DRAWN BY:	MB/GM
CHECKED BY:	MU
DATE	04/28/25
JOB NUMBER	23521

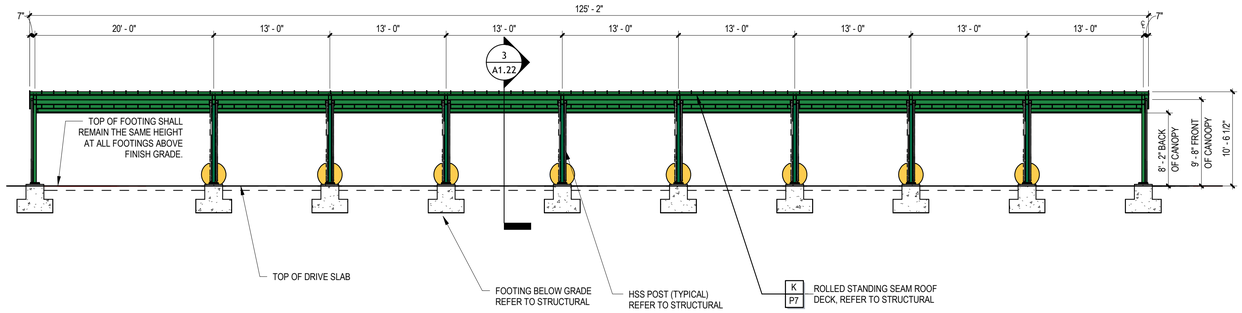
LICENSE PLATE RECOGNITION (LPR) DETAILS

A1.12



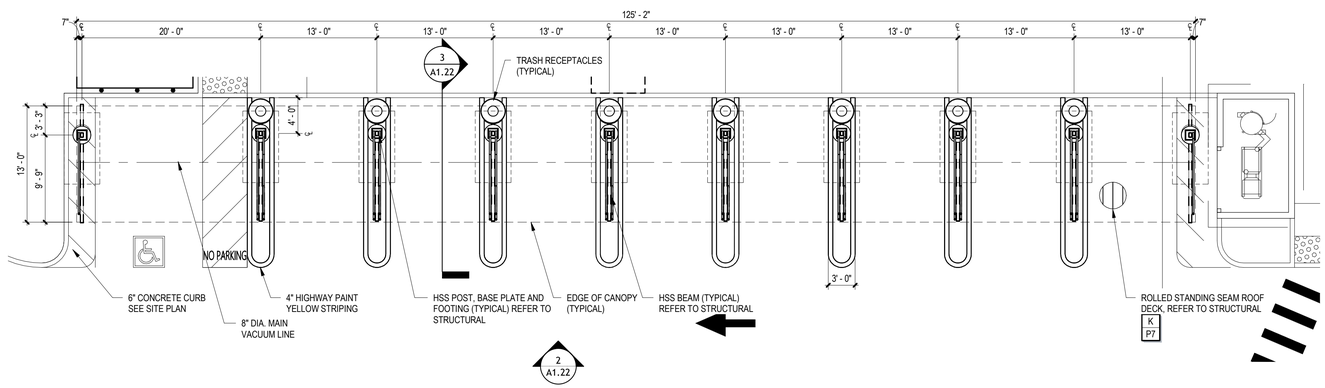
REFER TO A3.10 AND A3.11 EXTERIOR ELEVATION FOR COLOR AND MATERIAL LEGEND

VACUUM CANOPY SECTION — 1/4" = 1'-0" — 3



REFER TO A3.10 AND A3.11 EXTERIOR ELEVATION FOR COLOR AND MATERIAL LEGEND

ELEVATION - NORTH — 1/8" = 1'-0" — 2



REFER TO A3.10 AND A3.11 EXTERIOR ELEVATION FOR COLOR AND MATERIAL LEGEND

FLOOR PLAN — 1/8" = 1'-0" — 1

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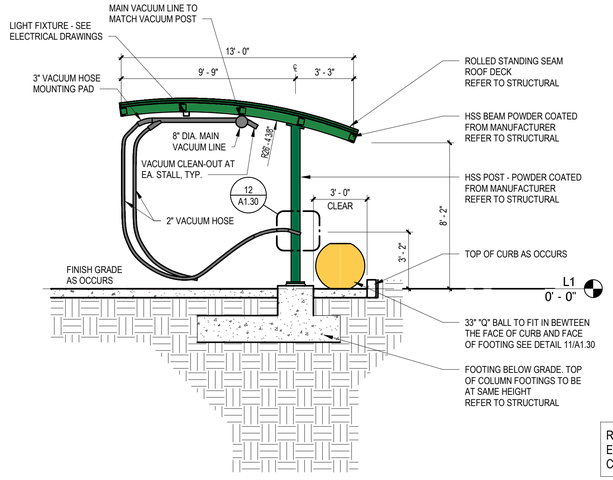
CHECKED BY:	MU
DATE	JOB NUMBER
4/29/25	23521

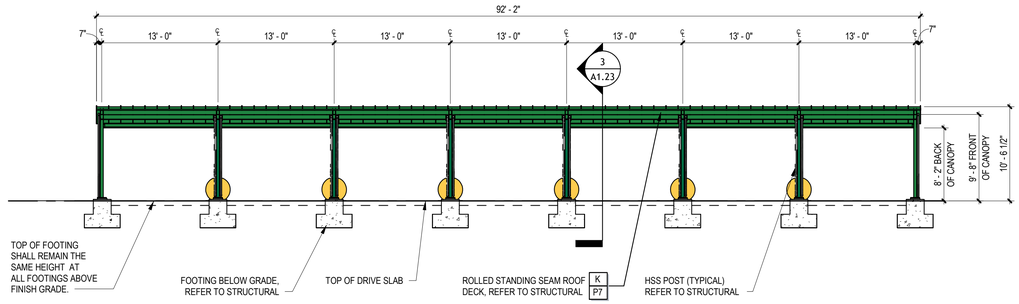
VACUUM CANOPY

A1.22



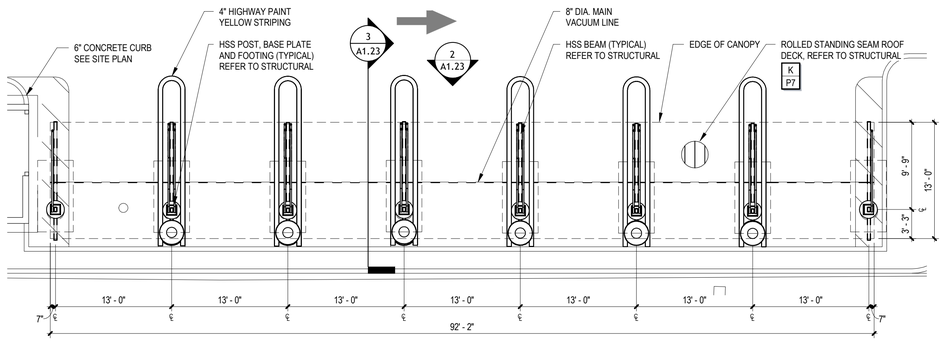
REFER TO A3.10 AND A3.11 EXTERIOR ELEVATION FOR COLOR AND MATERIAL LEGEND

VACUUM CANOPY SECTION — 1/4" = 1'-0" — 3



REFER TO A3.10 AND A3.11 EXTERIOR ELEVATION FOR COLOR AND MATERIAL LEGEND

ELEVATION - SOUTH — 1/8" = 1'-0" — 2



REFER TO A3.10 AND A3.11 EXTERIOR ELEVATION FOR COLOR AND MATERIAL LEGEND

FLOOR PLAN — 1/8" = 1'-0" — 1

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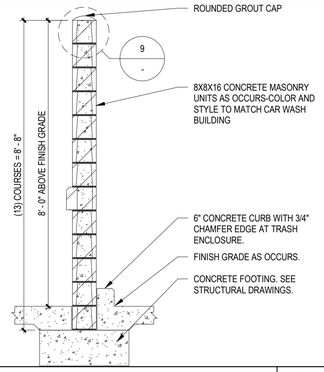
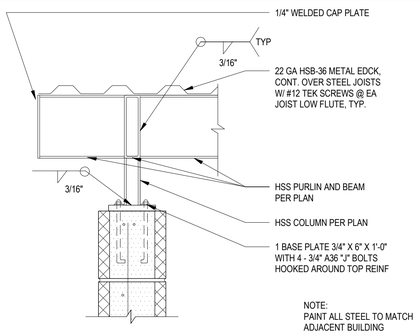
VACUUM CANOPY

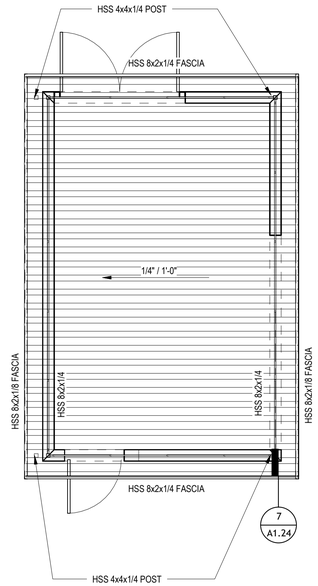
A1.23



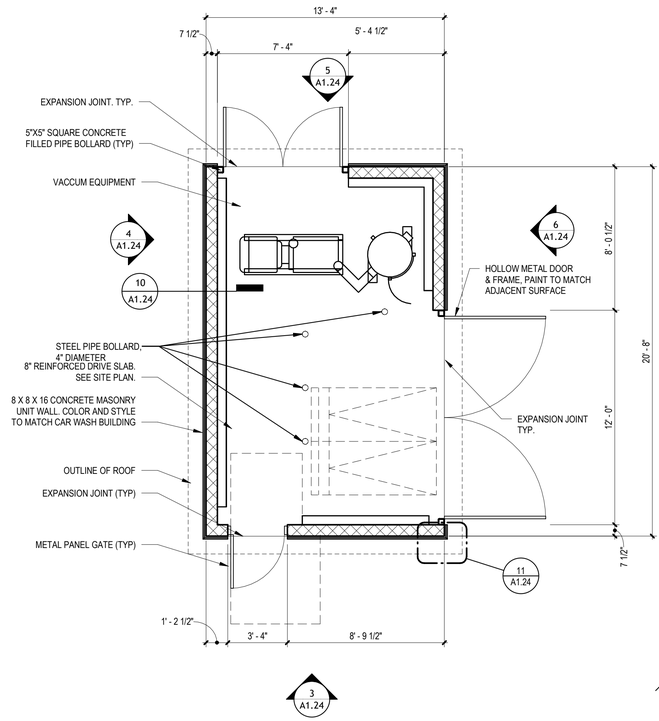
WALL SECTION 1/2" = 1'-0" 10



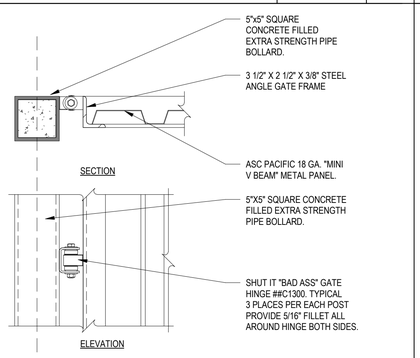
ROOF SLEEVE HINGE DETAIL 1 1/2" = 1'-0" 7



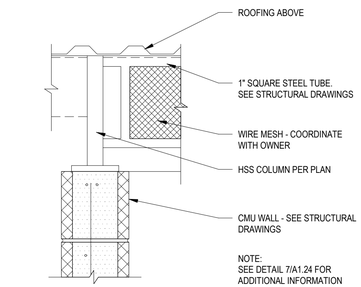
ROOF PLAN 1/4" = 1'-0" 2



FLOOR PLAN 1/4" = 1'-0" 1



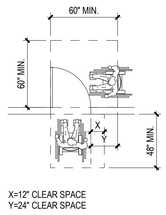
TRASH ENCLOSURE GATE HINGE 2 1 1/2" = 1'-0" 11



ROOF MESH DETAIL 1 1/2" = 1'-0" 8

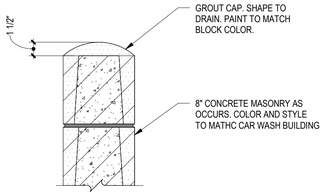
ACCESS NOTES

1. ACCESS GATE SHALL BE EQUIPPED WITH SINGLE EFFORT. NON-GRASP HARDWARE CENTERED BETWEEN 34" AND 44" ABOVE FLOOR.
2. THE OPENING FORCE FOR ACCESS GATE SHALL NOT EXCEED 5 LBS.
3. IF THE ACCESS GATE HAS A CLOSER, THE CLOSER SHALL BE ADJUSTED SO THAT FROM AN OPEN POSITION 90 DEGREES THE TIME REQUIRED TO MOVE THE DOOR TO A POSITION OF 12 DEGREES FROM THE LATCH IS 5 SECONDS MINIMUM PER 2016 IBC
4. ACCESS GATE LANDING SHALL HAVE A MAXIMUM SLOPE NOT TO EXCEED 2% IN ANY DIRECTION.
5. BOTTOM 10" OF ACCESS SHALL BE OF A SMOOTH SURFACE
6. PROVIDE LOCK FOR ACCESS GATE AS REQUESTED BY OWNER
7. PROVIDE CLEARANCES FOR ACCESS GATE AS SHOWN BELOW:
8. OPERABLE PARTS SHALL BE OPERABLE WITH ONE HAND AND SHALL NOT REQUIRE TIGHT GRASPING, PINCHING OR TWISTING OF THE WRIST PER 2016 IBC
9. SWINGING DOOR AND GATE SURFACES WITHIN 10" OF FLOOR OR GROUND MEASURED VERTICALLY SHALL HAVE A SMOOTH SURFACE ON THE PUSH SIDE EXTENDING FULL WIDTH OF THE DOOR OR GATE PER 2016 IBC.



X=12" CLEAR SPACE
Y=24" CLEAR SPACE

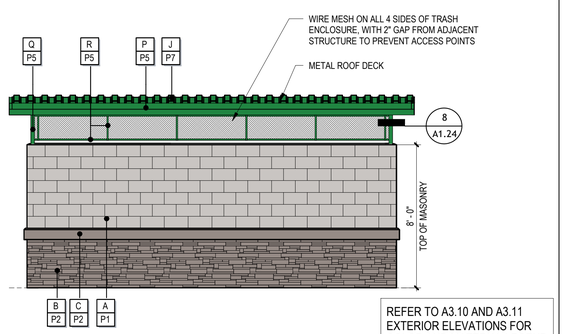
ACCESS NOTES 1/4" = 1'-0" 12



WALL CAP DETAIL 1 1/2" = 1'-0" 9

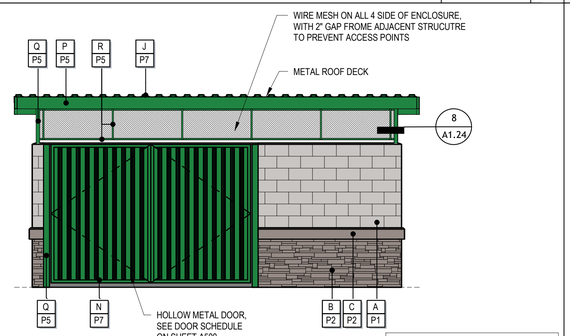
1. PAINT ALL STEEL TO MATCH ADJACENT BUILDING COLORS, TYP.
2. REFER TO A3.10 AND A3.11 EXTERIOR ELEVATION FOR COLOR AND MATERIAL LEGEND

GENERAL NOTES - PLAN NTS



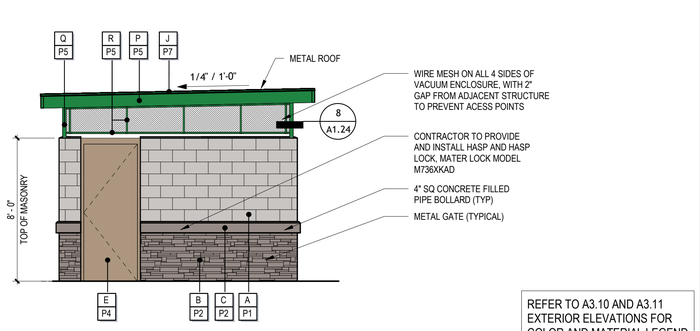
REFER TO A3.10 AND A3.11 EXTERIOR ELEVATIONS FOR COLOR AND MATERIAL LEGEND

ELEVATION - NORTH 1/4" = 1'-0" 4



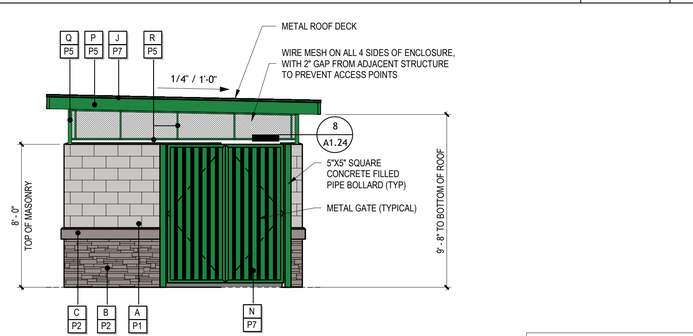
REFER TO A3.10 AND A3.11 EXTERIOR ELEVATIONS FOR COLOR AND MATERIAL LEGEND

ELEVATION - SOUTH 1/4" = 1'-0" 6



REFER TO A3.10 AND A3.11 EXTERIOR ELEVATIONS FOR COLOR AND MATERIAL LEGEND

ELEVATION - WEST 1/4" = 1'-0" 3



REFER TO A3.10 AND A3.11 EXTERIOR ELEVATIONS FOR COLOR AND MATERIAL LEGEND

ELEVATION - EAST 1/4" = 1'-0" 5

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STATE OF CALIFORNIA
DANIEL BRIAN GOALWIN
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REN. 8/31/25
LICENSED ARCHITECT

6020 WEST OAKS BLVD, SUITE 300, ROCKLIN, CA 95765

QUICK QUACK NO-26-626
SWC ZINFANDEL DR & BEAR HOLLOW DR
RANCHO CORDOVA, CALIFORNIA 95760

REVISIONS

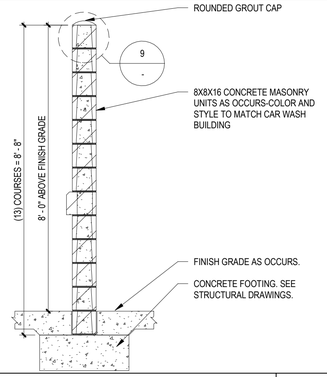
#	DATE	DESCRIPTION

ENTITLEMENTS

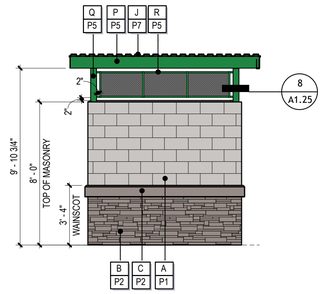
DESIGNED BY:	QQ
APPROVED BY:	DH
DRAWN BY:	MB
CHECKED BY:	MU
DATE	JOB NUMBER
04/29/25	23521

VACUUM AND TRASH ENCLOSURE

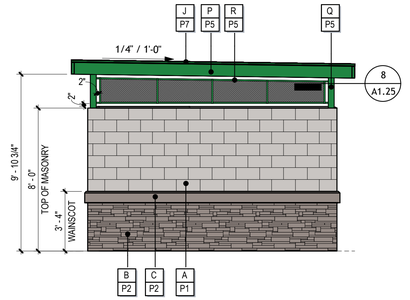
A1.24



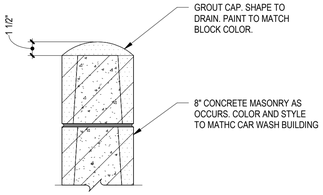
WALL SECTION 1/2" = 1'-0" 10



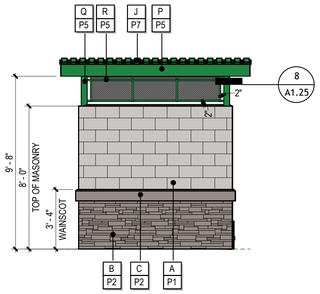
ELEVATION - SOUTH 1/4" = 1'-0" 6



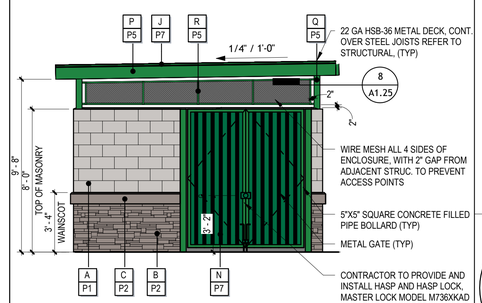
ELEVATION - EAST 1/4" = 1'-0" 5



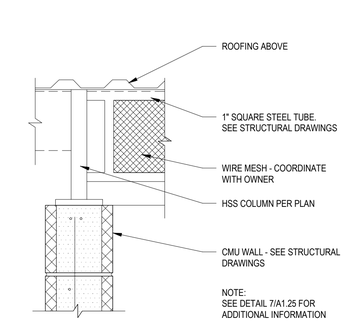
WALL CAP 1 1/2" = 1'-0" 9



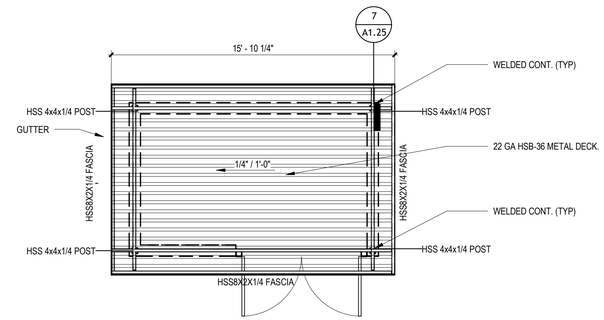
ELEVATION - NORTH 1/4" = 1'-0" 4



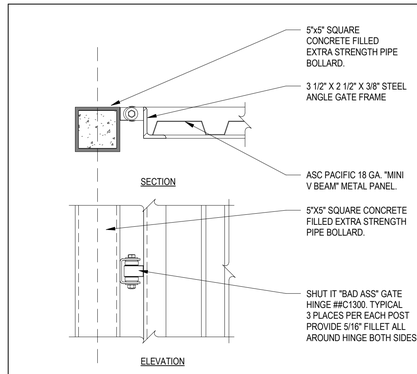
ELEVATION - WEST 1/4" = 1'-0" 3



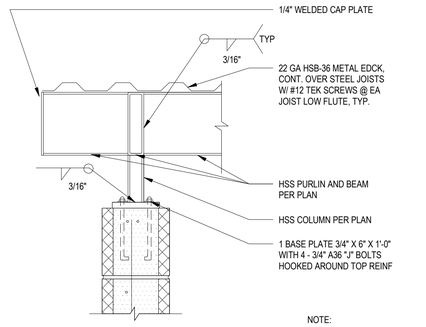
ROOF MESH DETAIL 1 1/2" = 1'-0" 8



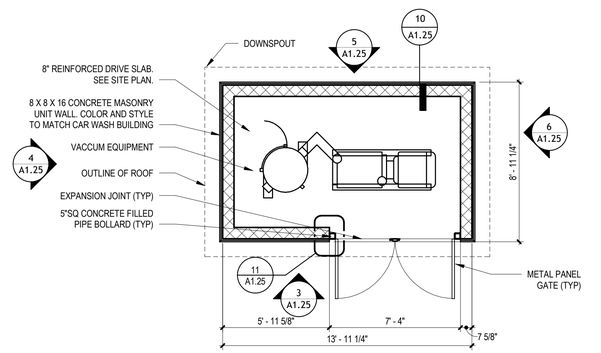
ROOF PLAN 1/4" = 1'-0" 2



GATE HINGE 1 1/2" = 1'-0" 11



ROOF SLEEVE HINGE DETAIL 1 1/2" = 1'-0" 7



FLOOR PLAN 1/4" = 1'-0" 1

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QUICK QUACK CAR WASH NO. 26-626
SWC ZINFANDEL & BEAR HOLLOW DR
RANCHO CORDOCA CALIFORNIA

REVISIONS

#	DATE	DESCRIPTION

ENTITLEMENT SET

DESIGNED BY:	QQ
APPROVED BY:	DH
DRAWN BY:	MB
CHECKED BY:	MU
DATE	JOB NUMBER
04/29/25	23521

VACUUM ENCLOSURE

A1.25

SLAB PLAN KEYNOTES

#	KEYNOTE DESCRIPTION
1	CONVEYOR TRENCH. SLOPE AT 1/4" PER FOOT TO DRAIN.
2	UTILITY TRENCH WITH GRATE. SLOPE BOTTOM TO DRAIN.
3	3'-4" WIDE X 2'-2" DEEP OPEN FOR ACCESS TO UTILITY TRENCH, 1X1 FIBERGLASS GRATE. CONTRACTOR TO PROVIDE COVER - MATCH UTILITY TRENCH
4	TRENCH DRAIN
5	ROOF ACCESS LADDER.
6	EMPLOYEE LOCKERS. (TOTAL OF 3 - 1 ADA ACCESSIBLE). SEE DETAIL 19/A6.22 - CONTRACTOR SUPPLIED AND INSTALLED.
7	WALL MOUNTED ENCLOSED FIRE EXTINGUISHER. - 2A-10BC (TYPICAL)
8	ROOF DRAIN LEADER (TYPICAL). SEE PLUMBING PLANS.
9	ELECTRICAL SERVICE SWITCHGEAR. SEE ELECTRICAL DRAWINGS.
10	CUT RECESS IN SLAB FOR TIRE SENSOR SWITCH. (TYPICAL) QQ TO CONFIRM LOCATION.
11	HOSE BIB IN RECESS BOX. SEE PLUMBING DRAWINGS.
12	6" CONCRETE FILLED PIPE BOLLARD AT ENTRACE. (TYPICAL)
13	OUTLINE OF ROOF ABOVE.
14	WALL MOUNTED CANOPY ABOVE. (TYPICAL)
15	3'-0" X 3'-0" RECLAIM CLEAN-OUT. SEE STRUCTURAL DRAWINGS.
16	EMERGENCY STOP BUTTONS. LOCATE PER QUICK QUACK REPRESENTATIVE. SEE ELECTRICAL DRAWINGS FOR LOCATIONS.
17	4" FLOOR DRAIN SEE PLUMBING.
18	EMPLOYEE LOUNGE REFRIGERATOR.
19	CONTRACTOR SUPPLIED AND INSTALLED EYE WASH STATION. SEE EQUIPMENT PLAN SHEET A2.14 AND PLUMBING DRAWINGS.
20	6" SWEEPS FROM UTILITY TRENCH TO EQUIPMENT ROOM VERIFY WITH OWNER FOR EXACT LOCATION.
21	2'-0" X 5'-6" X 4" TALL CONCRETE "HOUSE CLEANING PAD" FOR MCC PLANEL. SEE STRUCTURAL DRAWINGS.
22	3/4" X 2 1/2" WIDE RECESS IN SLAB FOR DRAINAGE EXTEND PAST EXIT OPENING 1'-0" MINIMUM.
23	32" WIDE X 16" HIGH AIR VENT. SEE EXTERIOR ELEVATIONS.
24	OVERFLOW DRAIN. SEE PLUMBING.
25	NEED CHASES TO EACH VACUUM ENCLOSURE. LONG SWEEPS ONLY. GC TO INSTALL AND PULL 3/4" PEX LINE FROM EQUIPMENT ROOM TO ENCLOSURES WOUND UP TO 10' COIL ON EACH END. SCHEDULE 40 SWEEPS.

GENERAL NOTES

1. REFER TO WALL LEGEND FOR PARTITION TYPES.
2. THE APPROVED AND STAMPED CONSTRUCTION DOCUMENTS SHALL REMAIN ON SITE AT ALL TIMES
3. REFER TO SHEET A7.10 FOR DOOR SCHEDULE AND SHEET A7.11 FOR WINDOW SCHEDULE.
4. IT IS THE INTENT THAT THIS PROJECT IS IN COMPLIANCE WITH ALL FEDERAL, STATE, AND LOCAL CODES AND REGULATIONS. THE GENERAL CONTRACTOR SHALL NOTIFY THE ARCHITECT IMMEDIATELY UPON THE DISCOVERY OF ANY DISCREPANCIES BETWEEN THE CONSTRUCTION DOCUMENTS. ANY WORK IN QUESTION SHALL NOT COMMENCE UNTIL WRITTEN CLARIFICATION IS ISSUED BY THE ARCHITECT. REFER TO A2.14 FOR EQUIPMENT PLAN.
5. UNLESS NOTED OTHERWISE, MASONRY CONTROL JOINTS SHALL BE LOCATED SUCH THAT NO STRAIGHT RUN OF MASONRY WALL EXCEED 24'-0". REFER TO STRUCTURAL DWG'S.
7. REFER TO A2.40 FOR INTERIOR FINISH SCHEDULE.
8. EXIT DOORS SHALL BE OPERABLE FROM THE INSIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE.
9. GC TO COORDINATE ALL REQUIRED BLOCKING FOR WALL HUNG EQUIPMENT, SHELVES, LIGHTING, ETC. FOR PROPER INSTALLATION HEIGHTS.
10. TACTILE EXITS SIGNS SHALL BE REQUIRED AT THE FOLLOWING LOCATIONS:

    A. WHEREVER BASIC IBC PROVISIONS REQUIRE EXIT SIGNS FROM A ROOM OR AREA TO CORRIDOR OR HALLWAY. THE TACTILE SIGN SHALL HAVE THE WORDS, "EXIT ROUTE."
    B. EACH GRADE-LEVEL EXIT DOOR. THE TACTILE EXIT SIGN SHALL HAVE THE WORD, "EXIT."

DIMENSIONS NOTES:

- IN NO CASE SHALL WORKING DIMENSIONS BE SCALED FROM PLANS, SECTIONS OR DETAILS ON DRAWINGS.
- ALL DIMENSIONS TO OPENINGS ARE TO FACE OF MASONRY UNLESS OTHERWISE NOTED.
- ALL DIMENSIONS TO STUD WALL PARTITIONS ARE TO THE FACE OF STUD UNLESS OTHERWISE NOTED.
- GRID LINES ARE TO FACE OF MASONRY.
- FINISH FLOOR ELEVATIONS NOTED ARE REFERENCED FROM DATUM POINT 0'-0" AT EQUIPMENT ROOM FINISH FLOOR AT DOOR THRESHOLD.
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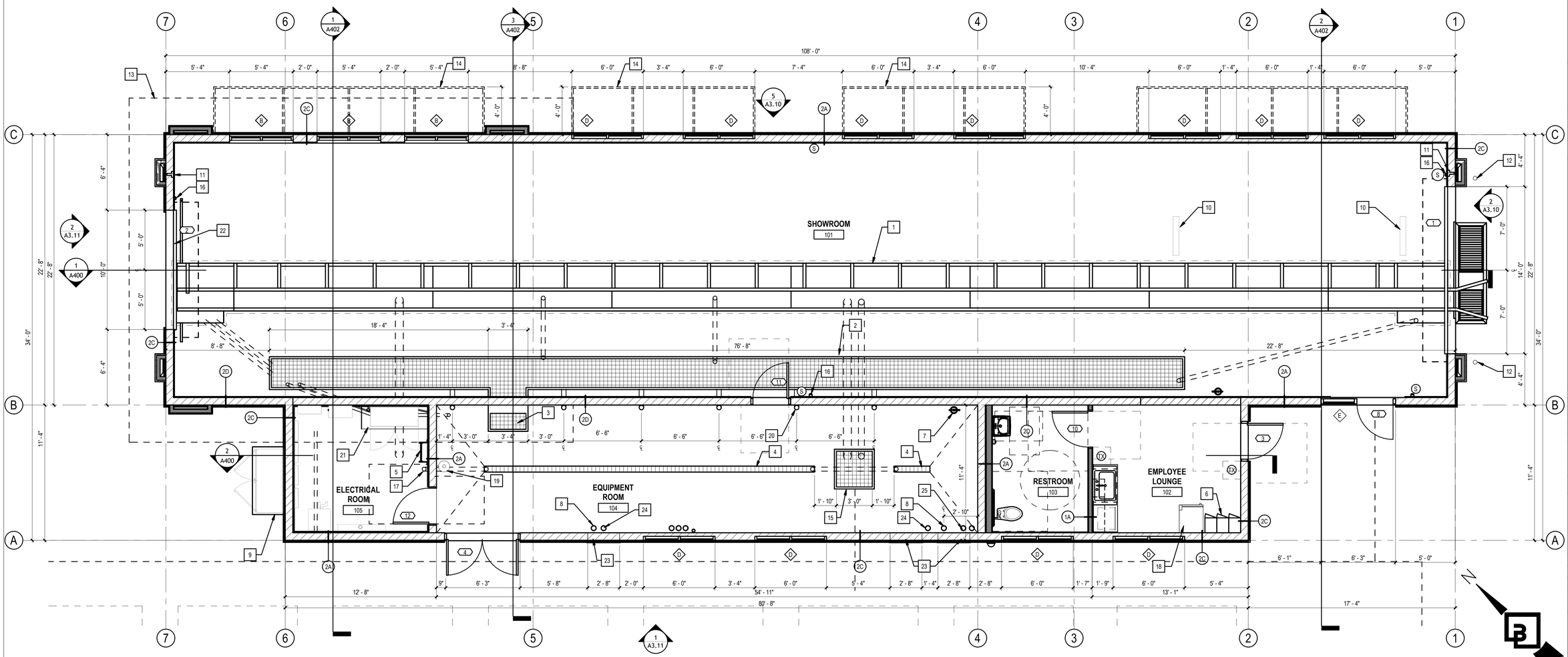
- DIMENSIONS AND GRAPHIC REPRESENTATIONS OCCURRING ON LARGER DRAWINGS SHALL TAKE PRECEDENCE OVER SMALLER SCALE DRAWINGS.

SYMBOLS LEGEND FLOOR PLAN

SYMBOL	DESCRIPTION
	CMU WALL CONSTRUCTION - REFER TO FLOOR PLAN A2.11
	METAL STUD WALL @ 16" OC - REFER TO A5.10
	6" METAL STUD FRAMING @ 16" OC
#	WALL PARTITION INDICATOR -SEE WALL DETAILS ON SHEET A5.10
X / X	DETAIL INDICATOR
#	DOOR SYMBOL - REFER TO DOOR SCHEDULE A7.10
#	WINDOW SYMBOL - REFER TO WINDOW SCHEDULE A7.11
1 / 4 X X 2 / 3	ELEVATION SYMBOLS
	WINDOW
	FIRE EXTINGUISHER: 2A:10B:C; 5 LBS; MODEL # B500 WITH WALL BRACKET 888-16591 BY AMEREX OR APPROVED EQUAL - 75' MAX. TRAVEL DISTANCE TO EXTINGUISHER (CFC 906) - FINAL APPROVAL/LOCATION AS DETERMINED BY FIRE DEPT. INSPECTOR.
TX	TACTILE EXIT SIGN PER CBC. SEE DETAIL 13/A0.12



FLOOR PLAN

1/2" = 1'-0" | 0 1' 2' 4' / 0 2' | 1/4" = 1'-0" | 1

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REN. 8/31/25
LICENSED ARCHITECT

QUICK QUACK CAR WASH NO.26-626
SWC ZINFANDEL DR & BEAR HOLLOW DR
RANCHO CORDOVA, CALIFORNIA 95670

6020 WEST OAKS BLVD, SUITE 300, ROCKLIN, CA 95765

REVISIONS

#	DATE	DESCRIPTION

ENTITLEMENT SET

DESIGNED BY:	QQ
APPROVED BY:	DH
DRAWN BY:	MB
CHECKED BY:	MU
DATE:	04/29/25
JOB NUMBER	23521

FLOOR PLAN

A2.11

KEYNOTE LEGEND

1 34" MAXIMUM A.F.F. COUNTER TOP. CONTRACTOR TO PROVIDE BLOCKING. SEE DETAIL 18/A6.21
2 CONTRACTOR FURNISHED AND INSTALLED 20"X54"X96" TALL STORAGE CABINET WITH ADJUSTABLE SHELVING AND WHITE MELAMINE FINISH ON THE INSIDE AND GRAY OUTSIDE. SEE DETAIL 15/A6.21
3 ROOF DRAIN LEADER (TYPICAL). SEE PLUMBING PLANS.
4 WALL MOUNTED IT CABINET. CONTRACTOR TO PROVIDE BLOCKING. SEE ELECTRICAL DRAWINGS.
5 CONTRACTOR FURNISHED AND INSTALLED 18"X36"X40" TALL POS CABINET. SEE DETAIL 13/A6.21.
6 LEVEL LANDING PER CBC 404.2.3 AND TABLE 404.2.3.2 (TYP) - 24" MIN STRIKE EDGE CLEARANCE FOR THE EXTERIOR DOOR LANDING.
7 KNOX BOX - CONTRACTOR TO COORDINATE WITH LOCAL FIRE DEPARTMENT FOR TYPE, SIZE AND PREFERRED LOCATION.
8 EMERGENCY STOP BUTTONS. LOCATE PER QUICK QUACK REPRESENTATIVE. SEE ELECTRICAL DRAWINGS FOR LOCATIONS.
9 WALL MOUNTED ENCLOSED FIRE EXTINGUISHER. - 2A-10BC.(TYPICAL)
10 EXIT SIGNAGE, SEE ELECTRICAL DRAWINGS
11 MECHANICAL UNIT. SEE MECHANICAL DRAWINGS.
12 T-GRID SUSPENDED CEILING WITH LAY-IN ACOUSTIC PANELS. SEE DETAIL 4/A5.12, 6/A5.12, 7/A5.12, 9/A5.12 & 13/A5.12
13 SUSPENDED CEILING LIGHT FIXTURE. SEE ELECTRICAL DRAWINGS.
14 WALL PACK LIGHT FIXTURE. SEE ELECTRICAL DRAWINGS.
15 PRE-FINISHED METAL COPING AT TOP OF PARAPET WALL.
16 ROOF DRAIN AND OVERFLOW IN RECESS. SEE 2/A8.10 AND PLUMBING DRAWINGS.
17 MECHANICAL UNIT TO BE CONCEALED FROM VIEW BY PARAPET. REFER TO MECHANICAL DRAWINGS FOR LOCATION & QUANITY.
18 TAPERED RIGID INSULATION CRICKET WITH 1/4" ISOLATION BOARD (TYP).
19 TPO ROOFING MEMBRANE AND ROOFING ASSEMBLY. SEE TPO ROOFING NOTES ON SHEET A8.10 (ASTM E 108, CLASS A RATED).
20 WALL MOUNTED CANOPY ABOVE. (TYPICAL)
21 WALL MOUNTED METAL CANOPY.
22 WALL MOUNTED METAL CANOPY BELOW (TYP)

KEYNOTES

GENERAL NOTES

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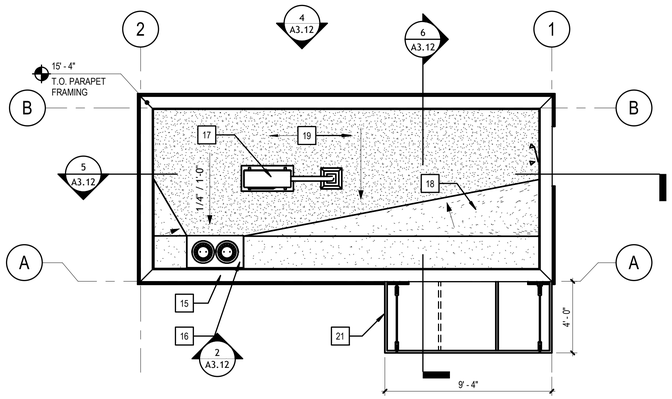
GENERAL NOTES - FLOOR PLAN

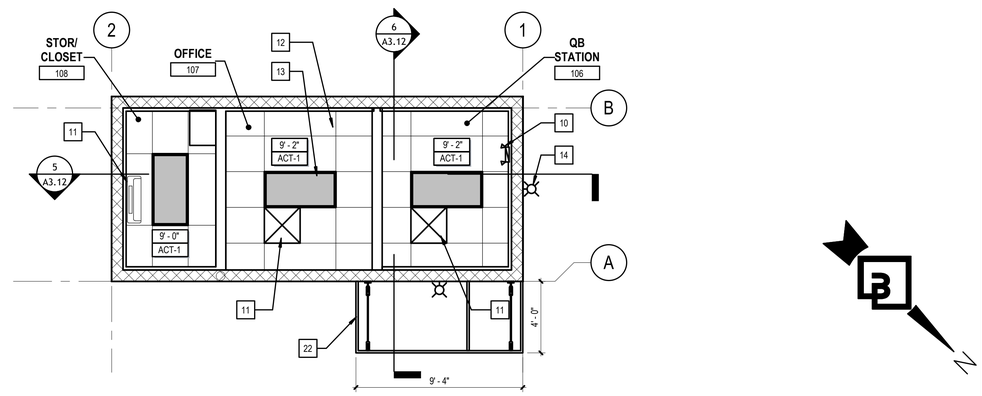
SYMBOL	DESCRIPTION
	CMU WALL CONSTRUCTION - REFER TO FLOOR PLAN A2.11
	METAL STUD WALL @ 16" OC - REFER TO A5.10
	6" METAL STUD FRAMING @ 16" OC
#	WALL PARTITION INDICATOR -SEE WALL DETAILS ON SHEET A5.10
X / X	DETAIL INDICATOR
#	DOOR SYMBOL - REFER TO DOOR SCHEDULE A7.10
#	WINDOW SYMBOL - REFER TO WINDOW SCHEDULE A7.11
1 / 4 X X 2 / 3	ELEVATION SYMBOLS
	WINDOW
	FIRE EXTINGUISHER: 2A:10B:C; 5 LBS; MODEL # B500 WITH WALL BRACKET 888-16591 BY AMEREX OR APPROVED EQUAL - 75' MAX. TRAVEL DISTANCE TO EXTINGUISHER (CFC 906) - FINAL APPROVAL/LOCATION AS DETERMINED BY FIRE DEPT. INSPECTOR.
TX	TACTILE EXIT SIGN PER CBC. SEE DETAIL 13/A0.12

SYMBOLS LEGEND



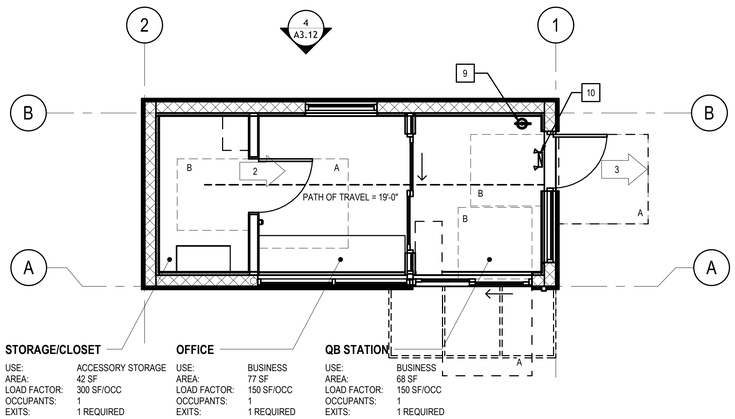
ROOF PLAN

1/4" = 1'-0" | 4



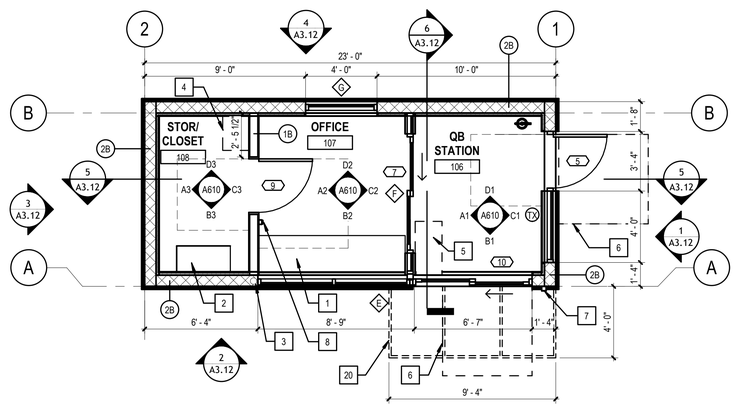
REFLECTED CEILING PLAN

1/4" = 1'-0" | 2



EGRESS PLAN

1/4" = 1'-0" | 3



FLOOR PLAN

1/4" = 1'-0" | 1

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DRAWN BY: MB
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FLOOR PLAN - QB STATION

A2.13

EMERGENCY STOP BUTTONS. LOCATE PER QUICK QUACK REPRESENTATIVE. SEE ELECTRICAL DRAWINGS FOR LOCATIONS.

SHOWROOM
101

EQUIPMENT ROOM
104

ELECTRICAL ROOM
105

RESTROOM
103

EMPLOYEE LOUNGE
102

ROOF LADDER

ABOVE

HVAC UNIT ABOVE

EQUIPMENT PLAN

1/2" = 1'-0"

1/4" = 1'-0"

1

A2.14a

QUICK QUACK CAR WASH
6020 WEST OAKS BLVD, SUITE 300, ROCKLIN, CA 95765

Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

STATE OF CALIFORNIA
DANIEL BRIAN GOALWIN
C-18865
REN. 8/31/25
LICENSED ARCHITECT

QUICK QUACK CAR WASH NO.26-626
SWC ZINFANDEL DR & BEAR HOLLOW DR
RANCHO CORDOVA, CALIFORNIA 95670

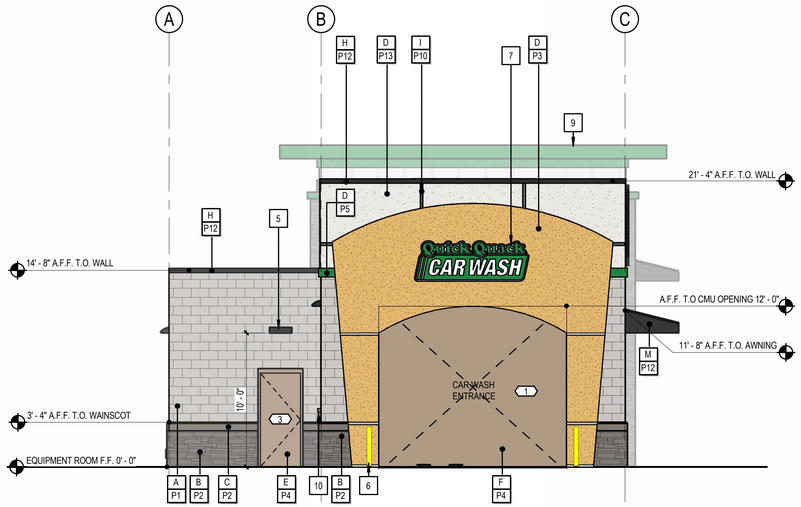
REVISIONS

#	DATE	DESCRIPTION

ENTITLEMENT SET

DESIGNED BY:	QQ
APPROVED BY:	DH
DRAWN BY:	MB
CHECKED BY:	MU
DATE	04/29/25
JOB NUMBER	23521

EQUIPMENT PLAN



EAST ELEVATION

3/16" = 1'-0" | 2

SYMBOL	DESCRIPTION
X / X	MATERIAL/COLOR TAG
#	KEYNOTE TAG
X / X	DETAIL INDICATOR
#	DOOR SYMBOL - REFER TO DOOR SCHEDULE A7.10
X / X	BUILDING SECTION

SYMBOL LEGEND

N.T.S.

#	KEYNOTE DESCRIPTION
1	1/4" DEEP PLASER CONTROL JOINT.
2	LED RADIAL WALL SCONCE (DOWN ONLY). REFER TO ELEC. DWG'S.
3	LED LIGHT FIXTURE CONCEALED IN PARAPET TRIM. REFER TO ELEC. DWG'S.
4	LED LIGHT FIXTURE AT PILASTER CONCEALED IN PARAPET TRIM. REFER TO ELEC. DWG'S
5	WALL PACK LIGHT FIXTURE (DOWN ONLY). REFER TO ELEC. DWG'S
6	4" PIPE BOLLARD FILLED WITH CONCRETE SEE DETAIL 8/A102.
7	SIGNAGE BY OTHERS SHOWN DASHED - FOR REFRERENCE ONLY UNDER SEPARATE PERMIT. GENERAL CONTRACTOR TO COORDINATE WITH SIGN COMPANY.
8	EXTERIOR FAUX WINDOW ASSEMBLY. REFER TO WINDOW SCHEDULE SHEET A502.
9	OUTLINE OF BUILDING BEYOND
10	KNOX BOX TO BE 3200 SERIES, RECESSED AND INSTALLED AT A MIN. HT. OF 5'-0" TO 6'-0" MAX. THE FIRE DEPT. ALERT DECAL IS TO BE MOUNTED ON THE DOOR ORFRAME OF BUILDING MAIN ENTRANCE. KEYS TO BE PLACED INTO THE KNOX BOX WILL BE DETERMINED BY JURISDICTION FIRE PREVENTION STAFF. ALL PER JURISDICTION FIRE DEPT. REQUIREMENTS.

KEYNOTES

N.T.S.

	MATERIAL
A	SMOOTH HONED FACE CONCRETE MASONRY UNITS
B	CORONADO STONE QUICK STACK - MONARCH
C	CORONADO CHISELED STONE SILL - MONARCH
D	ACRYLIC PLASTER COLOR COAT
E	HOLLOW METAL DOOR
F	OVERHEAD METAL DOOR
G	ALUMINUM STOREFRONT GLASS DOOR
H	PARAPET CAP
I	2" WIDE X 1/4" DEEP PLASTER REVEAL
J	METAL ROOF
K	ROLLED STANDING SEAM DECK
L	ALUMINUM STOREFRONT
M	WALL MOUNTED AWNING
P	STEEL JOIST
Q	STEEL COLUMN
R	STEELTUBE AND WIRE MESH
S	HARDIEBOARD

	COLOR/FINISH
P1	BASALITE INTEGRAL PAINT TO MATCH DUNN EDWARDS DET 618 "INDUSTRIAL AGE, W/ INTEGRAL FACTORY "RAINBLOC" WATER REPELLENT ADMIXTURE. MORTAR TO MATH W/ "RAINBLOC"
P2	CORONADO STONE QUICK STACK - MONARCH
P3	MATCH SHERWIN WILLIAMS #6374 "TORCHLIGHT"
P4	SHERWIN WILLIAMS #7025 "BACKDROP"
P5	PANTONE 348 C CONCORD - "QUACKAMOLE GREEN"
P6	SHERWIN WILLIAMS #7004 "SNOWBOUND"
P7	PREFINISHED METAL TO MATCH "QUACKAMOLE GREEN"
P8	TEMPERED GLASS, BLACK ANODIZED ALUMINUM FRAME
P9	CERAMIC FRIT TEMPERED SPANDREL GLASS, BLACK ANODIZED ALUMINUM STOREFRONT
P10	CLEAR ANODIZED
P11	HARDIEBOARD - DUNN EDWARDS DEW382 "FADED GRAY"
P12	PRE FINISHED METAL "TRADITIONLA BLACK" OR APPROVED EQUAL
P13	MATCH DUNN EDWARDS DEW382 "FADED GRAY"

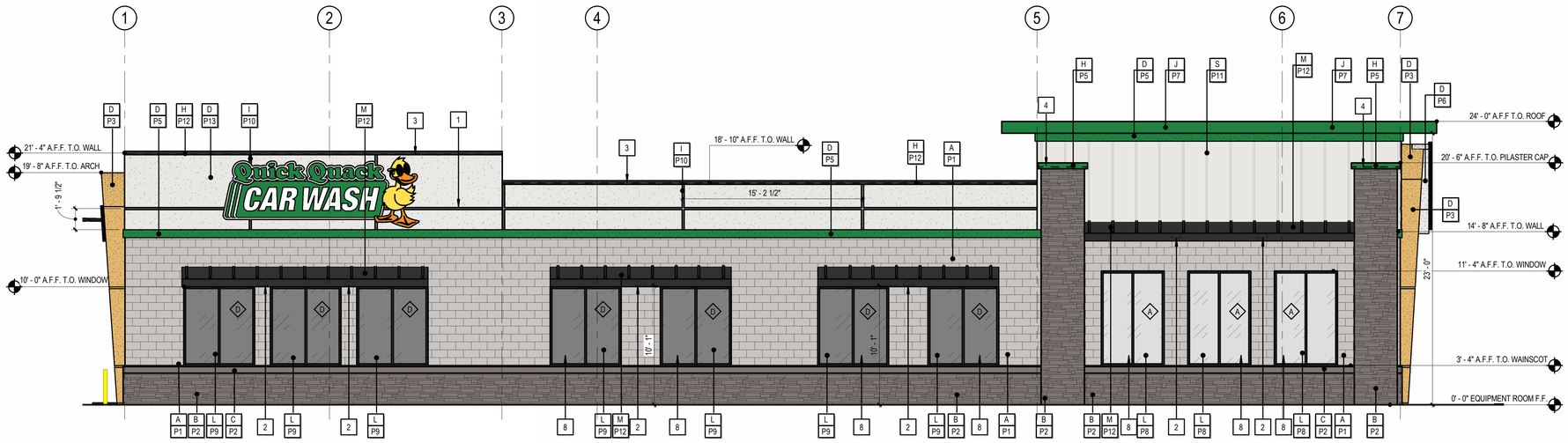
EXTERIOR MATERIAL FINISHES & FINISH SCHEDULE

N.T.S.

1. REFER TO WALL LEGEND FOR PARTITION TYPES.
2. THE APPROVED AND STAMPED CONSTRUCTION DOCUMENTS SHALL REMAIN ON SITE AT ALL TIMES.
3. REFER TO SHEET A7.10 & A7.11 FOR DOOR AND WINDOW SCHEDULE.
4. IT IS THE INTENT THAT THIS PROJECT IS IN COMPLIANCE WITH ALL FEDERAL, STATE, AND LOCAL CODES AN REGULATIONS.THE GENERAL CONTRACTOR SHALL NOTIFY THE ARCHITECT IMMEDIATELY UPON THE DISCOVERY OF ANY DISCREPANCIES BETWEEN THE CONSTRUCTION DOCUMENTS. ANY WORK IN QUESTION SHALL NOT COMMENCE UNTIL WRITTEN CLARIFICATION IS ISSUED BY THE ARCHITECT.
5. REFER TO A2.14 FOR EQUIPMENT PLAN.
6. UNLESS NOTED OTHERWISE, MASONRY CONTROL JOINTS SHALL BE LOCATED SUCH THAT NO STRAIGHT RUN OF MASONRY WALL EXCEEDS 24' -0". REFER TO STRUCTURAL DWGS.
7. REFER TO A2.40 FOR INTERIOR FINISH SCHEDULE.
8. EXIT DOORS SHALL BE OPERABLE FROM THE INSIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE.
9. GC TO COORDINATE ALL REQUIRED BLOCKING FOR WALL HUNG EQUIPMENT, SHELVES, LIGHTING, ETC. FOR PROPER INSTALLATION HEIGHTS.
10. TACTILE EXIT SIGNS SHALL BE REQUIRED AT THE FOLLOWING LOCATIONS:
    A. WHEREVER BASIC CBC PROVISIONS REQUIRE EXIT SIGNS FROM A ROOM OR AREA TO A CORRIDOR OR HALLWAY. THE TACTILE EXIT SIGN SHALL HAVE THE WORDS, "EXIT ROUTE."
    B. EACH GRADE-LEVEL EXIT DOOR. THE TACTILE EXIT SIGN SHALL HAVE THE WORD, "EXIT."
11. OVERHEAD METAL DOORS TO BE SUPPLIED WITH A FACTORY FINISH FROM OVERHEAD DOOR MANUFACTURER IN EITHER STANDARD GRAY OR TAN TO MATCH ADJACENT WALL COLOR.
12. EXTERIOR SIGNAGE IS TO BE SUBMITTED, REVIEWED, AND APPROVED UNDER A SEPARATE PERMIT.

GENERAL NOTES

N.T.S.



SOUTH ELEVATION

3/16" = 1'-0" | 5

MATERIAL BOARD

- BASALITE INTEGRAL PAINT TO MATCH DUNN EDWARDS DET 618 "INDUSTRIAL AGE", W/ INTEGRAL FACTORY "RAINBLOC" WATER REPELLENT ADMIXTURE. MORTAR TO MATCH W/ "RAINBLOC"
- CORONADO STONE QUICK STACK - MONARCH
- CORONADO CHISELED STONE SILL - MONARCH
- ACRYLIC PLASTER COLOR COAT WITH SAND FINISH - SHERWIN WILLIAMS #6374 "TORCHLIGHT"
- METAL DOOR - SHERWIN WILLIAMS #7025 "BACKDROP"
- ACRYLIC PLASTER COLOR COAT WITH SAND FINISH - PANTONE 248 C CONCORD "QUACKAMOLE GREEN"
- ACRYLIC PLASTER COLOR COAT WITH SAND FINISH - DUNN EDWARDS DEW382 "FADED GRAY"
- PREFINISHED METAL TO MATCH "QUACKAMOLE GREEN"
- PREFINISHED METAL IN TRADITIONAL BLACK OR APPROVED EQUAL
- HARDIE BOARD - MATCH DUNN EDWARDS DEW382 "FADED GRAY"

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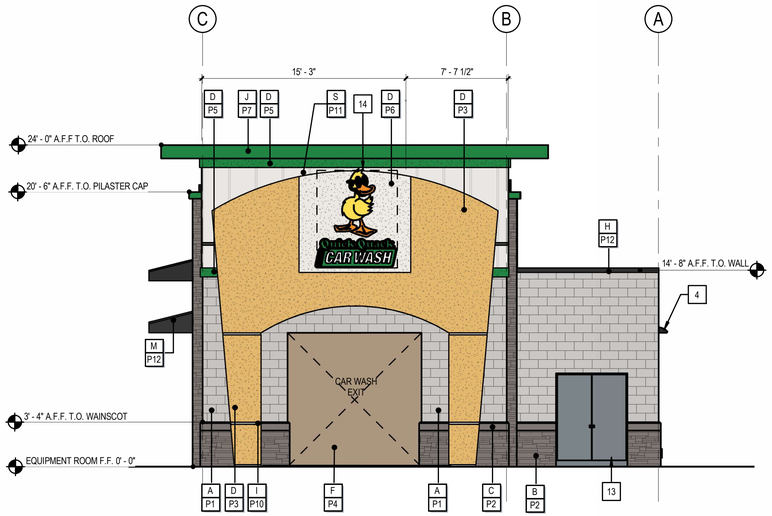
BUILDING ELEVATIONS

A3.10



WEST ELEVATION

3/16" = 1'-0" | 2

SYMBOL	DESCRIPTION
X / X	MATERIAL/COLOR TAG
#	KEYNOTE TAG
X / X	DETAIL INDICATOR
#	DOOR SYMBOL - REFER TO DOOR SCHEDULE A7.10
X / X	BUILDING SECTION

SYMBOL LEGEND

N.T.S.

	MATERIAL
A	SMOOTH HONED FACE CONCRETE MASONRY UNITS
B	CORONADO STONE QUICK STACK - MONARCH
C	CORONADO CHISELED STONE SILL - MONARCH
D	ACRYLIC PLASTER COLOR COAT
E	HOLLOW METAL DOOR
F	OVERHEAD METAL DOOR
G	ALUMINUM STOREFRONT GLASS DOOR
H	PARAPET CAP
I	2" WIDE X 1/4" DEEP PLASTER REVEAL
J	METAL ROOF
K	ROLLED STANDING SEAM DECK
L	ALUMINUM STOREFRONT
M	WALL MOUNTED AWNING
P	STEEL JOIST
Q	STEEL COLUMN
R	STEELTUBE AND WIRE MESH
S	HARDIEBOARD

	COLOR/FINISH
P1	BASALITE INTEGRAL PAINT TO MATCH DUNN EDWARDS DET 618 "INDUSTRIAL AGE, W/ INTEGRAL FACTORY "RAINBLOC" WATER REPELLENT ADMIXTURE. MORTAR TO MATH W/ "RAINBLOC"
P2	CORONADO STONE QUICK STACK - MONARCH
P3	MATCH SHERWIN WILLIAMS #6374 "TORCHLIGHT"
P4	SHERWIN WILLIAMS #7025 "BACKDROP"
P5	PANTONE 348 C CONCORD - "QUACKAMOLE GREEN"
P6	SHERWIN WILLIAMS #7004 "SNOWBOUND"
P7	PREFINISHED METAL TO MATCH "QUACKAMOLE GREEN"
P8	TEMPERED GLASS, BLACK ANODIZED ALUMINUM FRAME
P9	CERAMIC FRIT TEMPERED SPANDREL GLASS, BLACK ANODIZED ALUMINUM STOREFRONT
P10	CLEAR ANODIZED
P11	HARDIEBOARD - DUNN EDWARDS DEW382 "FADED GRAY"
P12	PRE FINISHED METAL "TRADITIONLA BLACK" OR APPROVED EQUAL
P13	MATCH DUNN EDWARDS DEW382 "FADED GRAY"

EXTERIOR MATERIAL FINISHES & FINISH SCHEDULE

#	KEYNOTE DESCRIPTION
1	1/4" DEEP PLASER CONTROL JOINT.
2	LED LIGHT FIXTURE CONCEALED IN PARAPET TRIM. REFER TO ELEC. DWG'S.
3	LED LIGHT FIXTURE AT PILASTER CONCEALED IN PARAPET TRIM. REFER TO ELEC. DWG'S
4	WALL PACK LIGHT FIXTURE (DOWN ONLY). REFER TO ELEC. DWG'S
5	4" PIPE BOLLARD FILLED WITH CONCRETE SEE DETAIL 8/A102.
6	ROOF DRAIN THROUGH WALL AND OVERFLOW SCUPPER - PAINT TO MATCH ADJACENT.
7	32" WIDE X 16" HIGH VENT - PAINT TO MATCH ADJACENT FINISH; LOUVERS NOT REQUIERED WHEN EQUIPMENT ROOM IS AIR CONDITIONED.
8	EXTERIOR FAUX WINDOW ASSEMBLY. REFER TO WINDOW SCHEDULE SHEET A502.
9	EXTERIOR WINDOW ASSEMBLY. REFER TO WINDOW SCHEDULE SHEET A502.
10	KNOX BOX TO BE 3200 SERIES, RECESSED AND INSTALLED AT A MIN. HT. OF 5'-0" TO 6'-0" MAX. THE FIRE DEPT. ALERT DECAL IS TO BE MOUNTED ON THE DOOR ORFRAME OF BUILDING MAIN ENTRANCE. KEYS TO BE PLACED INTO THE KNOX BOX WILL BE DETERMINED BY JURISDICTION FIRE PREVENTION STAFF. ALL PER JURISDICTION FIRE DEPT. REQUIREMENTS.
11	INTERNATIONAL SYMBOL OF ACCESSIBILITY AT EACH PUBLIC ENTRANCE.
12	THROUGH WALL OVERFLOW DRAIN.
13	ELECTRICAL SWITCHGEAR.
14	SIGNAGE BY OTHERS SHOWN DASHED - FOR REFRERENCE ONLY UNDER SEPARATE PERMIT. GENERAL CONTRACTOR TO COORDINATE WITH SIGN COMPANY.

KEYNOTES

N.T.S.

GENERAL NOTES

N.T.S.

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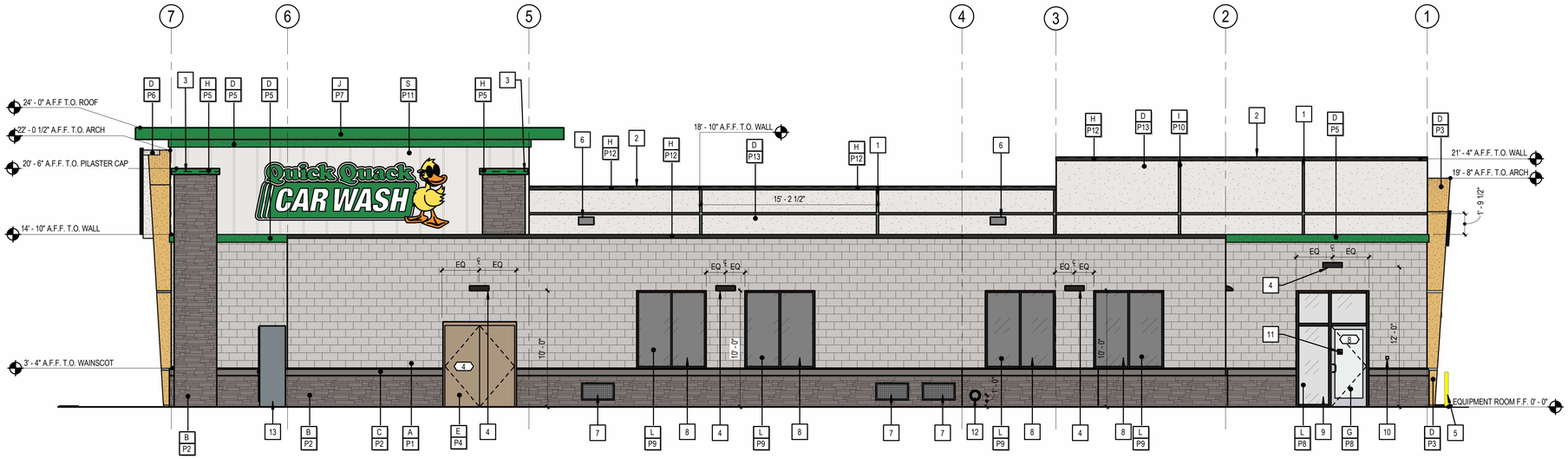
    B. EACH GRADE-LEVEL EXIT DOOR. THE TACTILE EXIT SIGN SHALL HAVE THE WORD, "EXIT."
11. OVERHEAD METAL DOORS TO BE SUPPLIED WITH A FACTORY FINISH FROM OVERHEAD DOOR MANUFACTURER IN EITHER STANDARD GRAY OR TAN TO MATCH ADJACENT WALL COLOR.
12. EXTERIOR SIGNAGE IS TO BE SUBMITTED, REVIEWED, AND APPROVED UNDER A SEPARATE PERMIT.



NORTH ELEVATION

3/16" = 1'-0" | 1

MATERIAL BOARD

- BASALITE INTEGRAL COLOR STANDARD #225 LIGHT GRAY, W/ INTEGRAL FACTORY "RAINBLOC" WATER REPELLENT ADMIXTURE. MORTAR TO MATCH W/ "RAINBLOC"
- CORONADO STONE QUICK STACK - MONARCH
- CORONADO CHISELED STONE SILL - MONARCH
- ACRYLIC PLASTER COLOR COAT WITH SAND FINISH - SHERWIN WILLIAMS #6902 "DECISIVE YELLOW"
- METAL DOOR - SHERWIN WILLIAMS #7025 "BACKDROP"
- ACRYLIC PLASTER COLOR COAT WITH SAND FINISH - PANTONE 248 C CONCORD "QUACKAMOLE GREEN"
- ACRYLIC PLASTER COLOR COAT WITH SAND FINISH - DUNN EDWARDS DEW382 "FADED GRAY"
- PREFINISHED METAL TO MATCH "QUACKAMOLE GREEN"
- PREFINISHED METAL PARAPET CAP IN TRADITIONAL BLACK OR APPROVED EQUAL
- HARDIE BOARD - MATCH DUNN EDWARDS DEW382 "FADED GRAY"

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BUILDING ELEVATIONS

A3.11

KEYNOTE LEGEND

2	KNOX BOX TO BE 3200 SERIES, RECESSED AND INSTALLED AT A MIN. HT. OF 5'-0" TO 6'-0" MAX. THE FIRE DEPT. ALERT DECAL IS TO BE MOUNTED ON THE DOOR ORFRAME OF BUILDING MAIN ENTRANCE. KEYS TO BE PLACED INTO THE KNOX BOX WILL BE DETERMINED BY JURISDICTION FIRE PREVENTION STAFF. ALL PER JURISDICTION FIRE DEPT. REQUIREMENTS.
3	EXTERIOR WALL PACK LIGHT FIXTURE.
4	EXTERIOR WINDOW ASSEMBLY. REFER TO WINDOW SCHEDULE SHEET A502.
5	WALL MOUNTED METAL CANOPY.

KEYNOTES

MATERIAL

A	SMOOTH HONED FACE CONCRETE MASONRY UNITS
B	CORONADO STONE QUICK STACK - MONARCH
C	CORONADO CHISELED STONE SILL - MONARCH
D	ACRYLIC PLASTER COLOR COAT
E	HOLLOW METAL DOOR
F	OVERHEAD METAL DOOR
G	ALUMINUM STOREFRONT GLASS DOOR
H	PARAPET CAP
I	2" WIDE X 1/4" DEEP PLASTER REVEAL
J	METAL ROOF
K	ROLLED STANDING SEAM DECK
L	ALUMINUM STOREFRONT
M	WALL MOUNTED AWNING
P	STEEL JOIST
Q	STEEL COLUMN
R	STEELTUBE AND WIRE MESH
S	HARDIEBOARD

COLOR/FINISH

P1	BASALITE INTEGRAL PAINT TO MATCH DUNN EDWARDS DET 618 "INDUSTRIAL AGE, W/ INTEGRAL FACTORY "RAINBLOC" WATER REPELLENT ADMIXTURE. MORTAR TO MATH W/ "RAINBLOC"
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P7	PREFINISHED METAL TO MATCH "QUACKAMOLE GREEN"
P8	TEMPERED GLASS, BLACK ANODIZED ALUMINUM FRAME
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P12	PRE FINISHED METAL "TRADITIONLA BLACK" OR APPROVED EQUAL
P13	MATCH DUNN EDWARDS DEW382 "FADED GRAY"

EXT. MATERIAL AND FINISH SCH.

1. REFER TO WALL LEGEND FOR PARTITION TYPES.
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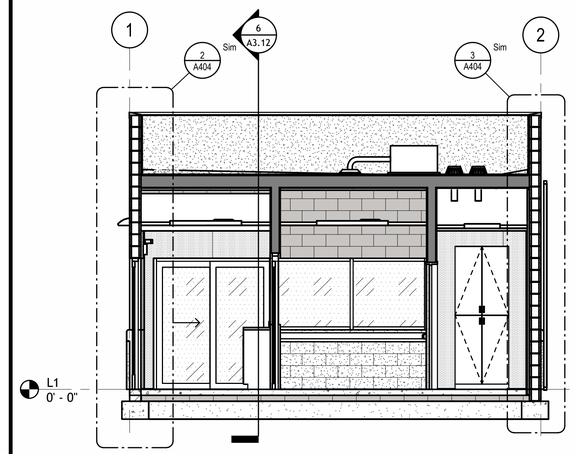
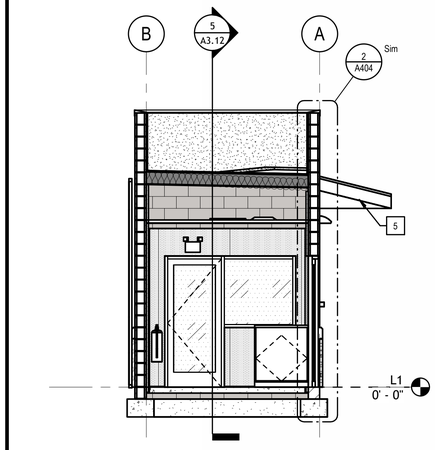
5. REFER TO A2.14 FOR EQUIPMENT PLAN.
6. UNLESS NOTED OTHERWISE, MASONRY CONTROL JOINTS SHALL BE LOCATED SUCH THAT NO STRAIGHT RUN OF MASONRY WALL EXCEEDS 24' -0". REFER TO STRUCTURAL DWGS.
7. REFER TO A2.40 FOR INTERIOR FINISH SCHEDULE.
8. EXIT DOORS SHALL BE OPERABLE FROM THE INSIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE.
9. GC TO COORDINATE ALL REQUIRED BLOCKING FOR WALL HUNG EQUIPMENT, SHELVES, LIGHTING, ETC. FOR PROPER INSTALLATION HEIGHTS.
10. TACTILE EXIT SIGNS SHALL BE REQUIRED AT THE FOLLOWING LOCATIONS:
    A. WHEREVER BASIC CBC PROVISIONS REQUIRE EXIT SIGNS FROM A ROOM OR AREA TO A CORRIDOR OR HALLWAY. THE TACTILE EXIT SIGN SHALL HAVE THE WORDS, "EXIT ROUTE."
    B. EACH GRADE-LEVEL EXIT DOOR. THE TACTILE EXIT SIGN SHALL HAVE THE WORD, "EXIT."
11. OVERHEAD METAL DOORS TO BE SUPPLIED WITH A FACTORY FINISH FROM OVERHEAD DOOR MANUFACTURER IN EITHER STANDARD GRAY OR TAN TO MATCH ADJACENT WALL COLOR.
12. EXTERIOR SIGNAGE IS TO BE SUBMITTED, REVIEWED, AND APPROVED UNDER A SEPARATE PERMIT.

GENERAL NOTES



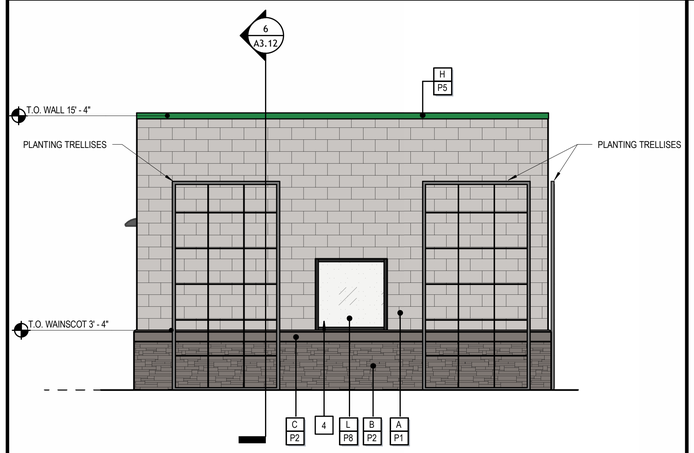
BUILDING SECTION

1/4" = 1'-0" | 6



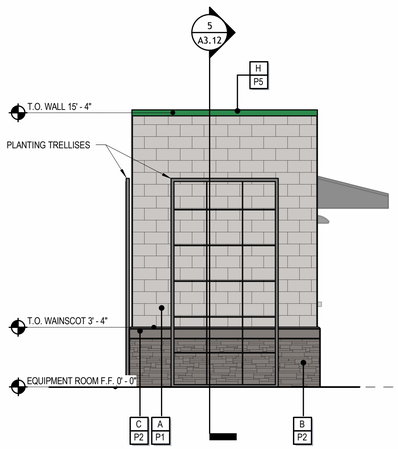
BUILDING SECTION

1/4" = 1'-0" | 5



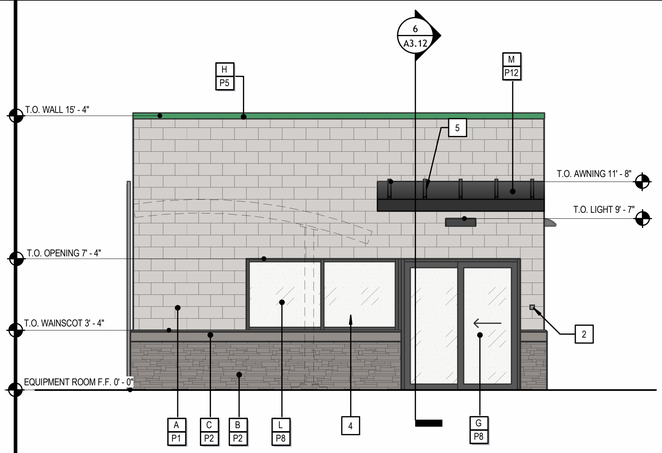
SOUTH

1/4" = 1'-0" | 4



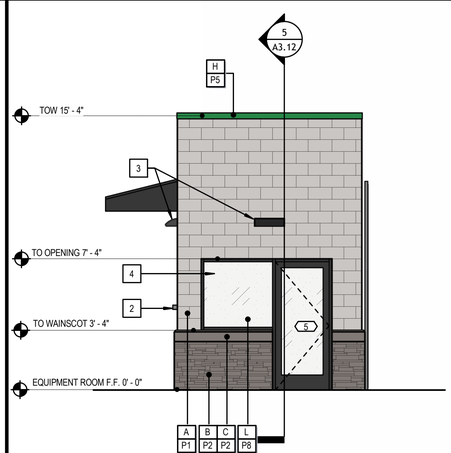
EAST

1/4" = 1'-0" | 3



NORTH

1/4" = 1'-0" | 2



WEST

1/4" = 1'-0" | 1

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EXTERIOR ELEVATIONS - QB STATION

A3.12

Quick Quack CAR WASH

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LICENSED ARCHITECT

QUICK QUACK CAR WASH NO.26-626
SWC ZINFANDEL DR & BEAR HOLLOW DR
RANCHO CORDOVA, CALIFORNIA 95670

REVISIONS		
#	DATE	DESCRIPTION

ENTITLEMENT SET

DESIGNED BY:	QQ
APPROVED BY:	KS
DRAWN BY:	MB/GM
CHECKED BY:	MU

DATE	JOB NUMBER
04/29/25	23521

RENDERINGS

A9.00

Quick Quack CAR WASH

6020 WEST OAKS BLVD, SUITE 300, ROCKLIN, CA 95765

Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

STATE OF CALIFORNIA
DANIEL BRIAN COALWIN
C-18865
REN. 8/31/25
LICENSED ARCHITECT

QUICK QUACK CAR WASH NO.26-626
SWC ZINFANDEL DR & BEAR HOLLOW DR
RANCHO CORDOVA, CALIFORNIA 95670

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APPROVED BY:	KS
DRAWN BY:	MB/GM
CHECKED BY:	MB/GM
DATE	04/29/25
JOB NUMBER	23521

RENDERINGS

A9.01

6020 WEST OAKS BLVD, SUITE 300, ROCKLIN, CA 95765

Barghausen
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18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

STATE OF CALIFORNIA
DANIEL BRIAN GOALWIN
C-18865
REN. 8/31/27
LICENSED ARCHITECT

QUICK QUACK CAR WASH NO.26-626
SWC ZINFANDEL DR & BEAR HOLLOW DR
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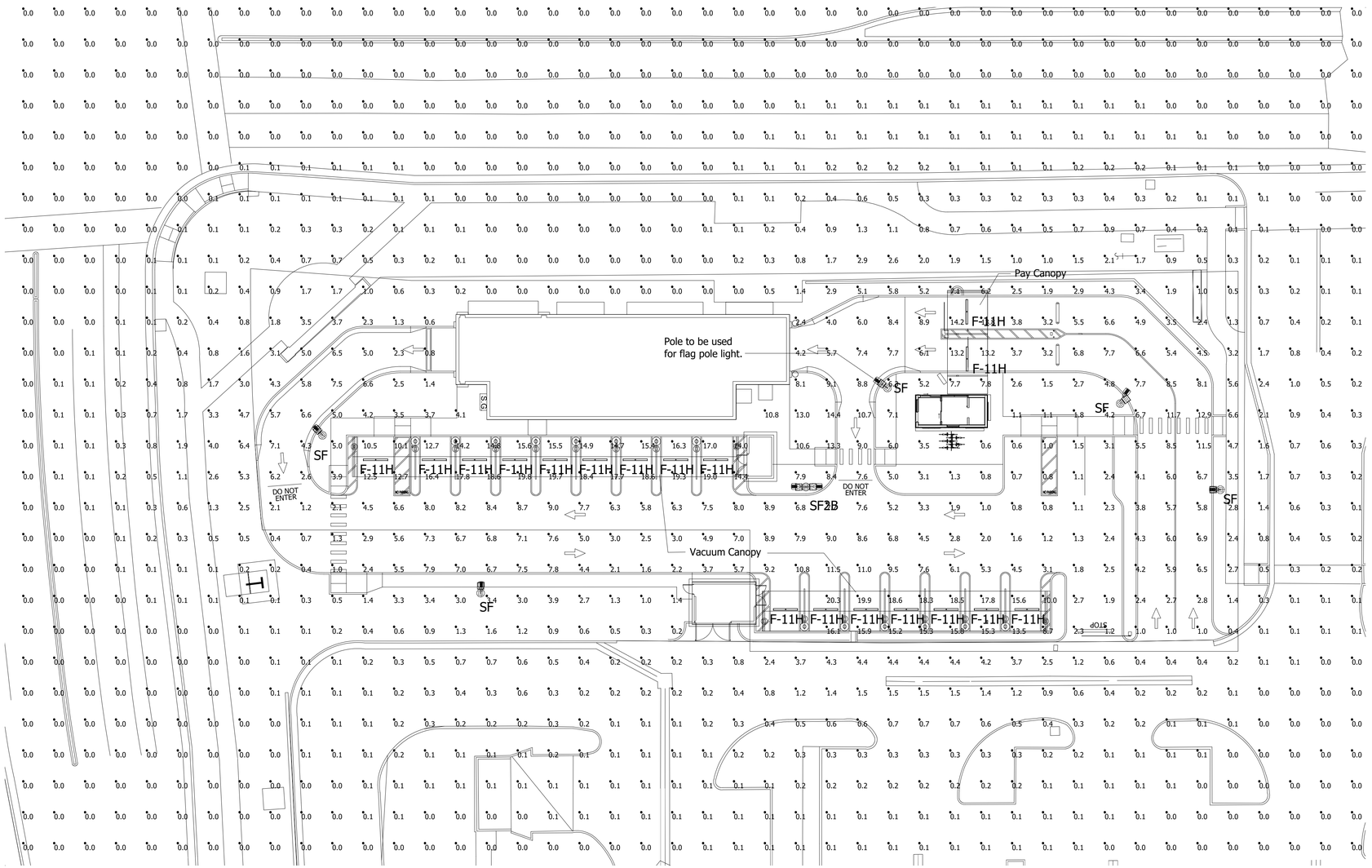
04/29/25	23521

RENDERINGS

A9.02



Quick Quack Standard Color - Silver

Luminaire Schedule							
Symbol	Qty	Label	Mounting Height	LLF	Lum. Lumens	Lum. Watts	Description
	18	F-11H	12	1.000	6778	52	VT3204HUNV50 (By Hermitage)
	5	SF	18	1.000	17653	135	ASL1-160L-135-5K7-4W-UNV-A-PSS
	1	SF2B	18	1.000	17653	135	ASL1-160L-135-5K7-4W-UNV-A-PSS

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Overall Area	Illuminance	Fc	1.00	20.3	0.0	N.A.	N.A.
Paved Area	Illuminance	Fc	5.19	12.9	0.4	12.98	32.25
Pay Canopy	Illuminance	Fc	12.17	18.6	4.9	2.48	3.80
Vacuum Canopy	Illuminance	Fc	17.40	23.8	6.9	2.52	3.45

Note: SES-16-40-01-D-S2-PSS-TAB30M38 + 2 Foot pole base ordering information based on this drawing. Please confirm EPA and Windload rating prior to odering.
Customer is responsible for base selection per local condi

Notes:
1: Luminaire data is tested to industry standards under laboratory conditions. Operating voltage and normal manufacturing tolerances of LED and drivers may effect field results.
2: Conformance to facility code and other local requirements is the responsability of the owner and/or the owner's represenative.
3: This design may not meet Title 24 or local energy code requirements. If this design needs to be altered to meet compliance, please contact the design team with specific requirments.

Note: For national account pricing/quotations and order placement, please contact Steve Friedman at Hermitage Lighting.
(847)830-1444
sfreidman@gohermitage.com

Revisions		
R1	08/11/25	Updated Civil Base
R2	08/15/25	Updated Civil Base
R3	09/30/25	Updated Civil Base

Drawn By: DHK
Checked By:
Date:9/30/2025
Scale: 1" = 20'

QUICK QUACK CAR WASH #26-626

ZINFANDEL DRIVE & BEAR HOLLOW ROAD
RANCHO CORDOVA, CA

A250836R3

Quick Quack Car Wash (Store #26-626)

Noise Impact Study

City of Rancho Cordova, CA

Prepared for:

Quick Quack Development II, LLC
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Date: 5/2/2025

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1.0 Executive Summary

This report has been prepared to provide the calculated noise projections from the proposed Quick Quack Car Wash ("Project") located on the southwest corner of Bear Hollow Drive and Zinfandel Drive in the City of Rancho Cordova, CA. All calculations are compared to the City of Rancho Cordova's noise ordinance as well as the existing ambient condition. The Project proposes to construct a 108-foot covered car wash tunnel with 19 vacuum stalls.

1.1 Findings and Conclusions

Three (3) baseline 15-minute ambient measurements were performed at the Project site and represent the current operational noise and ambient levels within the Project vicinity. The predominant source of noise impacting the existing site is traffic noise propagating from Zinfandel Drive.

This study compares the Project's operational noise levels to two (2) different noise assessment scenarios: 1) Project only operational noise level projections, and 2) Project plus ambient noise level projections.

Project-only operational noise levels are anticipated to be 52 dBA Leq at the nearest residential use north of the project site and up to 51 dBA Leq at the commercial uses to the east and to the southwest. Project plus ambient noise level projections will increase the ambient noise level by 3 decibels at the residential uses, and up to 2 decibels at commercial uses. This meets the City's residential code of 55 dBA Leq (see Section 4.3). The City does not have a commercial noise limit.

This assessment evaluates the baseline noise condition and compares the Project's worst-case operational noise level to the measured noise level (during the Project's proposed hours of operation).

The following outlines the project design features:

1. The Project will incorporate a 120 HP IDC Predator blower system or equivalent.

2.0 Introduction

2.1 Purpose of Analysis and Study Objectives

This noise impact study aims to evaluate the potential noise impacts for the Project study area and recommend noise mitigation measures, if necessary, to minimize the potential noise impacts. The assessment was conducted and compared to potentially applicable noise standards set forth by the State and/or local agencies. Consistent with the City's Noise Guidelines, the Project must demonstrate compliance with the applicable noise zoning ordinance and sound attenuation requirements.

The following is provided in this report:

- A description of the study area and the proposed Project
- Information regarding the fundamentals of noise
- A description of the local noise guidelines and standards
- An evaluation of the existing ambient noise environment
- An analysis of stationary noise impact (e.g., blowers and vacuums) from the Project site to adjacent land uses

2.2 Site Location and Study Area

The Project site is located on the southwest corner of Bear Hollow Drive and Zinfandel Drive in the City of Rancho Cordova, CA, as shown in Exhibit A. The land uses directly surrounding the Project site include residential uses to the north and commercially zoned uses to the east, south and west. There is an existing drive-through to the south. The nearest sensitive uses include residentially zoned properties to the north and commercially zoned apartment buildings to the east and southwest.

2.3 Proposed Project Description

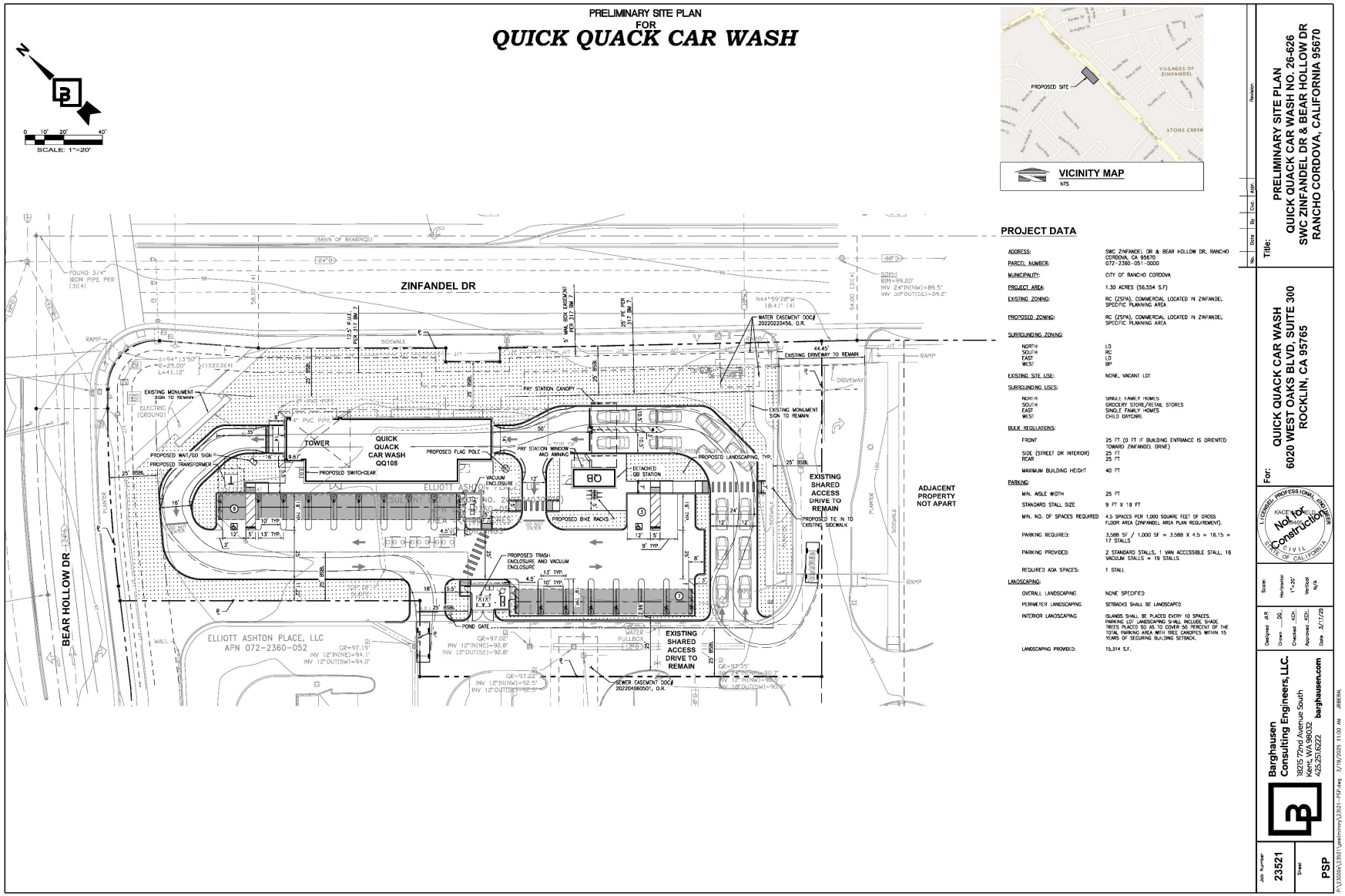
The Project proposes to develop a 108-foot car wash tunnel and 19 covered vacuum stall systems. The site plan used for this is illustrated in Exhibit B. The Project operational hours are assumed to be between 7 AM to 9 PM, seven days per week.

Exhibit A

Location Map

Exhibit B

Site Plan



3.0 Fundamentals of Noise

This section of the report provides basic information about noise and presents some of the terms used within the report.

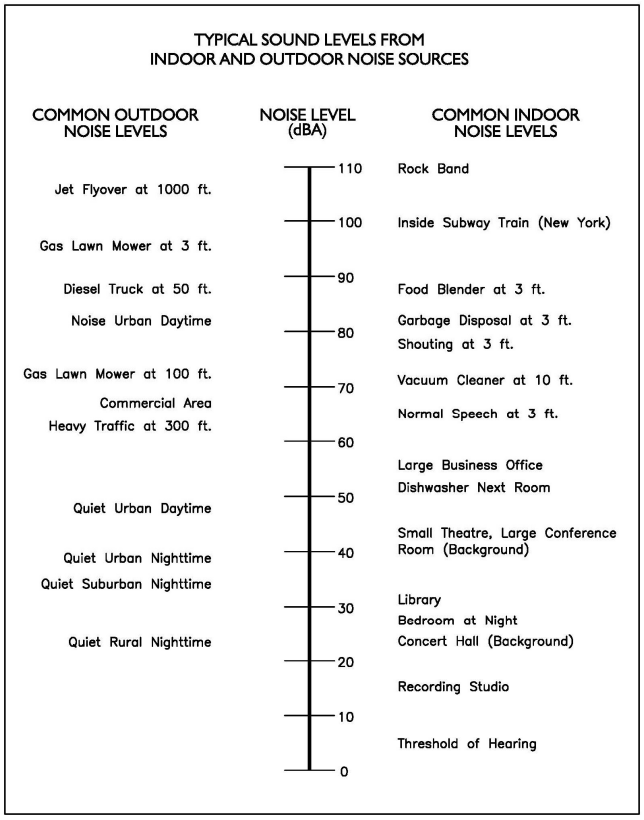
3.1 Sound, Noise, and Acoustics

Sound is a disturbance created by a moving or vibrating source and is capable of being detected by the hearing organs. Sound may be thought of as the mechanical energy of a moving object transmitted by pressure waves through a medium to a human ear. For traffic or stationary noise, the medium of concern is air. *Noise* is defined as sound that is loud, unpleasant, unexpected, or unwanted.

3.2 Frequency and Hertz

A continuous sound is described by its *frequency* (pitch) and *amplitude* (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch (bass sounding), and high-frequency sounds are high in pitch (squeak). These oscillations per second (cycles) are commonly referred to as Hertz (Hz). The human ear can hear from the bass pitch starting at 20 Hz to the high pitch of 20,000 Hz.

Exhibit C: Typical A-Weighted Noise Levels



3.3 Sound Pressure Levels and Decibels

The *amplitude* of a sound determines its loudness. The loudness of sound increases or decreases as the amplitude increases or decreases. Sound pressure amplitude is measured in units of micro-Newton per square meter ($\mu N/m^2$), also called micro-Pascal (μPa). One μPa is approximately one hundred billionths (0.00000000001) of normal atmospheric pressure. Sound pressure level (SPL or L_p) is used to describe in logarithmic units the ratio of actual sound pressures to a reference pressure squared. These units are called decibels, abbreviated dB. Exhibit C illustrates reference sound levels for different noise sources.

3.4 Addition of Decibels

Because decibels are on a logarithmic scale, sound pressure levels cannot be added or subtracted by simple plus or minus addition. When two sounds or equal SPL are combined, they will produce an SPL 3 dB greater than the original single SPL. In other words, sound energy must be doubled to produce a 3 dB increase. If two sounds differ by approximately 10 dB, the higher sound level is the predominant sound.

3.5 Human Response to Changes in Noise Levels

Generally, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz (A-weighted scale). It perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. For purposes of this report as well as with most environmental documents, the A-scale weighting is typically reported in terms of A-weighted decibel (dBA). Typically, the human ear can barely perceive the change in the noise level of 3 dB. A change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. As previously discussed, a doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g., doubling the traffic volume on a highway) would result in a barely perceptible change in sound level.

3.6 Noise Descriptors

Noise in our daily environment fluctuates over time. Some noise levels occur in regular patterns; others are random. Some noise levels are constant, while others are sporadic. Noise descriptors were created to describe the different time-varying noise levels.

A-Weighted Sound Level: The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.

Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 PM and after the addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

Decibel (dB): A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

dB(A): A-weighted sound level (see definition above).

Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.

Habitable Room: Any room meeting the requirements of the Uniform Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking, or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms, and similar spaces.

L(n): The A-weighted sound level exceeded during a certain percentage of the sample time. For example, L10 in the sound level exceeded 10 percent of the sample time. Similarly, L50, L90, L99, etc.

Noise: *A*ny unwanted sound or sound which is undesirable because it interferes with speech and hearing, is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound...".

Outdoor Living Area: Outdoor spaces that are associated with residential land uses typically used for passive recreational activities or other noise-sensitive uses. Such spaces include patio areas, barbecue areas, jacuzzi areas, etc. associated with residential uses; outdoor patient recovery or resting areas associated with hospitals, convalescent hospitals, or rest homes; outdoor areas associated with places of worship which have a significant role in services or other noise-sensitive activities; and outdoor school facilities routinely used for educational purposes which may be adversely impacted by noise. Outdoor areas usually not included in this definition are: front yard areas, driveways, greenbelts, maintenance areas and storage areas associated with residential land uses; exterior areas at hospitals that are not used for patient activities; outdoor areas associated with places of worship and principally used for short-term social gatherings; and, outdoor areas associated with school facilities that are not typically associated with educational uses prone to adverse noise impacts (for example, school play yard areas).

Percent Noise Levels: See L(n).

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency filter for attenuating part of the sound spectrum.

Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

Single Event Noise Exposure Level (SENEL): The dB(A) level, which, if it lasted for one second, would produce the same A-weighted sound energy as the actual event.

3.7 Sound Propagation

As sound propagates from a source, it spreads geometrically. Sound from a small, localized source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates at a rate of 6 dB per doubling of distance. The movement of vehicles down a roadway makes the source of the sound appear to propagate from a line (i.e., line source) rather than a point source. This line source results in the noise propagating from a roadway in a cylindrical spreading versus a spherical spreading that results from a point source. The sound level attenuates for a line source at a rate of 3 dB per doubling of distance.

As noise propagates from the source, it is affected by the ground and atmosphere. Noise models use hard site (reflective surfaces) and soft site (absorptive surfaces) to help calculate predicted noise levels. Hard site conditions assume no excessive ground absorption between the noise source and the receiver. Soft site conditions such as grass, soft dirt, or landscaping attenuate noise at a rate of 1.5 dB per doubling of distance. When added to the geometric spreading, the excess ground attenuation results in an overall

noise attenuation of 4.5 dB per doubling of distance for a line source and 7.5 dB per doubling of distance for a point source.

Research has demonstrated that atmospheric conditions can have a significant effect on noise levels when noise receivers are located at least 200 feet from a noise source. Wind, temperature, air humidity, and turbulence can further impact how far sound can travel.

4.0 Regulatory Setting

The proposed Project is in the City of Rancho Cordova, California, and noise regulations are addressed through the efforts of various federal, state, and local government agencies. The agencies responsible for regulating noise are discussed below.

4.1 Federal Regulations

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

- Publicize noise emission standards for interstate commerce
- Assist state and local abatement efforts
- Promote noise education and research

The Federal Office of Noise Abatement and Control (ONAC) was originally tasked with implementing the Noise Control Act. However, it was eventually eliminated, leaving other federal agencies and committees to develop noise policies and programs. Some examples of these agencies are as follows: The Department of Transportation (DOT) assumed a significant role in noise control through its various agencies. The Federal Aviation Agency (FAA) is responsible for regulating noise from aircraft and airports. The Federal Highway Administration (FHWA) is responsible for regulating noise from the interstate highway system. The Occupational Safety and Health Administration (OSHA) is responsible for the prohibition of excessive noise exposure to workers. The Housing and Urban Development (HUD) is responsible for establishing noise regulations as it relates to exterior/interior noise levels for new HUD-assisted housing developments near high-noise areas.

The federal government advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that "noise sensitive" uses are either prohibited from being constructed adjacent to a highway or that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

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

4.2 State Regulations

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

The State of California has established noise insulation standards as outlined in Title 24 of the California Building Code (CBC), which in some cases requires acoustical analyses to outline exterior noise levels and

to ensure interior noise levels do not exceed the interior threshold. The state mandates that the legislative body of each county and City adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines published by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable, as illustrated in Exhibit D.

4.3 City of Rancho Cordova Noise Regulations

The City of Rancho Cordova outlines its noise regulations and standards within the Noise Element from the General Plan and the Noise Ordinance from the Municipal Code.

City of Rancho Cordova General Plan

Applicable policies and standards governing environmental noise in the City are set forth in the General Plan's Noise Element. Table N-1 and N-2 (Exhibit D of this report) of the City's Noise Element outlines the exterior noise standards for community noise environments.

Exhibit D: City Noise Standards

TABLE N-1
CITY NOISE STANDARDS
NOISE LEVEL PERFORMANCE STANDARDS FOR NEW PROJECTS AFFECTED BY OR INCLUDING NON-TRANSPORTATION NOISE SOURCES

Stationary Noise Source	Noise Level Descriptor	Daytime Maximum (7 a.m. to 10 p.m.)	Nighttime Maximum (10 p.m. to 7 a.m.)
Typical	Hourly L_{eq}, dB	55	45
Tonal, impulsive, repetitive, or consist primarily of speech or music	Hourly Leq, dB	50	40

The City may impose noise level standards which are more or less restrictive than those specified above based upon determination of existing low or high ambient noise levels.

TABLE N-2
MAXIMUM TRANSPORTATION NOISE EXPOSURE

Land Use	Outdoor Activity Areas[1] Ldn/CNEL, dB	Interior Spaces	
		Ldn/CNEL, dB	Leq, dB[2]
Residential	60[3]	45	--
Residential subject to noise from railroad tracks, aircraft overflights, or similar noise sources which produce clearly identifiable, discrete noise events (e.g., the passing of a single train)	60[3]	40[5]	--
Transient lodging	60[4]	45	--
Hospitals, nursing homes	60[3]	45	--
Theaters, auditoriums, music halls	--	--	35
Churches, meeting halls	60[3]	--	40
Office buildings	--	--	45
Schools, libraries, museums	--	--	45
Playgrounds, neighborhood parks	70	--	--

1 Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use. Where it is not practical to mitigate exterior noise levels at patio or balconies of apartment complexes, a common area such as a pool or recreation area may be designated as the outdoor activity area.
2 As determined for a typical worst-case hour during periods of use.
3 Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB Ldn/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.
4 In the case of hotel/motel facilities or other transient lodging, outdoor activity areas such as pool areas may not be included in the project design. In these cases, only the interior noise level criterion will apply.
5 The intent of this noise standard is to provide increased protection against sleep disturbance for residences located near railroad tracks.

Goals and Policies

Goals and policies from the Noise Element (Chapter 13) that would mitigate potential impacts on noise include the following.

Goal N.1 Ensure that all new development will be free of noise disturbances.
Policies

N.1.2 Ensure that the indoor and outdoor areas of new projects will be located, constructed, and/or shielded from noise sources in compliance with the City's noise standards to the maximum extent feasible.

Action N.1.2.1 Require new development of noise-creating uses to conform with the City's maximum noise levels.

Action N.1.2.3 Require any potential noise impacts identified during the acoustical analysis to be mitigated in the project design to the maximum extent feasible.

N.1.3 Ensure that proposed non-residential land uses likely to exceed the City's standards do not create noise disturbances in existing noise-sensitive areas.

Action N.1.3.1 Require an acoustical analysis as part of the environmental review process when proposed non-residential land uses are likely to produce noise levels that exceed the City's noise standards. The acoustical analysis must be prepared by a qualified person experienced in environmental noise assessment and architectural acoustics, and must estimate existing and projected cumulative noise levels and compare those levels to the policies within this Element.

Action N.1.3.2 Require any noise impacts identified in the acoustical analysis to be mitigated in conjunction with the project design.

N.1.4 Mitigate noise created by proposed non-transportation noise sources to comply with the City's noise standards to the maximum extent feasible.

Action N.1.4.1 Limit construction activity to the hours of 7:00 a.m. to 7:00 p.m. weekdays and 8:00 a.m. to 6:00 p.m. weekends when construction is conducted in proximity to residential uses.

Action N.1.4.2 Consider restricting the hours of operation of loading docks, trash compactors, and other noise-producing uses in commercial areas that are adjacent to residential uses.

Action N.1.4.3 Require stationary construction equipment and construction staging areas to be set back from existing noise-sensitive land uses.

N.1.6 Ensure that comfortable noise levels and adequate privacy are maintained in higher density development.

N.1.7 To the extent feasible and appropriate, the City shall require the use of temporary construction noise control measures for public and private project that may include the use of temporary noise barriers, temporary relocation of noise-sensitive land uses or other appropriate measures.

City of Rancho Cordova Municipal Code – Chapter 6.68: Noise Control

Chapter 6.68 of the City's Municipal Code outlines the criteria for determining whether a noise may be classified as a nuisance to surrounding properties.

Chapter 6.68 – Noise Control

Section 6.68.070 Exterior noise standards.

A. The following noise standards, unless otherwise specifically indicated in this chapter, shall apply to all properties within a designated noise area:

Time Period	Exterior Noise Standard[1]
7:00 a.m. – 10:00 p.m.	55 dBA
10:00 p.m. – 7:00 a.m.	50 dBA

Notes:
[1] City Zoning Districts: RE-1, RD-1, RE-2, RD-2, RE-3, RD-3, RD-4, R-1-A, RD-5, R-2, RD-10, R-2A, RD-20, R-3, RD-30, RD-40, RM-1, RM-2, A-1-B, AR-1, A-2, AR-2, A-5, AR-5.

B. It is unlawful for any person at any location within the city to create any noise which causes the noise levels on an affected property, when measured in the designated noise area, to exceed for the duration of time set forth following, the specified exterior noise standards in any one hour by:

Cumulative Duration of the Intrusive Sound	Allowance Decibels
1. Cumulative period of 30 minutes per hour	0
2. Cumulative period of 15 minutes per hour	+ 5
3. Cumulative period of 5 minutes per hour	+10
4. Cumulative period of 1 minute per hour	+15
5. Level not to be exceeded for any time per hour	+20

C. Each of the noise limits specified in subsection (B) of this section shall be reduced by five dBA for impulsive or simple tone noises, or for noises consisting of speech or music.

D. If the ambient noise level exceeds that permitted by any of the first four noise-limit categories specified in subsection (B) of this section, the allowable noise limit shall be increased in five-dBA increments in each category to encompass the ambient noise level. If the ambient noise level exceeds the fifth noise level category, the maximum ambient noise level shall be the noise limit for that category. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 490 § 2, 1981; SCC 254 § 1 (part), 1976].

Section 6.68.090 Exemptions.

The following activities shall be exempted from the provisions of this chapter:

E. Noise sources associated with construction, repair, remodeling, demolition, paving or grading of any real property, provided said activities do not take place between the hours of 8:00 p.m. and 6:00 a.m. on weekdays and Friday commencing at 8:00 p.m. through and including 7:00 a.m. on Saturday; Saturdays commencing at 8:00 p.m. through and including 7:00 a.m. on the next following Sunday and on each Sunday after the hour of 8:00 p.m.; provided, however, when an unforeseen or unavoidable condition occurs during a construction project and the nature of the project necessitates that work in process be continued until a specific phase is completed, the contractor or owner shall be allowed to continue work after 8:00 p.m. and to operate machinery and equipment necessary until completion of the specific work in progress can be brought to conclusion under conditions which will not jeopardize inspection acceptance or create undue financial hardships for the contractor or owner;

Section 6.68.150 General noise regulations.

The following activities shall be exempted from the provisions of this chapter:.

A. Notwithstanding any other provisions of this chapter and in addition thereto, it is unlawful for any person to willfully make or continue or cause to be made or continued any loud, unnecessary or unusual noise which disturbs the peace and quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.

B. The standards which shall be considered in determining whether a violation of the provisions of this section exists shall include, but not be limited to, the following:

1. The sound level of the objectionable noise;
2. The sound level of the ambient noise;
3. The proximity of the noise to residential sleeping facilities;
4. The nature and zoning of the area within which the noise emanates;
5. The density of the inhabitation of the area within which the noise emanates;
6. The time of day or night the noise occurs;
7. The duration of the noise and its tonal, informational or musical content;
8. Whether the noise is continuous, recurrent or intermittent;
9. Whether the noise is produced by a commercial or noncommercial activity. [Ord. 21-2003 §§ 2, 4; Ord. 20-2003 §§ 2, 4; SCC 254 § 1 (part), 1976].

Threshold Applied to the Project

Per Section 6.68.070(A) the permissible daytime noise levels is 55 dBA Leq for residentially zoned properties for sounds which occur more than 30 minutes in an hour. The City does not have a noise limit for commercially zoned properties.

5.0 Study Method and Procedure

The following section describes the noise modeling procedures and assumptions used for this assessment.

5.1 Noise Measurement Procedure and Criteria

MD conducted three (3) short-term noise measurements at the Project site, representing the noise level from the traffic conditions along Zinfandel Drive (see Appendix A for the field sheet data).

5.2 Stationary Noise Modeling

SoundPLAN (SP) acoustical modeling software was utilized to model future worst-case stationary noise impacts to the adjacent land uses. SP can evaluate multiple stationary noise source impacts at various receiver locations. SP's software utilizes algorithms (based on the inverse square law and reference equipment noise level data) to calculate noise level projections. The software allows the user to input specific noise sources, spectral content, sound barriers, building placement, topography, and sensitive receptor locations.

The future worst-case noise level projections were modeled using referenced sound level data for the various stationary on-site sources (vacuums and car wash blowers at the exit). The SP model assumes a total of 19 vacuums and the dryer systems are operating simultaneously (worst-case scenario) when the noise will, in reality, be intermittent and lower in noise level. The reference vacuum equipment and blower system sound level data are provided in Appendix C.

All other noise-producing equipment (e.g., compressors, pumps) will be housed within mechanical equipment rooms.

The following outlines the project design features:

1. The Project will incorporate a 120 HP IDC Predator blower system or equivalent.

6.0 Existing Noise Environment

Three (3) 15-minute ambient noise measurements were taken at the project site to determine the existing ambient noise levels. Noise data indicates that traffic along Zinfandel Drive is the primary source of noise impacting the site and the surrounding area. NM1 represents the noise level at the residential uses to the north, and NM2 and NM3 represent the noise levels at the adjacent commercials to the south and to the west.

6.1 Short-Term Noise Measurement Results

The results of the 15-minute measurements are presented in Table 1.

Table 1: Short-Term Noise Measurement Data (dBA)

Location[1]	Start Time	Stop Time	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)	L(90)
NM1	1:43 PM	1:58 PM	51.8	66.7	38.4	61.4	55.8	50.5	46.4	40.4
NM2	2:07 PM	2:22 PM	59.0	82.2	44.9	62.6	57.8	55.0	52.8	47.9
NM3	2:49 PM	3:04 PM	53.5	63.6	41.9	59.6	57.2	54.7	51.2	47.3

Notes:
[1.] Short-term noise monitoring locations are illustrated in Exhibit E.

NM2 was skewed by a loud motorcycle but had similar levels as NM3 otherwise. For this evaluation, MD has utilized the measured ambient noise level of 52 dBA Leq for the residential uses to the north and up to 54 dBA Leq for the commercially zoned apartment buildings to the east and to the southwest.

Exhibit E

Measurement Locations

= Short-term Monitoring Location

7.0 Future Noise Environment Impacts

This assessment analyzes future noise impacts as a result of the Project. The analysis details the estimated exterior noise levels. Stationary noise impacts are analyzed from the noise sources on-site, such as dryers/blowers and vacuums.

7.1 Stationary Source Noise

The following sections outline the exterior noise levels associated with the proposed Project.

7.1.1 Noise Impacts to Off-Site Receptors Due to Stationary Sources

Nearby receptors affected by Project operational noise include residential uses to the north and surrounding commercial uses to the east, south, and west. The worst-case stationary noise was modeled using SoundPLAN acoustical modeling software. Worst-case assumes the blowers, vacuums, and equipment are always operational when in reality, the noise will be intermittent and cycle on/off depending on the customer usage.

A total of three (3) receptors (R1 – R3) were modeled to evaluate the proposed Project's operational impact. Receptor 1 represents residential uses to the north, and receptors 2 and 3 represent commercially zoned apartment buildings to the east and southwest. This study analyzes the Project only operational noise level projections and the Project plus ambient noise level projections. Exhibit F shows the future noise level projections and contours based on the proposed project design. Table 2 shows the Leq (dBA) in the Project vicinity as a result of daytime (7:00 a.m. to 9:00 p.m.) operations.

Table 2: Worst-Case Predicted Operational Noise Levels (dBA Leq)

Receptor[1]	Existing Ambient Noise Level (dBA, Leq)[2]	Project Noise Level (dBA, Leq)[3]	Total Combined Noise Level (dBA, Leq)	Non Transp. Noise Limit (dBA, Leq)	Change in Noise Level as Result of Project
1	52	52	55	**55**	3
2	54	50	55	N/A	1
3	54	51	56	N/A	2

Notes:
1. Receptor 1 represents residential uses, and receptors 2 and 3 represent commercial uses.
2. See Appendix A for the ambient noise measurement.
3. See Exhibit F for the operational noise level projections at said receptors.

The model indicates that the Project-only noise level will be 52 dBA Leq at the residentially zoned receptor and up to 51 dBA Leq at the commercially zoned receptors. These noise levels meet the City's residential noise standard of 55 dBA Leq. The city has no commercial zone noise standard. The Project plus ambient noise level will increase the existing ambient level by 3 dBA at the residential receptor and by up to 2 dB at the commercial receptors.

The project plus ambient levels are within the limits found within the City's code.

The following outlines the project design features:

1. The Project will incorporate a 120 HP IDC Predator blower system or equivalent.

Exhibit F

Operational Noise Levels Contours

8.0 References

State of California General Plan Guidelines: 1998. Governor's Office of Planning and Research

City of Rancho Cordova: Noise Element of the General Plan

City of Rancho Cordova: Municipal Code Chapter 6.68 – Noise Control

Appendix A:

Field Measurement Data

15-Minute Continuous Noise Measurement Datasheet - ST1, ST2, ST3

Project Name:	QQ 26-626 Bear Hollow & Zinfandel
Project: #/Name:	0362-2025-009
Site Address/Location:	Bear Hollow Drive & Zinfande
Date:	05/01/2025
Field Tech/Engineer:	Joel Demir
Sound Meter:	831, Larson Davis **SN:** 0003715
Settings:	A-weighted, slow, 1-sec, 15-minute interval
Site Id:	ST1, ST2, ST3

Site Observations:

Sunny , low 80's, low wind

ST1: Primary noise source was vehicle tire noise on Zinfandel. Airplane around 1:44-1:45pm, 1:47pm, 1:56pm, 1:58pm. Loud vehicle exhaust around 1:48pm.

ST2: Very loud motorcycle around 2:13pm, airplane around 2:16pm, construction noises (500ft away) around 2:18pm, airplane and loud car around 2:19pm, loud truck around 2:22pm.

ST3: Loud car around 2:59pm, 3:02pm, distant siren 3:03pm, loud car around 3:04pm.

15-Minute Continuous Noise Measurement Datasheet - Cont. - ST1, ST2, ST3

Project Name:	QQ 26-626 Bear Hollow & Zinfandel	**Calibrator:**	
Site Address/Location:	Bear Hollow Drive & Zinfande	**Cal Check: Pre-test:**	**Post Test:**
Site Id:	ST1, ST2, ST3		

Figure 1: ST1

Figure 2: ST2

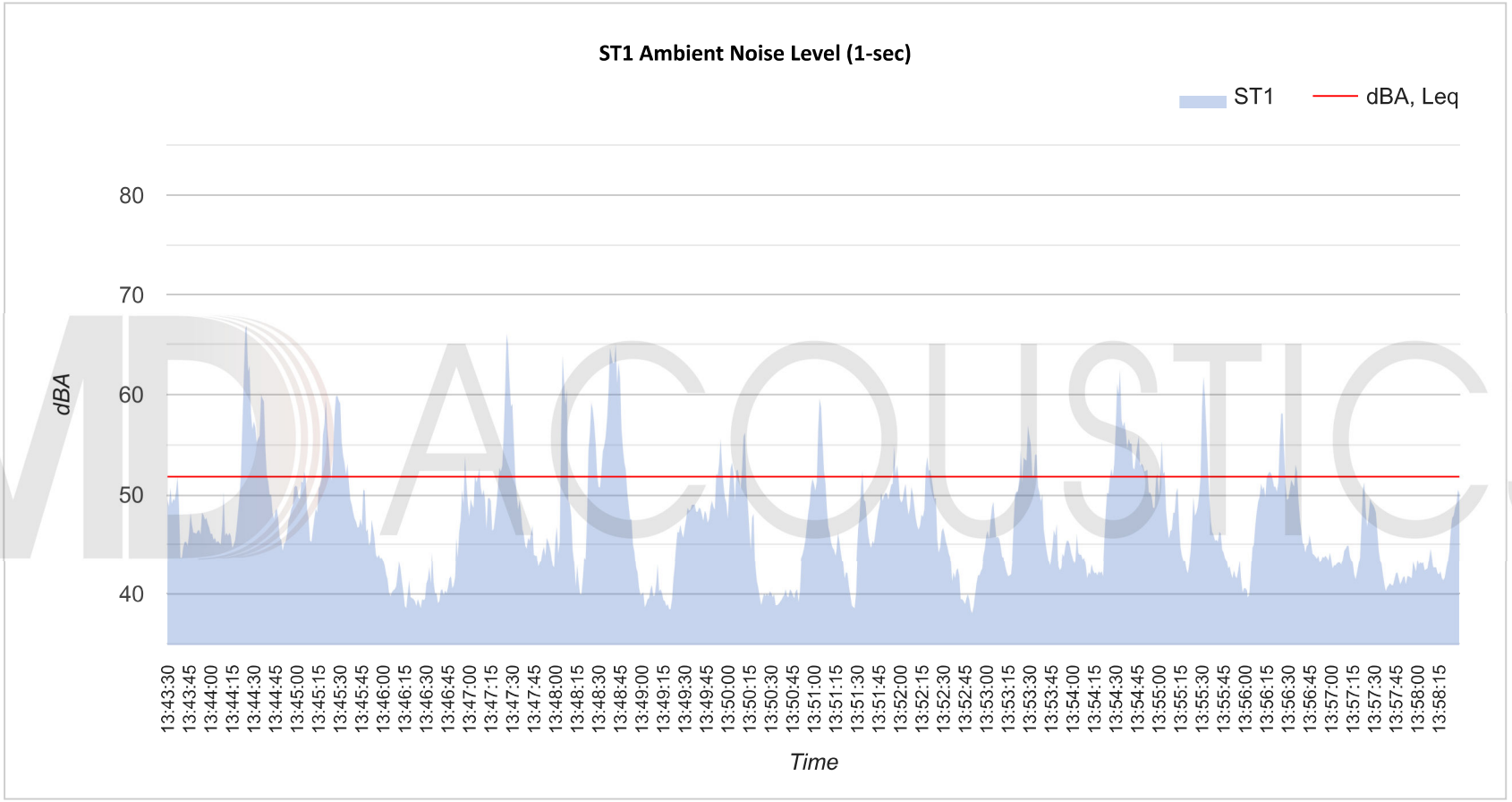
Figure 3: ST3

Table 1: Baseline Noise Measurement Summary

Location	Start	Stop	Leq	Lmax	Lmin	L2	L8	L25	L50	L90
ST1	1:43 PM	1:58 PM	51.8	66.7	38.4	61.4	55.8	50.5	46.4	40.4
ST2	2:07 PM	2:22 PM	59	82.2	44.9	62.6	57.8	55	52.8	47.9
ST3	2:49 PM	3:04 PM	53.5	63.6	41.9	59.6	57.2	54.7	51.2	47.3

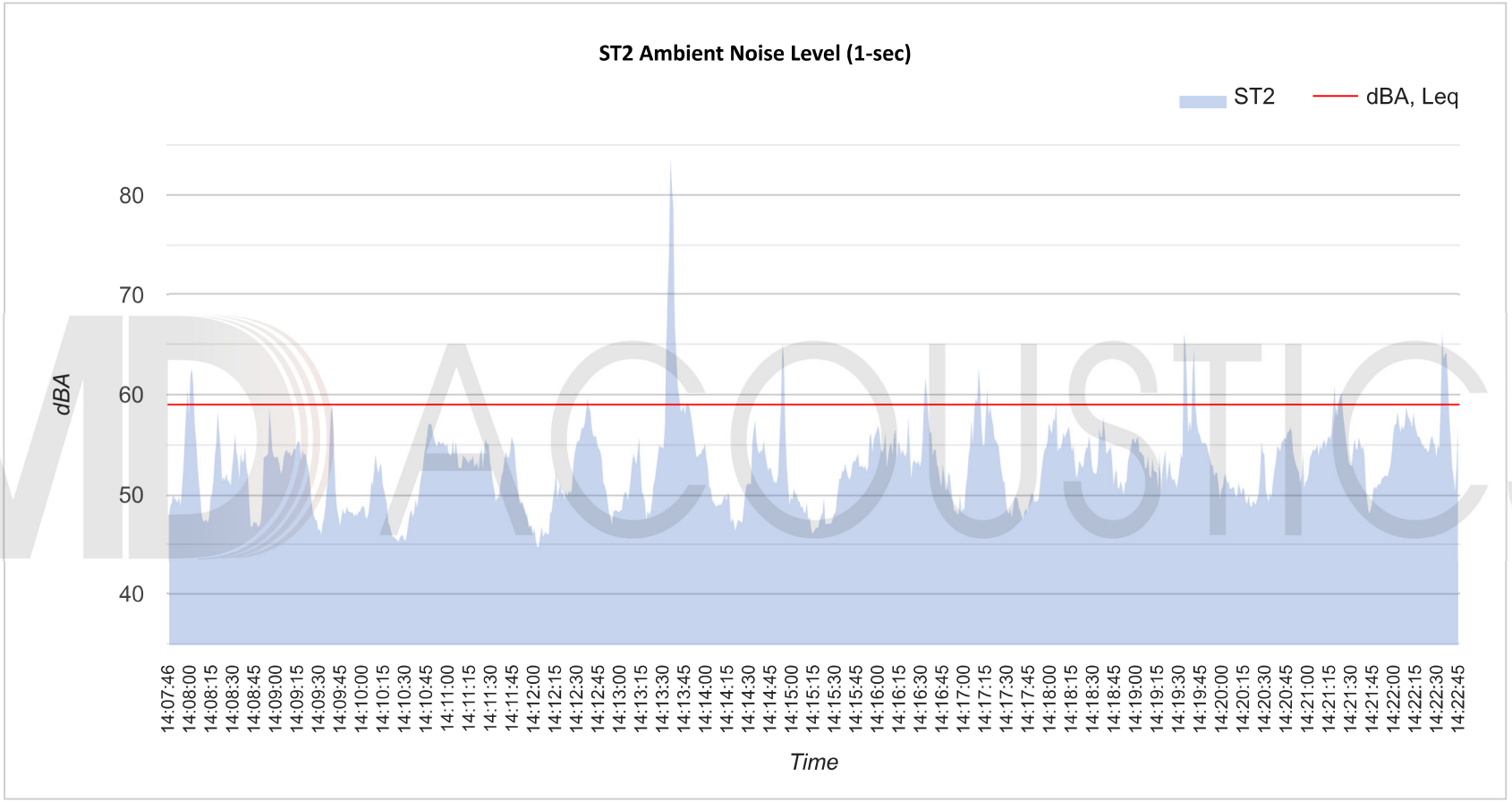
15-Minute Continuous Noise Measurement Datasheet - Cont. - ST1

Project Name:	QQ 26-626 Bear Hollow & Zinfandel	**Site Topo:**	flat	**Noise Source(s) w/ Distance:**	
Site Address/Location:	Bear Hollow Drive & Zinfande	**Meteorological Cond.:**		Zinfandel Dr. @ 195 ft	
Site Id:	ST1	**Ground Type:**	hard		



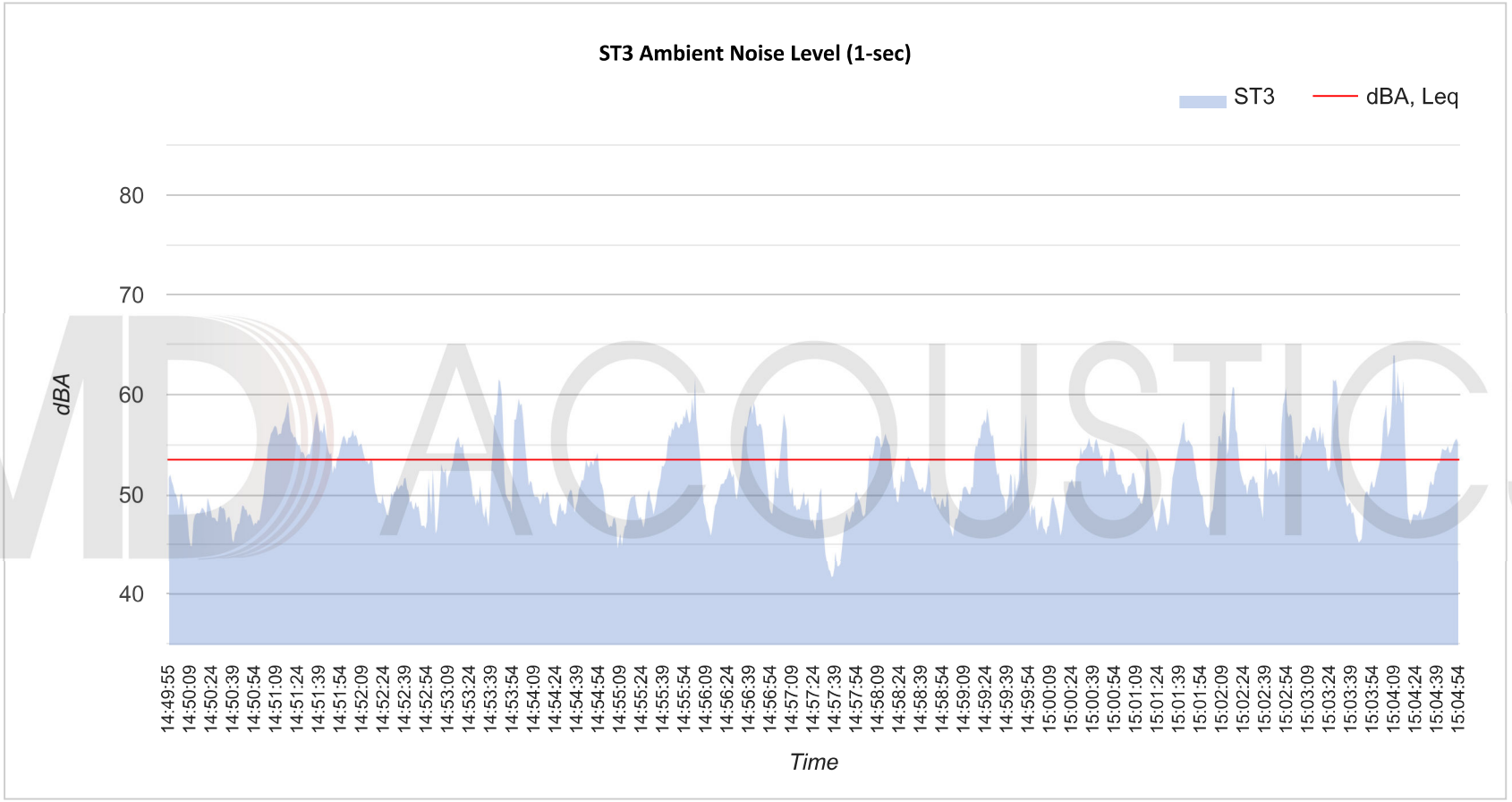
15-Minute Continuous Noise Measurement Datasheet - Cont. - ST2

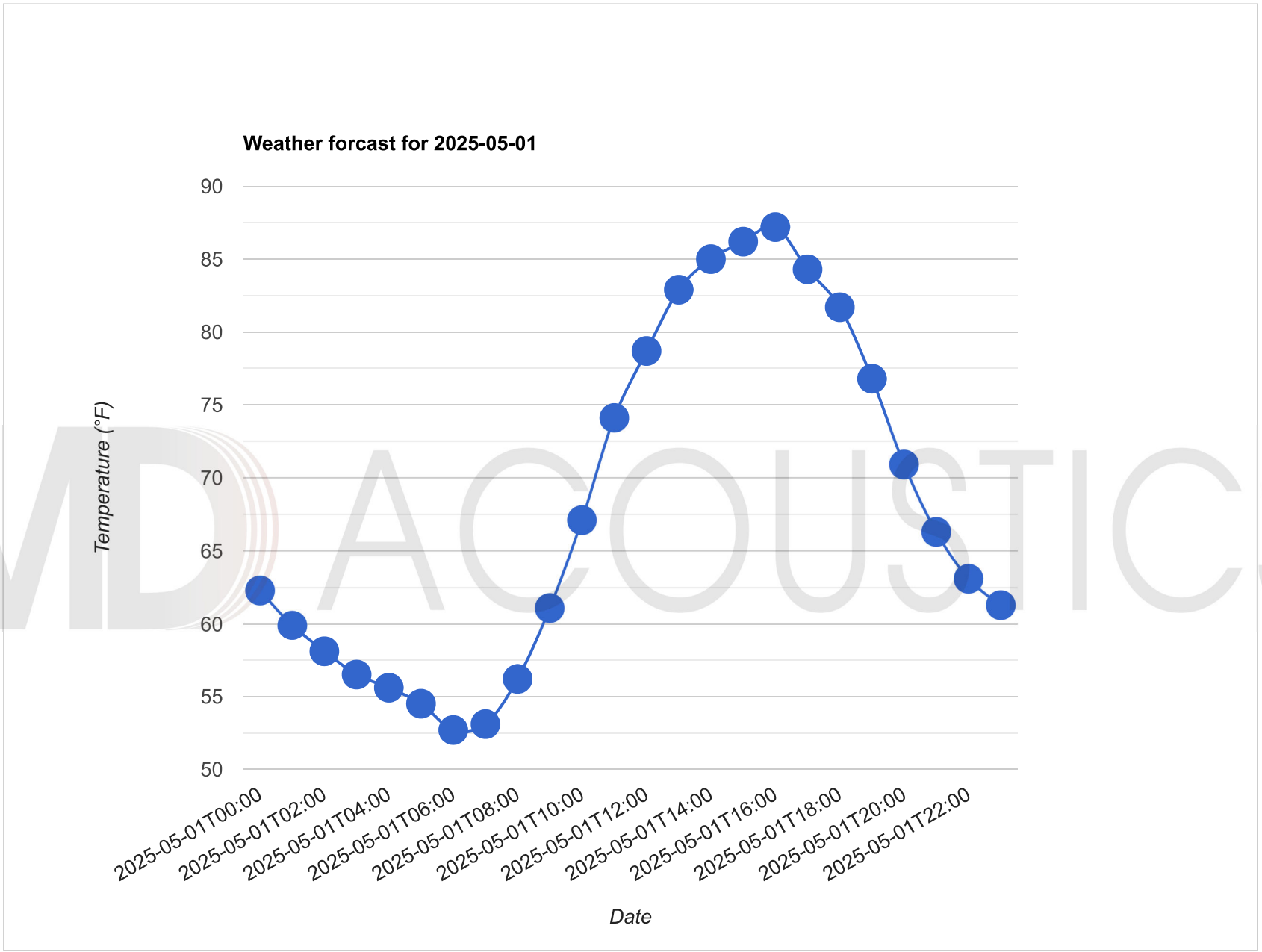
Project Name:	QQ 26-626 Bear Hollow & Zinfandel	**Site Topo:**	flat	**Noise Source(s) w/ Distance:**	
Site Address/Location:	Bear Hollow Drive & Zinfande	**Meteorological Cond.:**		Zinfandel Dr. @ 185 ft.	
Site Id:	ST2	**Ground Type:**	soft		

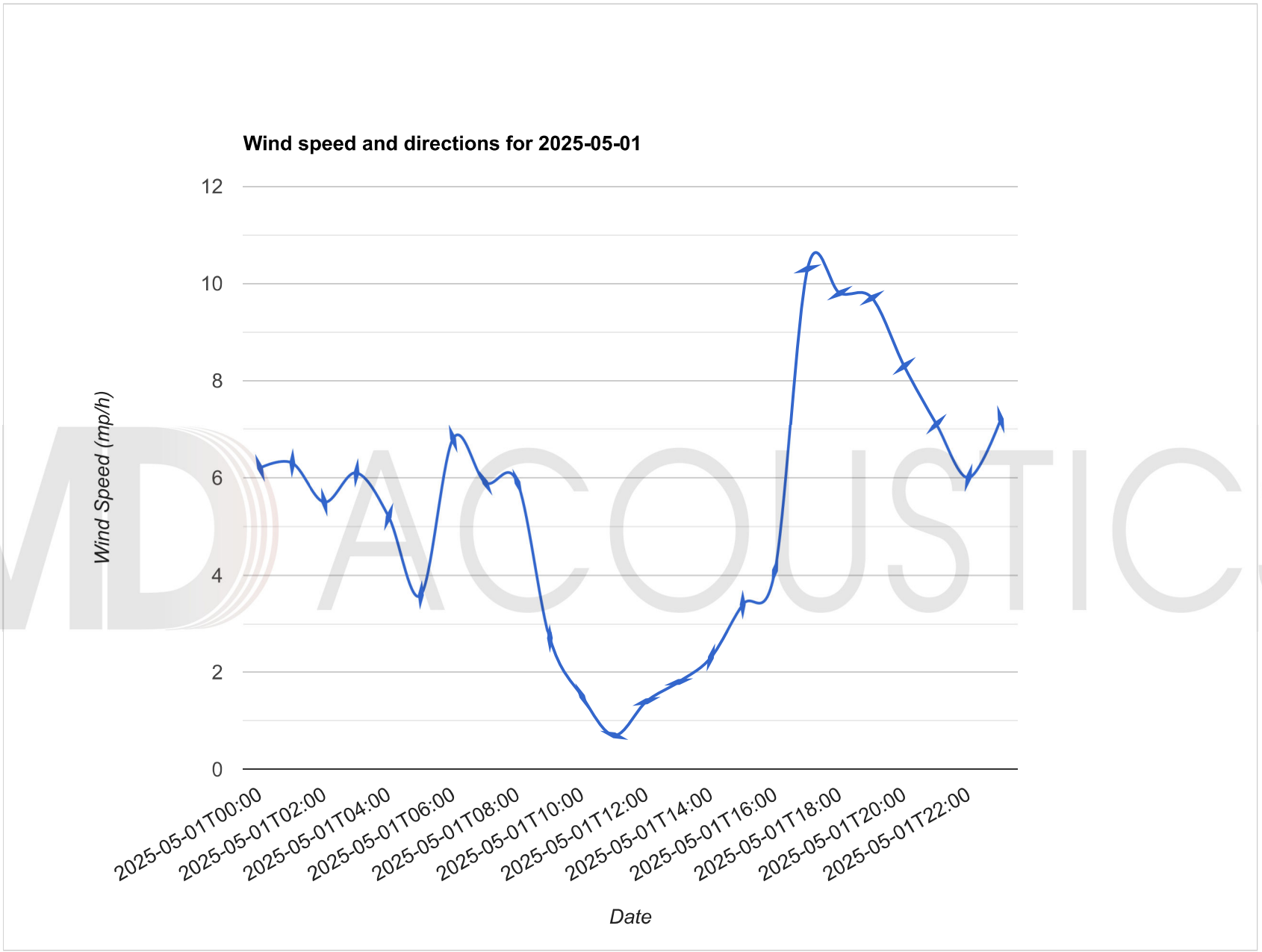


15-Minute Continuous Noise Measurement Datasheet - Cont. - ST3

Project Name:	QQ 26-626 Bear Hollow & Zinfandel	**Site Topo:**	flat	**Noise Source(s) w/ Distance:**	
Site Address/Location:	Bear Hollow Drive & Zinfande	**Meteorological Cond.:**			Zinfandel Dr. @ 150 ft
Site Id:	ST3	**Ground Type:**	soft		







Source: Global Forecast System (GFS) weather forcast model

Appendix B:

SoundPLAN Input/Outputs

03622509_QQ 26-626 Rancho Cordova
Contribution spectra - "003 - 120 HP Predator - Standard:Outdoor SP"

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Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz	12.5kHz	16kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Receiver R1	Fl G Lr,lim dB(A) Leq,d 52.4 dB(A) Sigma(Leq,d) 0.0 dB(A)																														
001 - 12 Sonny - Standard Tunnel-Facade 01	Leq,d	-7.1					-10.9			-22.1			-10.1			-19.9			-38.5			-51.3			-65.9			-88.5			
001 - 12 Sonny - Standard Tunnel-Facade 02	Leq,d	13.6					7.4			0.1			10.9			5.8			-4.6			-10.7			-22.5			-40.9			
001 - 12 Sonny - Standard Tunnel-Facade 03	Leq,d	7.4					1.2			-5.2			4.4			0.0			-9.8			-15.7			-26.9			-44.3			
001 - 12 Sonny - Standard Tunnel-Facade 04	Leq,d	3.6					1.1			-9.0			-1.3			-10.1			-23.5			-30.9			-43.6			-62.7			
001 - 12 Sonny - Standard Tunnel-Roof 01	Leq,d	10.5					4.2			-3.5			7.8			2.7			-7.7			-14.5			-26.8			-45.9			
001 - 12 Sonny - Standard Tunnel-Transmissive area 03	Leq,d	52.2					26.6			34.4			45.9			47.2			46.0			44.4			35.5			15.4			
001 - 12 Sonny - Standard Tunnel-Transmissive area 03	Leq,d	29.7					11.6			14.1			28.2			22.9			14.2			8.0			-3.0			-26.9			
car lanes	Leq,d	28.8	2.7	-14.3	-8.3	6.7	7.7	9.6	5.3	9.2	7.5	13.2	8.5	10.4	14.3	14.3	18.8	17.4	17.4	18.3	17.4	20.0	20.9	17.1	13.8	9.0	3.0	-3.3	-12.2	-22.2	-34.5
car lanes	Leq,d	28.6	2.5	-14.5	-8.6	6.4	7.3	9.3	5.0	8.9	7.8	13.2	8.2	10.1	14.1	14.0	18.7	17.3	17.3	18.2	17.2	19.9	20.7	16.8	13.5	8.7	2.8	-3.4	-12.4	-22.4	-34.6
Turbine	Leq,d	14.9				-10.3	-4.0	2.1	2.1	4.0	6.2	0.0	-1.7	-3.2	-6.2	-8.8	-6.5	-6.0	-4.4	-0.9	0.8	1.1	-0.5	4.9	5.6	4.5	3.5	0.8	-7.1	-16.0	-29.6

03622509_QQ 26-626 Rancho Cordova
Contribution spectra - "003 - 120 HP Predator - Standard:Outdoor SP"

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Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz	12.5kHz	16kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Turbine	Leq,d	16.0				-9.6	-3.2	2.9	3.1	4.9	7.0	0.6	-1.3	-3.0	-6.2	-8.9	-6.7	-6.3	-5.6	-1.5	1.1	2.3	1.2	5.9	6.8	6.0	5.4	3.0	-4.1	-11.7	-23.5
Vac	Leq,d	18.7	-14.2	-11.5	-4.8	-1.2	1.4	4.9	3.7	4.1	8.5	11.4	11.5	6.5	3.4	6.2	-0.2	1.1	0.6	2.6	6.6	5.4	3.8	1.6	-1.2	-7.0	-8.8	-19.4	-31.5	-43.9	-60.4
Vac	Leq,d	26.3	-13.0	-10.0	-3.1	0.9	3.9	7.9	7.3	8.2	13.4	17.0	17.9	13.9	11.8	15.8	9.8	12.4	13.2	11.0	15.1	14.7	14.0	13.1	11.6	7.4	3.2	-4.6	-14.5	-26.0	-42.6
Vac	Leq,d	18.6	-14.3	-11.6	-4.9	-1.3	1.3	4.8	3.6	3.9	8.4	11.2	11.3	6.2	3.0	5.7	-0.3	1.0	0.5	2.6	6.5	5.3	3.7	1.5	-1.3	-7.2	-9.0	-19.6	-32.0	-44.6	-61.4
Vac	Leq,d	29.2	-10.7	-7.7	-0.7	3.3	6.2	10.2	10.2	13.1	16.1	20.0	20.9	16.9	14.8	18.8	12.7	15.0	15.8	13.6	17.7	17.3	16.7	15.8	14.6	10.9	7.3	0.7	-7.4	-16.4	-29.4
Vac	Leq,d	15.1	-14.0	-11.6	-5.3	-2.1	0.1	3.1	2.0	3.8	5.5	7.9	7.5	2.0	-1.4	1.3	-5.1	-3.8	-3.0	-5.1	-0.8	-1.0	-1.5	-2.2	-3.2	-6.7	-10.0	-16.3	-24.0	-32.6	-45.1
Vac	Leq,d	15.0	-14.0	-11.6	-5.3	-2.0	0.1	3.2	2.1	1.9	5.6	8.0	7.5	2.1	-1.3	1.3	-5.0	-3.7	-3.1	-5.2	-0.9	-1.1	-1.6	-2.3	-3.3	-6.8	-10.1	-16.4	-24.2	-32.8	-45.5
Vac	Leq,d	15.3	-14.0	-11.6	-5.3	-2.0	0.1	3.2	2.0	1.8	5.5	8.0	7.5	2.0	-1.4	1.3	-5.0	-3.7	-3.2	-5.2	2.2	1.3	0.1	-1.2	-2.8	-6.7	-10.2	-16.6	-24.5	-33.1	-45.9
Vac	Leq,d	15.1	-14.0	-11.6	-5.3	-2.1	0.1	3.1	2.0	3.8	5.5	7.9	7.5	2.0	-1.4	1.2	-5.1	-3.8	-3.0	-5.1	-0.8	-1.0	-1.4	-2.1	-3.1	-6.7	-9.9	-16.2	-23.9	-32.4	-44.9
Vac	Leq,d	29.1	-10.7	-7.7	-0.8	3.2	6.2	10.2	10.2	13.1	16.1	20.0	20.9	16.9	14.8	18.7	12.6	15.0	15.8	13.6	17.6	17.2	16.6	15.8	14.6	10.8	7.3	0.7	-7.5	-16.5	-29.5
Vac	Leq,d	29.6	-10.7	-7.7	-0.7	3.3	6.2	10.2	10.2	13.1	16.1	20.0	20.9	16.9	14.8	18.8	13.6	15.9	16.8	14.6	18.5	18.2	17.6	16.8	15.6	11.8	8.3	1.6	-6.7	-15.8	-29.1
Vac	Leq,d	29.7	-10.7	-7.7	-0.7	3.2	6.2	10.2	10.2	13.1	16.1	20.0	20.9	16.9	14.8	18.8	13.6	16.0	16.8	14.6	18.6	18.7	18.2	17.3	16.1	12.4	8.7	2.0	-6.4	-15.6	-28.9
Vac	Leq,d	15.2	-14.1	-11.7	-5.3	-2.1	0.1	3.2	2.0	1.8	5.5	7.9	7.5	2.0	-1.4	1.3	-5.1	-3.7	-3.1	-5.1	2.1	1.2	0.1	-1.2	-2.8	-6.8	-10.3	-16.8	-24.7	-33.5	-46.4
Vac	Leq,d	19.0	-13.6	-10.9	-4.2	-0.6	2.0	5.5	4.3	4.6	9.0	11.7	11.6	6.3	3.0	5.6	-0.2	1.1	0.8	3.0	7.0	5.9	4.3	2.3	-0.5	-6.2	-8.1	-18.3	-29.7	-41.3	-56.9
Vac	Leq,d	25.0	-13.5	-10.8	-4.1	-0.4	2.2	5.8	4.7	5.2	11.7	15.0	15.7	11.4	9.1	12.8	8.6	11.2	12.0	10.5	14.5	14.9	14.2	13.1	11.5	7.2	3.0	-5.2	-15.5	-27.6	-44.9
Vac	Leq,d	27.1	-12.9	-9.9	-2.9	1.1	4.1	8.0	7.4	8.4	13.5	17.1	18.1	14.1	12.0	15.9	10.9	13.5	14.4	12.2	16.3	16.5	15.8	14.9	13.4	9.2	4.9	-3.0	-13.0	-24.7	-41.3
Vac	Leq,d	18.9	-13.5	-10.8	-4.1	-0.5	2.1	5.6	4.4	4.7	8.9	11.6	11.4	6.0	2.7	5.3	-1.0	0.4	0.2	2.9	7.0	5.9	4.4	2.3	-0.4	-6.0	-8.0	-18.0	-29.3	-40.7	-56.0
Vac	Leq,d	15.1	-14.2	-11.8	-5.4	-2.2	0.0	3.1	1.9	1.7	5.4	7.8	7.3	1.9	-1.5	1.2	-5.2	-3.8	-2.8	-4.8	2.2	1.3	0.2	-1.2	-2.9	-6.9	-10.5	-17.0	-25.1	-33.9	-46.9
Vac	Leq,d	15.0	-14.1	-11.8	-5.4	-2.2	0.0	3.0	1.8	1.6	5.3	7.6	7.2	1.7	-1.7	1.0	-5.3	-3.9	-3.1	-5.2	2.1	1.2	0.0	-1.4	-3.1	-7.1	-10.7	-17.3	-25.4	-34.4	-47.5
Vac	Leq,d	17.9	-13.4	-10.7	-4.1	-0.5	2.0	5.4	4.2	4.3	8.7	11.2	11.0	5.7	2.3	5.0	-1.2	0.3	0.1	-2.7	2.1	0.7	-1.0	-3.0	-4.9	-9.3	-13.4	-20.7	-29.8	-40.3	-55.4
Receiver R2	Fl G	Lr,lim dB(A)	Leq,d 49.8 dB(A)	Sigma(Leq,d) 0.0 dB(A)																											
001 - 12 Sonny - Standard Tunnel-Facade 01	Leq,d	2.4					-2.8			-11.8			-0.4			-6.4			-21.6			-32.0			-45.1			-66.0			
001 - 12 Sonny - Standard Tunnel-Facade 02	Leq,d	9.6					6.6			-2.4			4.6			0.2			-10.0			-17.1			-30.0			-50.2			
001 - 12 Sonny - Standard Tunnel-Facade 03	Leq,d	-4.5					-5.7			-17.7			-12.2			-19.0			-31.9			-39.4			-53.3			-74.1			

03622509_QQ 26-626 Rancho Cordova
Contribution spectra - "003 - 120 HP Predator - Standard:Outdoor SP"

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Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz	12.5kHz	16kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
001 - 12 Sonny - Standard Tunnel-Facade 04	Leq,d	6.2					3.3			-6.3			1.2			-3.6			-14.5			-20.5			-32.7			-51.2			
001 - 12 Sonny - Standard Tunnel-Roof 01	Leq,d	7.7					3.3			-5.9			4.3			-1.1			-12.0			-18.7			-32.1			-52.7			
001 - 12 Sonny - Standard Tunnel-Transmissive area 03	Leq,d	30.1					17.8			19.5			25.1			24.6			22.3			19.9			9.8			-12.3			
001 - 12 Sonny - Standard Tunnel-Transmissive area 03	Leq,d	46.6					25.0			30.4			42.6			42.9			37.3			31.1			20.9			-1.8			
car lanes	Leq,d	40.0	15.7	-1.2	4.8	19.8	20.7	22.7	19.0	22.9	20.0	22.7	17.8	19.8	24.0	24.1	28.0	28.8	28.7	29.7	28.4	31.3	32.2	28.9	26.6	23.0	19.0	15.7	10.8	6.3	1.1
car lanes	Leq,d	38.6	14.5	-2.4	3.6	18.6	19.5	21.5	17.8	21.7	18.7	21.2	16.2	18.2	22.4	22.4	26.4	27.3	27.3	28.3	27.0	29.9	30.7	27.4	25.1	21.5	17.4	13.9	8.8	4.1	-1.6
Turbine	Leq,d	23.0				-6.3	0.5	7.1	7.9	13.5	14.1	8.3	7.0	7.6	4.8	3.7	5.1	5.7	6.0	8.8	9.5	9.3	6.9	11.4	12.2	11.8	11.8	10.1	4.2	-1.9	-11.8
Turbine	Leq,d	24.9				-5.6	1.2	10.9	11.8	14.4	15.0	9.4	8.1	8.9	7.4	5.1	6.6	7.4	7.8	10.7	11.5	11.2	10.6	14.7	15.1	14.0	13.0	10.5	4.1	-2.2	-12.3
Vac	Leq,d	36.3	-1.6	1.4	8.4	12.4	15.4	19.4	19.6	20.6	23.6	24.5	25.5	21.5	19.6	23.6	17.6	23.0	24.0	21.9	25.7	25.6	25.3	25.0	24.5	21.8	19.6	14.7	9.1	3.5	-5.4
Vac	Leq,d	35.7	-2.2	0.8	7.8	11.8	14.8	18.8	18.9	19.9	22.9	23.7	24.7	20.6	18.8	22.8	16.8	22.3	23.3	21.4	25.2	25.1	24.8	24.4	23.8	21.1	18.7	13.8	7.9	2.0	-7.2
Vac	Leq,d	37.1	-0.9	2.1	9.1	13.1	16.1	20.1	20.2	21.2	24.2	25.3	26.3	22.3	20.5	24.5	18.5	23.6	24.6	22.5	26.3	26.2	26.0	25.7	25.2	22.6	20.5	15.8	10.4	5.0	-3.5
Vac	Leq,d	25.4	-8.1	-5.1	1.9	5.9	8.9	12.9	12.3	12.1	14.8	14.8	15.3	10.8	8.5	11.9	5.4	11.4	11.9	10.7	14.4	13.5	12.4	10.8	12.4	7.7	2.8	-5.7	-16.4	-28.9	-46.1
Vac	Leq,d	26.3	-7.1	-4.1	2.9	6.9	9.9	13.9	13.5	13.1	15.8	15.9	16.4	11.8	9.5	13.0	6.4	12.3	12.8	11.4	15.7	15.1	14.0	12.4	10.3	5.4	0.6	-7.2	-16.4	-26.6	-41.3
Vac	Leq,d	26.8	-6.8	-3.8	3.2	7.1	10.1	14.1	13.8	13.3	16.0	16.1	16.7	12.1	9.8	13.3	6.8	12.8	13.3	12.6	16.3	15.6	14.6	13.1	11.2	6.5	2.1	-5.4	-14.3	-24.2	-38.4
Vac	Leq,d	27.2	-6.6	-3.6	3.4	7.4	10.4	14.4	14.2	13.6	16.3	16.4	17.0	12.5	10.2	13.7	7.3	13.2	13.8	13.0	16.8	16.1	15.2	13.9	12.2	7.8	3.6	-3.5	-12.1	-21.5	-35.2
Vac	Leq,d	26.0	-7.4	-4.4	2.6	6.6	9.6	13.6	13.2	12.8	15.5	15.6	16.1	11.5	9.2	12.7	6.1	12.0	12.5	11.1	15.3	14.7	13.6	12.1	9.9	4.9	-0.1	-8.2	-17.7	-28.3	-43.4
Vac	Leq,d	25.2	-8.3	-5.3	1.7	5.7	8.7	12.7	12.0	11.8	14.6	14.6	15.1	10.6	8.2	11.7	5.2	11.3	11.8	10.6	14.3	13.5	12.4	10.8	12.2	7.5	2.5	-6.1	-17.0	-29.7	-47.2
Vac	Leq,d	25.7	-7.9	-4.9	2.1	6.1	9.1	13.1	12.5	12.3	15.0	15.0	15.5	11.0	8.6	12.1	5.5	11.5	12.0	10.8	14.4	13.5	12.4	14.3	12.5	7.9	3.1	-5.4	-16.0	-28.2	-45.3
Vac	Leq,d	25.9	-7.7	-4.7	2.3	6.3	9.3	13.3	12.8	12.5	15.3	15.3	15.8	11.3	8.9	12.4	5.8	11.8	12.2	10.9	14.6	13.7	12.5	14.6	12.8	8.2	3.5	-4.7	-15.1	-27.1	-43.7
Vac	Leq,d	27.9	-6.3	-3.3	3.7	7.7	10.7	14.7	14.6	13.9	16.6	17.0	17.5	13.1	10.8	14.4	7.9	13.7	14.4	13.7	17.6	17.0	16.3	15.2	13.7	9.6	5.9	-0.8	-8.9	-17.8	-30.8
Vac	Leq,d	33.7	-3.9	-0.9	6.1	10.1	13.1	17.1	17.1	18.1	21.1	21.4	22.4	18.3	16.5	20.5	14.5	20.4	21.3	19.5	23.5	23.4	23.1	22.6	21.9	18.8	16.1	10.8	4.3	-2.4	-12.8

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Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz	12.5kHz	16kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Vac	Leq,d	34.3	-3.4	-0.4	6.6	10.6	13.6	17.6	17.7	18.7	21.7	22.1	23.1	19.1	17.2	21.2	15.2	21.1	22.0	20.2	24.1	23.9	23.6	23.2	22.5	19.6	17.1	11.8	5.5	-1.0	-10.9
Vac	Leq,d	35.0	-2.8	0.2	7.2	11.2	14.2	18.2	18.3	19.3	22.3	22.9	23.8	19.8	18.0	22.0	16.0	21.7	22.7	20.8	24.6	24.4	24.2	23.7	23.1	20.3	17.9	12.7	6.7	0.5	-9.1
Vac	Leq,d	33.1	-4.4	-1.4	5.6	9.6	12.6	16.6	16.6	17.6	20.6	20.7	21.7	17.7	15.9	19.8	13.8	19.8	20.8	19.0	22.9	22.7	22.4	21.9	21.1	18.0	15.3	9.8	3.2	-3.9	-14.6
Vac	Leq,d	28.4	-6.0	-3.0	4.0	8.0	11.0	15.0	13.4	14.1	16.8	17.4	18.0	13.6	11.4	15.0	8.7	14.3	15.1	14.2	18.1	17.7	17.1	16.2	15.0	11.3	8.0	1.8	-5.6	-13.8	-26.0
Vac	Leq,d	29.2	-5.6	-2.6	4.4	8.4	11.4	15.4	15.4	16.4	19.4	19.2	18.5	14.2	11.9	15.6	9.2	14.6	15.4	14.1	18.4	17.9	17.3	16.5	15.3	11.7	8.5	2.4	-4.8	-12.8	-24.6
Vac	Leq,d	32.6	-4.9	-1.9	5.1	9.1	12.1	16.0	16.1	17.1	20.1	20.0	21.0	17.0	15.2	19.2	13.2	19.3	20.4	18.6	22.6	22.4	22.0	21.4	20.6	17.4	14.6	8.9	2.0	-5.3	-16.4
Receiver R3 Fl G Lr,lim dB(A) Leq,d 50.8 dB(A) Sigma(Leq,d) 0.0 dB(A)																															
001 - 12 Sonny - Standard Tunnel-Facade 01	Leq,d	-10.0					-12.9			-23.9			-14.1			-22.7			-40.4			-53.6			-60.4			-86.9			
001 - 12 Sonny - Standard Tunnel-Facade 02	Leq,d	1.2					-0.4			-11.6			-5.6			-13.4			-21.0			-28.3			-43.3			-66.3			
001 - 12 Sonny - Standard Tunnel-Facade 03	Leq,d	6.2					2.5			-6.0			1.1			-1.4			-11.1			-17.5			-29.7			-49.5			
001 - 12 Sonny - Standard Tunnel-Facade 04	Leq,d	5.7					2.4			-7.0			1.0			-3.0			-14.0			-20.8			-33.5			-54.3			
001 - 12 Sonny - Standard Tunnel-Roof 01	Leq,d	5.4					0.6			-8.4			2.1			-3.1			-14.3			-21.3			-34.4			-56.2			
001 - 12 Sonny - Standard Tunnel-Transmissive area 03	Leq,d	50.0					28.2			33.9			41.4			44.6			45.1			43.2			34.1			12.9			

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Contribution spectra - "003 - 120 HP Predator - Standard:Outdoor SP"

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Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz	12.5kHz	16kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
001 - 12 Sonny - Standard Tunnel-Transmissive area 03	Leq,d	28.8					14.0			16.7			26.3			23.6			15.5			6.8			-6.8			-34.9			
car lanes	Leq,d	25.8	2.5	-14.4	-8.4	6.6	7.1	9.0	4.1	8.0	4.9	7.5	2.4	4.3	8.6	8.5	12.4	13.6	13.9	15.3	15.1	18.4	18.8	14.8	11.2	5.8	-0.9	-8.4	-19.2	-32.0	-48.2
car lanes	Leq,d	25.6	2.6	-14.4	-8.4	6.6	6.9	8.8	3.9	7.8	4.6	7.2	2.2	4.1	8.4	8.3	12.2	13.0	13.6	15.0	14.9	18.2	18.6	14.6	11.1	5.8	-0.8	-8.1	-18.8	-31.4	-47.3
Turbine	Leq,d	22.2				-9.1	-2.4	4.3	4.9	10.3	10.9	5.2	3.9	2.6	-0.2	0.8	2.1	2.8	3.0	5.6	6.4	6.0	3.5	7.8	8.4	16.6	15.2	11.5	2.5	-7.8	-23.0
Turbine	Leq,d	20.1				-8.9	-2.0	4.7	5.3	10.1	10.7	5.3	7.3	6.3	3.5	1.1	3.3	4.0	4.3	6.9	7.7	7.3	4.5	8.6	8.9	8.0	7.9	4.6	-3.6	-12.9	-27.1
Vac	Leq,d	25.4	-13.8	-10.8	-3.8	0.2	3.2	7.2	6.4	7.4	10.5	13.9	14.9	10.8	9.1	13.0	7.0	10.5	11.8	10.1	15.0	15.8	16.1	15.2	13.8	9.7	5.4	-2.4	-12.5	-24.5	-41.6
Vac	Leq,d	25.7	-13.6	-10.6	-3.6	0.4	3.4	7.4	6.7	7.7	10.7	14.2	15.1	11.1	9.4	13.3	7.3	10.8	12.1	10.4	15.3	16.2	16.3	15.5	14.1	10.1	5.9	-1.8	-11.7	-23.4	-40.2
Vac	Leq,d	25.2	-14.0	-11.0	-4.0	0.0	3.0	7.0	6.2	7.2	10.2	13.6	14.6	10.5	8.8	12.7	6.7	10.2	11.5	10.3	15.1	15.8	16.0	15.0	13.6	9.3	5.0	-3.0	-13.4	-25.6	-43.2
Vac	Leq,d	30.4	-6.5	-3.5	3.5	7.5	10.5	14.5	14.3	15.3	18.2	17.7	18.7	14.7	12.9	16.9	10.9	17.4	18.5	16.4	20.4	20.2	19.8	19.1	18.2	14.7	11.6	5.3	-2.5	-11.2	-24.0
Vac	Leq,d	31.7	-7.1	-4.1	2.9	6.9	9.9	13.9	15.8	16.8	19.8	19.0	20.0	16.0	14.3	18.2	12.2	18.9	19.9	17.7	21.8	21.5	21.1	20.4	19.4	15.8	12.3	5.6	-2.8	-12.3	-26.3
Vac	Leq,d	31.4	-7.3	-4.3	2.7	6.7	9.7	13.7	15.6	16.6	19.6	18.9	19.9	15.8	14.0	18.0	12.0	18.7	19.6	17.5	21.6	21.3	20.9	20.2	19.1	15.5	11.9	5.1	-3.4	-13.1	-27.4
Vac	Leq,d	31.2	-7.4	-4.4	2.6	6.6	9.5	13.5	13.1	16.4	19.4	18.7	19.6	15.5	13.8	17.7	11.7	18.5	19.4	17.3	21.4	21.1	20.6	19.9	18.8	15.1	11.5	4.6	-4.0	-14.0	-28.5
Vac	Leq,d	29.7	-6.9	-3.9	3.1	7.1	10.1	14.1	13.7	14.7	17.7	17.1	18.1	14.0	12.2	16.2	10.2	16.8	17.8	15.7	19.7	19.5	19.1	18.4	17.5	13.9	10.6	4.1	-4.0	-13.1	-26.6
Vac	Leq,d	30.0	-11.1	-8.1	-1.0	3.0	6.0	10.1	10.0	11.1	14.1	18.0	18.9	14.9	13.1	17.1	11.1	16.3	18.6	16.5	20.6	20.3	19.9	19.3	18.4	15.0	11.9	5.6	-2.0	-10.6	-23.2
Vac	Leq,d	30.7	-6.6	-3.6	3.4	7.4	10.4	14.4	14.2	15.1	18.1	17.6	18.6	14.6	12.8	16.7	10.7	17.3	18.4	16.2	20.3	20.0	21.0	20.4	19.4	15.8	12.5	5.9	-2.1	-11.1	-24.3
Vac	Leq,d	30.8	-6.8	-3.8	3.2	7.2	10.2	14.2	13.9	14.9	17.9	17.3	18.3	14.3	12.5	16.5	10.4	17.1	18.0	17.7	21.6	21.4	20.9	20.3	19.2	15.6	12.3	5.7	-2.5	-11.7	-25.1
Vac	Leq,d	30.9	-7.6	-4.6	2.4	6.4	9.4	13.4	12.9	16.2	19.2	18.4	19.3	15.3	13.5	17.4	11.4	18.3	19.2	17.1	21.2	20.9	20.4	19.7	18.5	14.8	11.1	4.8	-4.2	-14.5	-29.4
Vac	Leq,d	26.9	-13.0	-10.0	-3.0	1.0	4.0	8.0	7.4	8.5	11.5	15.0	16.0	12.0	10.2	15.5	9.3	12.5	13.6	11.9	16.7	17.5	17.4	16.5	15.3	11.4	7.5	0.1	-9.1	-20.0	-35.6
Vac	Leq,d	26.5	-13.2	-10.2	-3.2	0.8	3.8	7.8	7.2	8.2	11.2	14.7	15.7	11.7	9.9	14.1	8.0	11.4	12.7	11.7	16.4	17.2	17.2	16.3	15.0	11.0	7.0	-0.5	-10.0	-21.1	-37.1
Vac	Leq,d	26.1	-13.4	-10.4	-3.4	0.6	3.6	7.6	6.9	7.9	11.0	14.4	15.4	11.4	9.6	13.6	7.5	11.0	12.3	11.2	16.0	16.7	16.8	15.9	14.6	10.6	6.5	-1.1	-10.8	-22.2	-38.6
Vac	Leq,d	28.0	-12.8	-9.8	-2.8	1.2	4.2	8.3	7.7	8.7	11.7	15.3	16.3	12.3	10.5	16.3	10.3	13.6	14.8	13.2	18.0	18.9	18.6	18.1	17.2	13.2	9.2	1.8	-7.5	-18.4	-33.9
Vac	Leq,d	30.7	-7.8	-4.8	2.2	6.2	9.2	13.2	12.6	16.0	18.9	18.1	19.1	15.0	13.2	17.2	11.1	18.0	19.0	16.8	20.9	20.6	20.2	19.4	18.3	14.5	10.7	3.6	-5.4	-15.8	-30.9
Vac	Leq,d	30.4	-8.0	-5.0	2.0	6.0	9.0	13.0	12.4	15.8	18.7	17.9	18.8	14.8	13.0	16.9	10.9	17.8	18.7	16.6	20.7	20.4	19.9	19.2	18.0	14.1	10.3	3.1	-6.1	-16.6	-32.0
Vac	Leq,d	28.4	-12.6	-9.6	-2.6	1.4	4.5	8.5	8.0	9.0	12.0	15.7	16.6	12.6	10.8	16.6	10.5	13.9	15.2	13.6	18.6	19.3	19.0	18.5	17.5	13.6	9.7	2.4	-6.7	-17.3	-32.4

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Assessed contribution level - "003 - 120 HP Predator - 9

Source	Source type	Leq,d dB(A)	
Receiver R1 Fl G Lr,lim dB(A) Leq,d 52.4 dB(A) Sigma(Leq,d) 0.0 dB(A)			
001 - 12 Sonny - Standard Tunnel-Transmissive area 03	Area	52.2	
Vac	Point	29.7	
001 - 12 Sonny - Standard Tunnel-Transmissive area 03	Area	29.7	
Vac	Point	29.6	
Vac	Point	29.2	
Vac	Point	29.1	
car lanes	Line	28.8	
car lanes	Line	28.6	
Vac	Point	27.1	
Vac	Point	26.3	
Vac	Point	25.0	
Vac	Point	19.0	
Vac	Point	18.9	
Vac	Point	18.7	
Vac	Point	18.6	
Vac	Point	17.9	
Turbine	Point	16.0	
Vac	Point	15.3	
Vac	Point	15.2	
Vac	Point	15.1	
Vac	Point	15.1	
Vac	Point	15.1	
Vac	Point	15.0	
Vac	Point	15.0	
Turbine	Point	14.9	
001 - 12 Sonny - Standard Tunnel-Facade 02	Area	13.6	
001 - 12 Sonny - Standard Tunnel-Roof 01	Area	10.5	
001 - 12 Sonny - Standard Tunnel-Facade 03	Area	7.4	
001 - 12 Sonny - Standard Tunnel-Facade 04	Area	3.6	
001 - 12 Sonny - Standard Tunnel-Facade 01	Area	-7.1	
Receiver R2 Fl G Lr,lim dB(A) Leq,d 49.8 dB(A) Sigma(Leq,d) 0.0 dB(A)			
001 - 12 Sonny - Standard Tunnel-Transmissive area 03	Area	46.6	
car lanes	Line	40.0	
car lanes	Line	38.6	
Vac	Point	37.1	
Vac	Point	36.3	
Vac	Point	35.7	
Vac	Point	35.0	
Vac	Point	34.3	
Vac	Point	33.7	
Vac	Point	33.1	
Vac	Point	32.6	
001 - 12 Sonny - Standard Tunnel-Transmissive area 03	Area	30.1	

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Source	Source type	Leq,d dB(A)	
Vac	Point	29.2	
Vac	Point	28.4	
Vac	Point	27.9	
Vac	Point	27.2	
Vac	Point	26.8	
Vac	Point	26.3	
Vac	Point	26.0	
Vac	Point	25.9	
Vac	Point	25.7	
Vac	Point	25.4	
Vac	Point	25.2	
Turbine	Point	24.9	
Turbine	Point	23.0	
001 - 12 Sonny - Standard Tunnel-Facade 02	Area	9.6	
001 - 12 Sonny - Standard Tunnel-Roof 01	Area	7.7	
001 - 12 Sonny - Standard Tunnel-Facade 04	Area	6.2	
001 - 12 Sonny - Standard Tunnel-Facade 01	Area	2.4	
001 - 12 Sonny - Standard Tunnel-Facade 03	Area	-4.5	
Receiver R3 Fl G Lr,lim dB(A) Leq,d 50.8 dB(A) Sigma(Leq,d) 0.0 dB(A)			
001 - 12 Sonny - Standard Tunnel-Transmissive area 03	Area	50.0	
Vac	Point	31.7	
Vac	Point	31.4	
Vac	Point	31.2	
Vac	Point	30.9	
Vac	Point	30.8	
Vac	Point	30.7	
Vac	Point	30.7	
Vac	Point	30.4	
Vac	Point	30.4	
Vac	Point	30.0	
Vac	Point	29.7	
001 - 12 Sonny - Standard Tunnel-Transmissive area 03	Area	28.8	
Vac	Point	28.4	
Vac	Point	28.0	
Vac	Point	26.9	
Vac	Point	26.5	
Vac	Point	26.1	
car lanes	Line	25.8	
Vac	Point	25.7	
car lanes	Line	25.6	
Vac	Point	25.4	
Vac	Point	25.2	
Turbine	Point	22.2	
Turbine	Point	20.1	
001 - 12 Sonny - Standard Tunnel-Facade 03	Area	6.2	

03622509_QQ 26-626 Rancho Cordova
Assessed contribution level - "003 - 120 HP Predator - 9

Source	Source type	Leq,d dB(A)	
001 - 12 Sonny - Standard Tunnel-Facade 04	Area	5.7	
001 - 12 Sonny - Standard Tunnel-Roof 01	Area	5.4	
001 - 12 Sonny - Standard Tunnel-Facade 02	Area	1.2	
001 - 12 Sonny - Standard Tunnel-Facade 01	Area	-10.0	

03622509_QQ 26-626 Rancho Cordova
Octave spectra of the sources in dB(A) - "003 - 120 HP Predator - Standard:Outdoor SP"

3

Name	Source type	I or A m,m²	Li dB(A)	Rw dB	L'w dB(A)	Lw dB(A)	KI dB	KT dB	DO-Wall dB	Emission spectrum	63Hz dB(A)	125Hz dB(A)	250Hz dB(A)	500Hz dB(A)	1kHz dB(A)	2kHz dB(A)	4kHz dB(A)	8kHz dB(A)	16kHz dB(A)
001 - 12 Sonny - Standard Tunnel-Facade 01	Area	23.69	81.0	57.0	33.7	47.4	0.0	0.0	3	264_Facade 01	38.4	32.0	45.9	38.7	21.3	10.8	-0.8	-15.8	
001 - 12 Sonny - Standard Tunnel-Facade 02	Area	196.13	86.2	57.0	37.5	60.4	0.0	0.0	3	266_Facade 02	53.3	47.4	58.0	53.0	40.5	34.2	24.0	11.8	
001 - 12 Sonny - Standard Tunnel-Facade 03	Area	30.00	88.5	57.0	39.4	54.1	0.0	0.0	3	267_Facade 03	47.0	41.3	51.5	47.1	35.3	29.2	19.2	7.5	
001 - 12 Sonny - Standard Tunnel-Facade 04	Area	196.13	86.2	57.0	37.5	60.4	0.0	0.0	3	269_Facade 04	53.3	47.4	58.0	52.9	40.5	34.2	24.0	11.8	
001 - 12 Sonny - Standard Tunnel-Roof 01	Area	214.08	86.2	57.0	37.4	60.8	0.0	0.0	0	257_Roof 01_	53.5	47.6	58.3	53.3	40.9	34.5	24.4	12.1	
001 - 12 Sonny - Standard Tunnel-Transmissive area 03	Area	9.29	89.1	0.0	89.1	98.8	0.0	0.0	3	268_Transmissive area 03	72.4	80.6	93.0	94.5	91.8	89.8	83.0	69.8	
001 - 12 Sonny - Standard Tunnel-Transmissive area 03	Area	15.61	81.1	0.0	81.1	93.0	0.0	0.0	3	265_Transmissive area 03	66.3	73.8	90.1	89.0	80.6	74.0	65.2	48.3	
car lanes	Line	64.17			62.8	80.9	0.0	0.0	0	Carwash - Drive-Thru - Idiling Car @ 6ft	64.5	66.0	68.8	73.8	74.4	75.7	72.2	64.1	57.5
car lanes	Line	61.49			62.8	80.7	0.0	0.0	0	Carwash - Drive-Thru - Idiling Car @ 6ft	64.4	65.8	68.6	73.6	74.2	75.5	72.0	64.0	57.3
Turbine	Point				86.7	86.7	0.0	0.0	0	Carwash: Vacutech Turbine	61.4	71.6	68.5	65.9	69.8	73.6	80.2	83.4	79.1
Turbine	Point				86.7	86.7	0.0	0.0	0	Carwash: Vacutech Turbine	61.4	71.6	68.5	65.9	69.8	73.6	80.2	83.4	79.1
Vac	Point				81.0	81.0	0.0	0.0	0	Carwash: Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0	0	Carwash: Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0	0	Carwash: Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0	0	Carwash: Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
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Vac	Point				81.0	81.0	0.0	0.0	0	Carwash: Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0	0	Carwash: Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0	0	Carwash: Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0	0	Carwash: Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0	0	Carwash: Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0	0	Carwash: Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0	0	Carwash: Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0	0	Carwash: Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0	0	Carwash: Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0	0	Carwash: Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0	0	Carwash: Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2
Vac	Point				81.0	81.0	0.0	0.0	0	Carwash: Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2

03622509_QQ 26-626 Rancho Cordova
Octave spectra of the sources in dB(A) - "003 - 120 HP Predator - Standard:Outdoor SP"

3

Name	Source type	l or A	Li	Rw	L'w	Lw	KI	KT	DO-Wall	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	16kHz	
		m,m²	dB(A)	dB	dB(A)	dB(A)	dB	dB	dB		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	
Vac	Point				81.0	81.0	0.0	0.0	0	Carwash: Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2	
Vac	Point				81.0	81.0	0.0	0.0	0	Carwash: Vacutech - in car	62.4	69.2	75.8	72.6	71.3	73.2	72.6	67.8	59.2	

Appendix C:

Equipment Reference Data

INTERNATIONAL DRYING
CORPORATION

STEALTH PREDATOR DRYING SYSTEM

THE FIRST "ULTRA QUIET" DRYING SYSTEM

- ✔Patent pending Reverse flow technology
- ✔Producers construced from 304 surgical stainless steel
- ✔Over 11,000 cubic feet per minute (CFM) per 10HP motor
- ✔Meets or exceeds most U.S. and International sound regulations
- ✔Sound & Performance studies done in reverberant sound room ISO 3741:2010, 3747:2010

SCAN ME

CALL US ANYTIME
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info@internationaldrying.com

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Internationaldrying.com

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International Drying Corporation
160 Chicago St
Cary, IL 60013

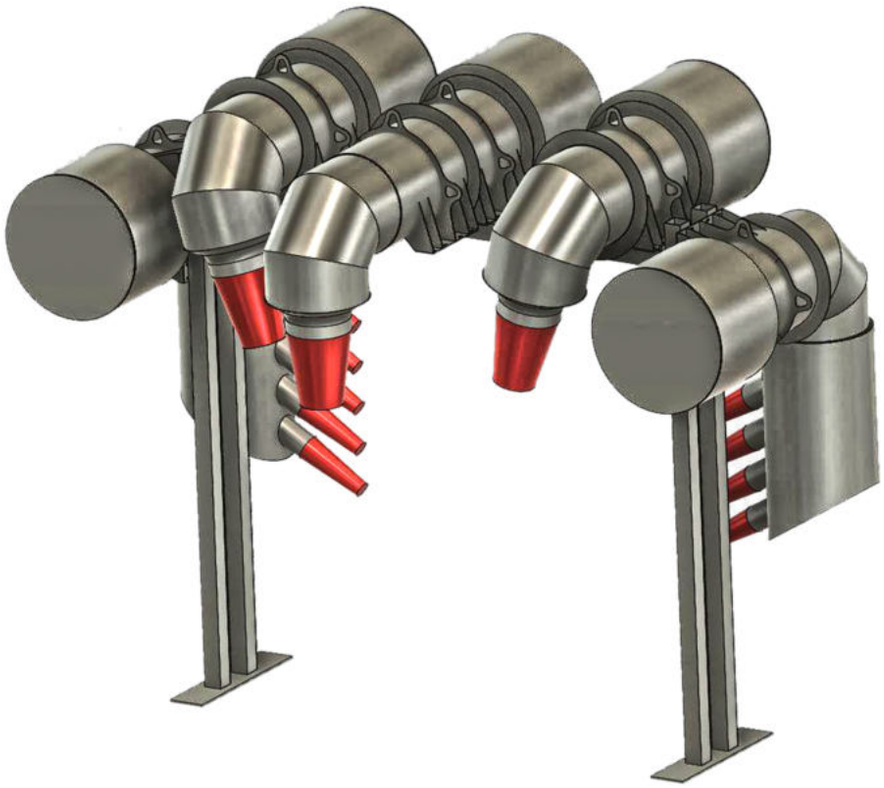
Stealth Predator Ultra-Quiet Drying System Specifications

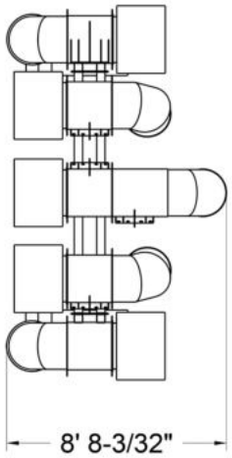
30HP System - Total Sound 60Hz		80HP System - Total Sound 60Hz	
Q = sound source			
65	dBA at Q=1, 30 feet	69.4	dBA at Q=1, 30 feet
61.8	dBA at Q=1, 45 feet	66.5	dBA at Q=1, 45 feet
60.2	dBA at Q=1, 55 feet	64.9	dBA at Q=1, 55 feet

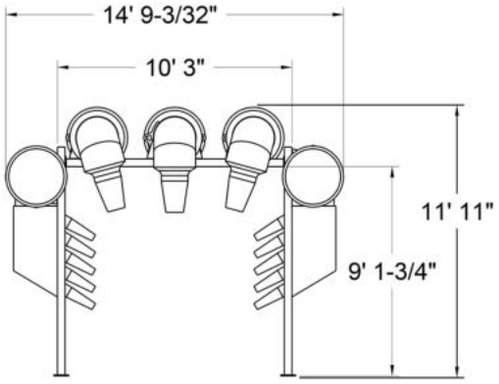
Meets OSHA Sound Exposure Requirements

✓ The Stealth Predator features patent pending "Reverse flow air technology" which creates the first "Ultra-Quiet Dryer" and is the most powerful Ultra Quiet Dryer ever designed.

Model uses 120 HP System







INTERNATIONAL DRYING CORPORATION

SPECIFICATIONS

15' 2" Bay Width
12' 0" Ceiling Height
96" Standard Clearance

Closed cell foam nozzles available in red, blue, black

Ducts-Stainless Steel
Molded Aluminum Impellors
Stainless Steel Motor Housings

Slotted flanges for adjustability of air outlet and air intake direction

Project: Sound Library

Job Number: 0000-2020-02

Site Address/Location: Parking lot

Date: 09/18/2018

Field Tech/Engineer: Robert Pearson

Source/System: 2009 Hyundai Sonata

General Location: Measured @ 3'

Sound Meter: NTi XL2 **SN:** A2A-05967-E0

Settings: A-weighted, slow, 1-sec, 10-sec duration

Meteorological Cond.: 90 degrees F, 0 mph wind

Site Observations:

Clear sky, measurements were performed at 3ft of source.

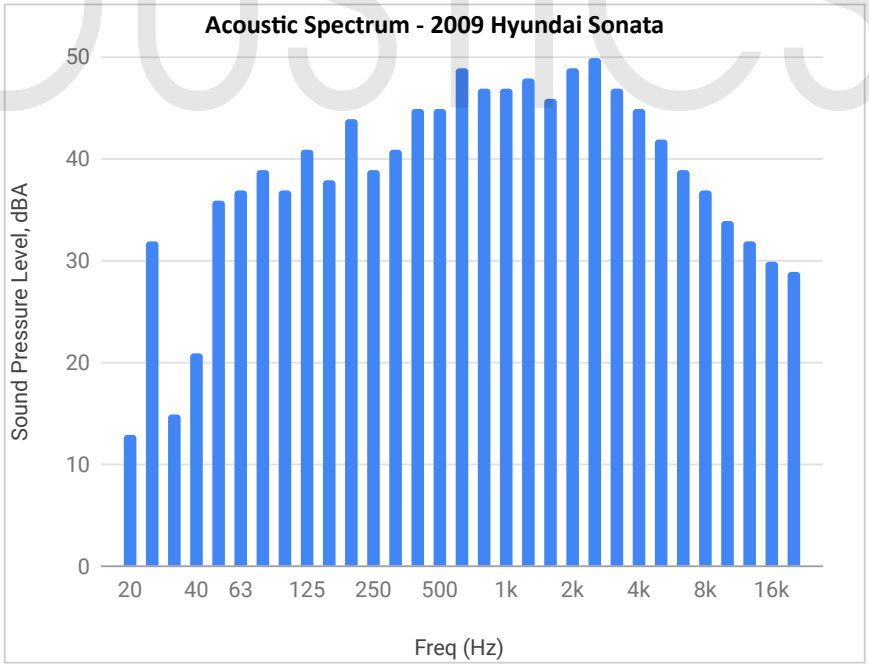
Leq	Lmin	Lmax
58.7	0.0	0.0

Ln 2	Ln 8	Ln 25	Ln 50	Ln 90	Ln 99
0.0	0.0	0.0	0.0	0.0	0.0

Table 1: Summary Measurement Data

Source/System	Overall Source	Overall	3rd Octave Band Data (dBA)																														
		dB(A)	20	25	31.5	40	50	63	80	100	125	160	200	250	315	400	500	630	800	1k	1.25k	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
2009 Hyundai Sonata	Car Idle	58.7	13.0	32.0	15.0	21.0	36.0	37.0	39.0	37.0	41.0	38.0	44.0	39.0	41.0	45.0	45.0	49.0	47.0	47.0	48.0	46.0	49.0	50.0	47.0	45.0	42.0	39.0	37.0	34.0	32.0	30.0	29.0

Figure 1: Car Idle - Hyundai Sonata



MD ACOUSTICS
Sound Solutions for Planning and Design
www.mdacoustics.com

AZ Office
4960 S. Gilbert Rd, Ste 1-461
Chandler, AZ 85249
p. (602) 774-1950

CA Office
1197 Los Angeles Ave, Ste C-256
Simi Valley, CA 93065
p. (805) 426-4477

Project: SuperStar Car Wash Chula Vista
Site Location: 1555 W Warner Rd, Gilbert, AZ 85233
Date: 4/5/2018
Field Tech/Engineer: Robert Pearson
Source/System: Vacutec System

Location: Vac Bay 1
Sound Meter: NTi XL2 **SN:** A2A-05967-E0
Settings: A-weighted, slow, 1-sec, 10-sec duration
Meteorological Cond.: 80 degrees F, 2 mph wind

Site Observations:
Clear sky, measurements were performed within 1.5ft of source. Measurements were performed while the vacuum was positiioned at three (3) different positions. Holstered, unholstered and inside a car. This data is utilized for acoustic modeling purposes and represents an average sound level at a vacuum station.

Table 1: Summary Measurement Data

Source	System	Overall dB(A)	3rd Octave Band Data (dBA)																														
			20	25	31.5	40	50	63	80	100	125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K	5K	6.3K	8K	10K	12.5K	16K	20K
Vacutech (Holstered)	Vacuum	63.3	9	17	22	29	31	35	40	41	44	43	46	48	47	49	51	51	51	52	53	52	52	50	52	53	50	47	47	48	45	39	30
Vacutech (Unholstered)	Vacuum	80.7	6	19	22	28	34	37	40	43	47	46	48	48	48	49	54	55	58	58	62	65	68	70	74	75	73	69	67	65	63	60	55
Vacutech (Inside Car)	Vacuum	69.6	16	28	31	38	42	45	49	51	52	55	60	61	57	55	59	53	55	56	54	57	57	57	57	57	55	54	51	48	46	42	36
Average Level*	Vacuum	76.3	13	24	28	34	38	41	45	47	49	51	56	57	53	52	56	54	56	56	59	61	64	66	69	70	68	64	62	60	58	55	50

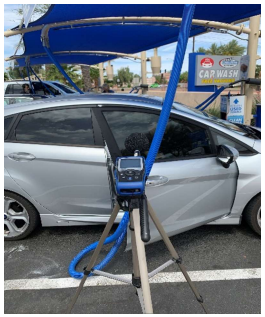
* Refers to the logarithmic average of all measurements. This measurement represents an average of the multiple vacuum positions.

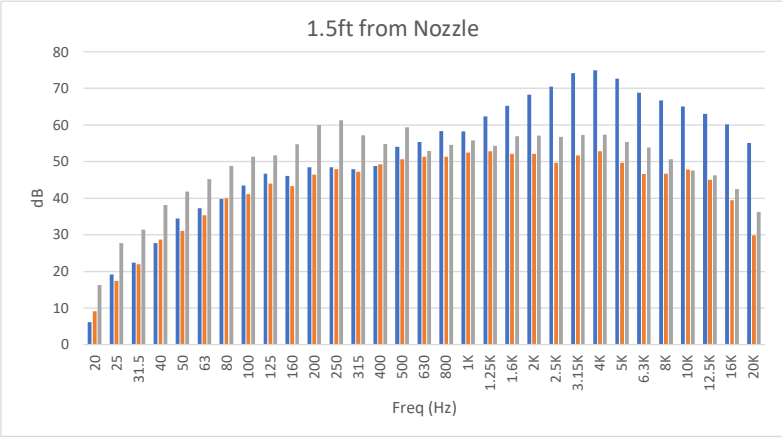
Figure 1: Example Measurement Position

Figure 1: Holstered

Figure 2: Unholstered

Figure 3: Inside Car





Vacutech sound levels

SOUND LEVEL METER READINGS

MODEL: FT-DD-T340HP4 (40hp VACSTAR TURBINE VACUUM PRODUCER)

READING ONE: 73 DB-A, 3 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

READING TWO: 69 DB-A, 10 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

READING THREE: 54 DB-A, 20 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

READING FOUR: 38 DB-A, 30 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

NOTE: THESE READINGS WERE TAKEN OUTSIDE IN THE OPEN ON A CONCRETE SLAB.

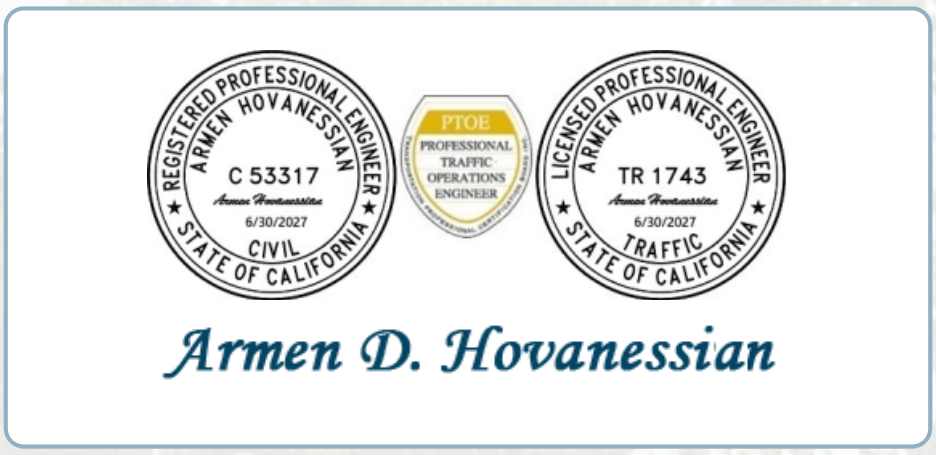
SOUND LEVEL METER USED:

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.

Vacutech
1350 Hi-Tech Drive, Sheridan WY, 82801
PHONE: (800) 917-9444 FAX: (303) 675-1988
EMAIL: info@vacutechllc
WEB SITE: vacutechllc.com

Armen Hovanessian
Transportation Consulting
AHTC Inc.

Quick Quack Rancho Cordova 26-626
Trip Generation & Queueing Analysis Report
August 9, 2025
Bear Hollow Dr & Zinfandel Dr
Rancho Cordova
California - 95670



AHTC Inc.

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West Hills, California - 91307

(818) 438-2253

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Website - www.ahtraffic.com

Table of Contents

INTRODUCTION

Armen Hovanessian Transportation Consulting (AHTC, Inc.) is pleased to present this Trip Generation and Queuing Analysis report for the proposed Quick Quack Car Wash project located at the southwest corner of Zinfindel Drive and Hollow Drive in Rancho Cordova, California. This analysis has been prepared regarding the project's peak hours and daily trip generation and queueing impacts on the project's internal and external driveways.

Project Description

The project comprises an automated single-car wash tunnel with 16 vacuum stalls and 3 parking spaces.

Project Location

The project site is a vacant lot. Please refer to the area map showing the project site:

Figure 1 - Area Map

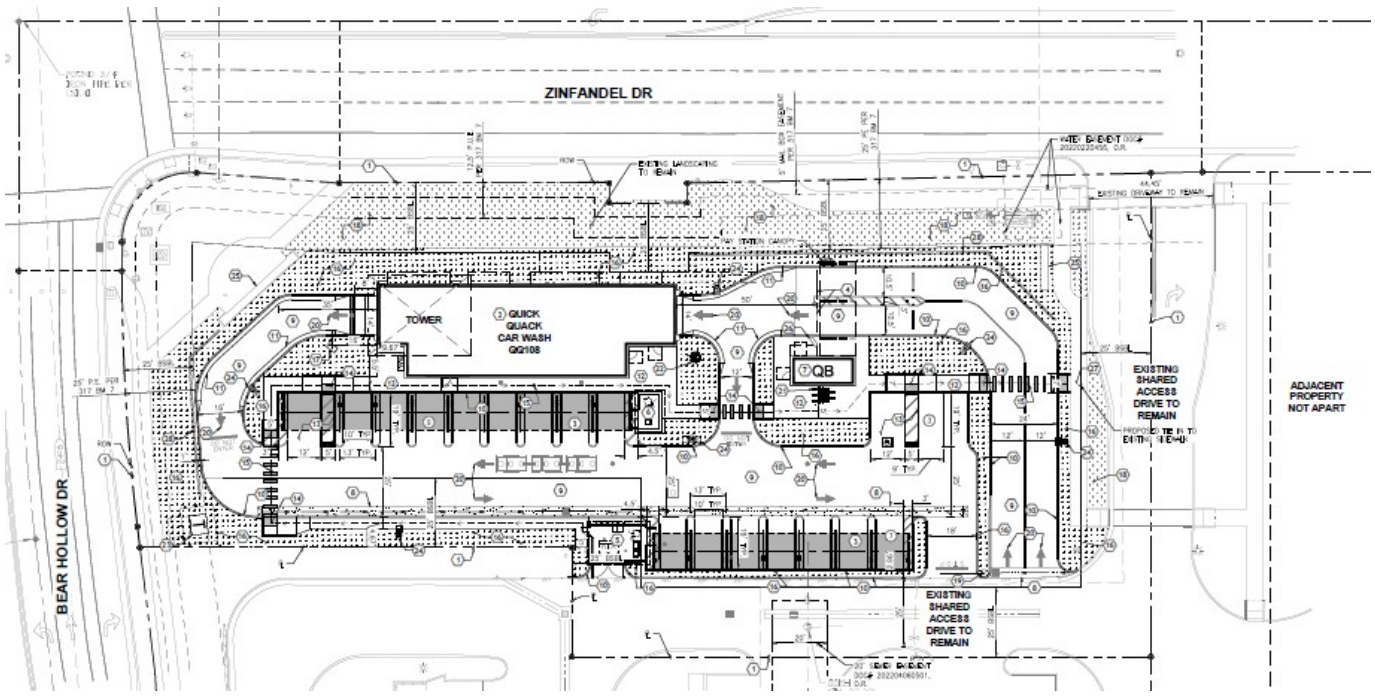
Armen Hovanessian
Transportation Consulting
AHTC Inc.

Area Map

Project Site Plan

Figure 2 illustrates the project site plan, showing the location of the proposed project driveway on Zinfinel Drive for egress and ingress traffic.

Figure 2 - Site Plan



Project Trip Generation

The Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition, does not provide AM Peak Hour and Daily trip generation rates for the proposed project. Therefore, the project proposes to use the San Diego Association of Governments (SANDAG) trip generation rates for Automated Car Wash. Please note that the ITE PM Peak Hour trip generation rate of 78 PM Peak Hour trips is in line with the 82 PM Peak Hour trip generation rate provided by SANDAG. This analysis includes weekday AM and PM peak hours and daily trip rates. As shown in the project trip generation Table 1 below, the project is forecast to result in 22 AM and 50 PM net new peak hours and 540 new daily trips.

Due to the lack of pass-by rates for an automated car wash in the *ITE trip generation and the SCAG Manuals for an Automated Car Wash*, Gasoline Station pass-by trip rates from ITE and SANDAG were evaluated as a similar use. For a Gas Service Station, ITE provides a 63% AM and 57% PM, and SANDAG provides 79% diverted and pass-by trip discounts. The analysis in this report used a conservative 40% pass-by trip discount rate for this project.

Table 1 - Project Trip Generation

Land Use (ITE Code)	Size	Unit	AM Peak Hour Trips				PM Peak Hour Trips				Daily Trips	
			Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total
Proposed Project Trip Generation												
Automated car wash (SANDAG)	1.000	Tunnel	36.00	Split 36	50.00% 18	50.00% 18	81.00	Split 82	50.00% 41	50.00% 41	900.00	900
Total Proposed Trips				**36**	**18**	**18**		**82**	**41**	**41**		**900**
Pass-by Trip Discounts												
Automated car wash	1.000	Tunnel	40.00%	-14	-7	-7	40.00%	-32	-16	-16	40.00%	-360
Total Pass-by Trip Discount				**-14**	**-7**	**-7**		**-32**	**-16**	**-16**		**-360**
Net New Trips				**22**	**11**	**11**		**50**	**25**	**25**		**540**
NET INCREASE/DECREASE TRIPS				**22**	**11**	**11**		**50**	**25**	**25**		**540**

Source: San Diego Association of Governments (SANDAG)
Pass by Trip Discount Rate - ITE Trip Generation Manual, 11th Edition, & SANDAG do not provide a pass-by trip discount rate for Automated Car Wash. However, for a Gas Service Station, ITE provides a 63% AM and 57% PM, and SANDAG provides 79% diverted and pass-by trip discounts. A conservative 40% pass-by trip discount rate was used for this project.

According to Sacramento County's Transportation Analysis Guidelines, a project generating less than 100 AM or PM peak hours and 1000 daily trips will not be required to conduct Local Transportation Analysis (LTA). As shown in Table 1 above, this project trip generation (even without pass-by discount) is below the County's threshold and therefore, not required to conduct an LTA.

PROJECT QUEUEING ANALYSIS

To determine queueing of the car wash traffic, extensive surveys by observation of queue lengths were conducted at two similar Quick Quack Car Wash locations in the City of Rocklin: 1- 4830 Sierra College Boulevard and 2- 6071 Sanford Ranch Road. The data was collected between 7 AM to 7 PM on Friday, August 30, 2024, in 5-minute intervals at both locations. Please refer to Appendix 1 for survey data sheets.

The surveyed car wash locations provided 2 queue lanes at the gates before entering the car wash tunnel. The observation of the queue lengths is as follows:

Location 1- 4830 Sierra College Boulevard: The maximum observed queue lengths were limited to 4 vehicles per queue line for a 5-minute interval. Only on 3 occasions, 4-car queue lengths were observed during the 12-hour observation period. The table below provides the percentage frequency of the maximum queue length for the inner and the outer lanes.

Table 2 - Frequency of Maximum Queue Length Location 1

4830 Sierra College Boulevard			**4830 Sierra College Boulevard**		
Friday 8/30/2024			**Friday 8/30/2024**		
Number of Vehicles in Queue	**Occurrence Frequency**	**Inner Lane Percentage**	**Number of Vehicles in Queue**	**Occurrence Frequency**	**Outer Lane Percentage**
0	41	28%	0	1	1%
1	81	56%	1	86	60%
2	20	14%	2	43	30%
3	2	1%	3	11	8%
4	0	0%	4	3	2%
5	0	0%	5	0	0%
Total	**144**	**100%**	**Total**	**144**	**100%**

As shown in the table above, the maximum queue lengths for the inner and the outer lanes are limited to 4 vehicles 100% and 98% of the time, respectively.

Location 2- 6071 Sanford Ranch Road: The maximum observed queue lengths were limited to 5 vehicles per queue line for a 5-minute interval. On one occasion, 5-car queue lengths were observed during the 12-hour observation period. The table below provides the percentage frequency of the maximum queue length for the inner and the outer lanes.

Table 3 - Frequency of Maximum Queue Length Location 2

6071 Sanford Ranch Road			**6071 Sanford Ranch Road**		
Friday 8/30/2024			**Friday 8/30/2024**		
Number of Vehicles in Queue	**Occurrence Frequency**	**Inner Lane Percentage**	**Number of Vehicles in Queue**	**Occurrence Frequency**	**Outer Lane Percentage**
0	60	42%	0	58	40%
1	52	36%	1	24	17%
2	26	18%	2	37	26%
3	5	3%	3	16	11%
4	1	1%	4	8	6%
5	0	0%	5	1	1%
Total	**144**	**100%**	**Total**	**144**	**100%**

As shown in the table above, the maximum queue lengths for the inner and the outer lanes are limited to 5 vehicles 100% and 99% of the time, respectively.

CAR WASH OPERATION

The following are the operating details for the car wash:

1. **Hours of operation:**

- 7 am – 9 pm
- 7 days per week

2. **Team Members:**

At any given time, we will have 2-4 Team Members on site, depending on expected volume. Each store typically employs up to 18 Team Members.

3. **Site Operation:**

Unlike carwashes typically found at gas stations, Quick Quack Car Wash uses a conveyor that keeps cars moving even if there are a few cars in line. The entire wash cycle lasts about **three minutes,** and since there is no waiting for the car in front to finish, a car will rarely spend more than five minutes from the time it enters and exits the carwash site.

As soon as the cars enter the site, they are guided to the queueing line leading into the gates that provide entry to the wash tunnel. The member line has an automated license plate recognition system that will automatically open the gate for a member's car. The one-time wash customers will stop at the gate and pay for the wash in less than 1 minute. After exiting the wash tunnel, approximately 70% of the customers will drive off the site. 30% of the customers will stop at the vacuum stalls to clean the inside of the vehicle, which on average will last less than 5 minutes. The on-site staff are actively involved in helping customers to go through this process as quickly as possible.

4. **Wash Programs:**

Quick Quack Car Wash is an express carwash operation with a quick in-and-out experience for the customer. There are individual, varied washes and unlimited programs. With the unlimited program, the customers are waved through the line and can visit the wash as many times as they want per month. The on-site staff members are there to assist the customers in going through the washing process as expeditiously as possible to minimize the time spent on site for the washing.

5. **Contingency Plan:**

According to many exhaustive surveys at various Quick Quack Car Washes, the maximum observed queue length is limited to 5 cars. Therefore, cars do not extend beyond the provided queue storage capacity. In the rare event of a vehicle breakdown while in the queue line, the second queue line is used to move the cars through the line while on-site staff move the vehicle out of the way. However, this type of situation is highly unlikely.

QUEUEING ANALYSIS FINDINGS

As shown in the project site plan in Figure 2, the project is designed to provide 2 approximately 120-foot queue lanes totaling approximately 240 feet with capacity to accommodate 12 vehicles. Based on the field observation of similar operations, the proposed project queueing demand would not exceed the queueing capacity provided by the proposed project. Therefore, cars will not spill over onto the internal drive of the project site and will not interrupt traffic heading to Dutch Brothers.

Appendices

Appendix 1 – Queuing Analysis Datasheets

TRUE DATA TO IMPROVE MOBILITY

Location: Sierra College Blvd Car Wash
Date: 8/30/2024
Time: 7:00 AM - 7:00 PM

	Maximum Queues	
Time	Inner Lane	Outer Lane
7:00	0	1
7:05	1	1
7:10	1	1
7:15	1	1
7:20	1	1
7:25	2	0
7:30	2	1
7:35	1	1
7:40	0	1
7:45	0	1
7:50	0	1
7:55	1	1
8:00	1	2
8:05	0	1
8:10	0	1
8:15	1	1
8:20	2	1
8:25	1	2
8:30	1	2
8:35	1	2
8:40	1	3
8:45	0	2
8:50	0	1
8:55	1	1
9:00	2	1
9:05	1	1
9:10	1	2
9:15	2	1
9:20	1	2
9:25	1	1
9:30	1	2
9:35	1	4
9:40	0	2
9:45	0	2
9:50	2	2
9:55	0	2
10:00	0	2

10:05	0	1
10:10	1	2
10:15	1	1
10:20	0	1
10:25	1	2
10:30	1	1
10:35	1	1
10:40	0	1
10:45	1	1
10:50	1	1
10:55	1	2
11:00	0	3
11:05	0	2
11:10	1	2
11:15	1	3
11:20	0	2
11:25	1	1
11:30	0	1
11:35	1	1
11:40	2	2
11:45	1	1
11:50	0	3
11:55	1	3
12:00	1	4
12:05	3	1
12:10	1	1
12:15	3	1
12:20	1	2
12:25	0	1
12:30	1	3
12:35	0	1
12:40	1	2
12:45	1	1
12:50	1	2
12:55	2	1
13:00	1	1
13:05	1	2
13:10	1	1
13:15	0	2
13:20	1	1
13:25	0	2
13:30	1	1
13:35	2	2
13:40	2	1
13:45	1	1
13:50	0	1
13:55	1	1

14:00	0	1
14:05	1	3
14:10	1	4
14:15	2	1
14:20	1	1
14:25	2	1
14:30	1	1
14:35	1	1
14:40	0	1
14:45	1	2
14:50	1	1
14:55	1	3
15:00	2	3
15:05	1	1
15:10	1	2
15:15	0	1
15:20	0	1
15:25	1	1
15:30	1	2
15:35	2	1
15:40	2	1
15:45	2	1
15:50	1	2
15:55	1	2
16:00	0	1
16:05	1	1
16:10	1	1
16:15	1	3
16:20	2	2
16:25	1	2
16:30	0	1
16:35	2	1
16:40	2	1
16:45	1	2
16:50	1	2
16:55	1	1
17:00	0	2
17:05	1	1
17:10	1	1
17:15	0	1
17:20	1	2
17:25	1	1
17:30	2	3
17:35	1	1
17:40	0	2
17:45	1	1
17:50	0	1

17:55	0	1
18:00	0	1
18:05	1	1
18:10	1	1
18:15	0	2
18:20	0	1
18:25	1	2
18:30	0	2
18:35	1	1
18:40	1	1
18:45	1	1
18:50	1	1
18:55	0	2

TRUE DATA TO IMPROVE MOBILITY

Location: Stanford Ranch Rd Car Wash
Date: 8/30/2024
Time: 7:00 AM - 7:00 PM

	Maximum Queues	
Time	Inner Lane	Outer Lane
7:00	0	0
7:05	0	0
7:10	0	0
7:15	0	0
7:20	0	0
7:25	0	0
7:30	0	0
7:35	0	0
7:40	0	0
7:45	0	0
7:50	0	0
7:55	0	0
8:00	0	0
8:05	0	0
8:10	0	0
8:15	0	0
8:20	0	0
8:25	0	0
8:30	0	0
8:35	0	0
8:40	0	0
8:45	0	0
8:50	0	0
8:55	0	0
9:00	0	0
9:05	0	0
9:10	0	0
9:15	0	0
9:20	0	0
9:25	0	0
9:30	0	0
9:35	0	0
9:40	0	0
9:45	0	0
9:50	0	0
9:55	0	0
10:00	0	0

10:05	0	0
10:10	0	0
10:15	0	0
10:20	0	0
10:25	0	0
10:30	0	0
10:35	0	0
10:40	0	0
10:45	0	0
10:50	0	0
10:55	0	0
11:00	0	0
11:05	0	0
11:10	0	0
11:15	0	0
11:20	0	0
11:25	0	0
11:30	0	0
11:35	0	0
11:40	0	0
11:45	0	0
11:50	1	3
11:55	2	3
12:00	1	3
12:05	1	4
12:10	1	1
12:15	2	2
12:20	2	2
12:25	4	2
12:30	2	2
12:35	1	1
12:40	1	2
12:45	1	3
12:50	1	2
12:55	1	1
13:00	2	2
13:05	2	4
13:10	3	4
13:15	1	3
13:20	1	2
13:25	1	3
13:30	2	1
13:35	3	3
13:40	2	1
13:45	1	2
13:50	1	3
13:55	2	2

14:00	1	3
14:05	1	2
14:10	1	2
14:15	1	2
14:20	1	2
14:25	1	2
14:30	1	1
14:35	1	2
14:40	0	2
14:45	2	1
14:50	2	2
14:55	2	2
15:00	1	1
15:05	2	5
15:10	3	4
15:15	2	3
15:20	2	2
15:25	2	2
15:30	1	3
15:35	1	2
15:40	1	2
15:45	1	1
15:50	1	1
15:55	1	1
16:00	1	2
16:05	1	2
16:10	2	1
16:15	2	4
16:20	2	4
16:25	1	1
16:30	2	2
16:35	1	1
16:40	1	2
16:45	1	2
16:50	1	4
16:55	3	2
17:00	1	2
17:05	1	2
17:10	1	1
17:15	2	1
17:20	1	1
17:25	2	3
17:30	1	2
17:35	1	3
17:40	3	3
17:45	1	1
17:50	1	2

17:55	1	1
18:00	2	2
18:05	2	1
18:10	1	3
18:15	1	2
18:20	2	4
18:25	1	3
18:30	1	1
18:35	1	2
18:40	1	1
18:45	2	1
18:50	1	2
18:55	0	1

CONDITIONS OF APPROVAL — Exhibit B to the Resolution

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring
1.	The approved entitlement is for a Minor Design Review and a Conditional Use Permit for the Quick Quack Car Wash located at 3384 Zinfandel Drive (APN: 072-2360-051-0000). The project shall be constructed and implemented consistently with the Project Plans (Exhibit A) as described in the Planning Commission Staff Report dated February 25, 2026, and attached Project Plans (Exhibit A) with conditions herein (Exhibit B), for project number PLND-0525-0129.	Project Description	On-Going	Planning
2.	Applicant(s) agree to defend, indemnify and hold harmless with Counsel selected by the City of Rancho Cordova ("City") and its agents, officers, consultants, and employees ("City's Agents") from any and all claims, actions, suits, or proceedings against the City or the City's Agents to attack, set aside, void, or annul an approval by the City, or the City's Agents concerning the project (collectively "Claim"). The City shall promptly notify the Applicant of any Claim and the City shall cooperate fully in the defense. Nothing in this paragraph obligates the City to defend any Claim and the City is not required to pay or perform any settlement arising from any such Claim not defended by the City, unless the settlement is approved in writing by the City.	General	On-Going	Planning
3.	Any future alteration to the buildings, change in use, intensification of the site, or modification to the parking and landscaped area must be reviewed by the City to ensure compliance with all local, state, and federal regulations. Minor modifications that are found to be in substantial conformance with the approved plans such as colors, plant materials, or minor lot line adjustments, may be approved administratively. Major modifications shall be approved by the applicable decision-making body.	General	On-Going	Planning
4.	In the event of the encounter of subsurface materials suspected to be of an archaeological or paleontological nature or if any human remains are found, all grading and/or excavation shall cease, the find shall be left untouched, and the City Planning Department shall be immediately notified. This requirement shall	Construction	On-going	Planning/ Building

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring
	be noted on the Grading and Building Plans, prior to issuance of permits. A qualified professional archaeologist certified by the Register of Professional Archaeologists or paleontologist with a degree(s) in paleontology or geology, to evaluate and make recommendations as to disposition, mitigation and/or salvage. The recommendation shall be implemented before work may proceed.			
5.	Applicant/Developer shall not carry a negative account balance with the City for the processing of the project. If a negative account balance occurs, it will be the developer's responsibility to pay the balance due, in order to avoid delays in the processing of future permits or recordation of maps. Please email the Finance Department at billings@cityofranchocordova.org for the status of your account with the City.	General	On-Going	Planning
6.	The permit approval is valid for a period of three (3) years from the date of Planning Commission approval unless an extension is granted by the Community Development Director or the Development Agreement expiration date.	Expiration	On-Going	Planning
7.	This action does not relieve the applicant of the obligation to comply with all ordinances, statutes, regulations, and procedures.	General	On-Going	Planning
8.	Circulation arrows, directional signage, and pavement markings shall be installed and maintained to clearly direct vehicles. Signage is not approved with this permit. All signage shall comply with the applicable code requirements.	Signage	On-Going	Planning
9.	This use permit only applies to a car wash use located at 3384 Zinfandel Drive. This permit is only valid at this location. Should the business relocate, the new location must be reviewed and approved by the Planning Division.	Applicability	On-Going	Planning
10.	The business hours of operation are stated to be between 7:00 AM and 9:00 PM, seven (7) days a week. Any modifications to these hours of operation must be reviewed and approved by the Planning Division.	Hours of Operation	On-Going	Planning
11.	Any future façade or site changes, including paint, exterior	General	On-Going	Planning

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring
	materials, and site features shall be reviewed and approved by the Planning Division prior to completion.			
12.	Noise, odor, and vibration sources associated with construction, repair, remodeling, demolition, paving and/or grading of any real property must adhere to the development standards outlined within the City's Noise Element, RCMC 6.68 and RCMC 16.18.1407(F).	Noise, Odor, & Vibration	On-Going	Code Enforcement /Building/ Planning
13.	All cleaning chemicals and detergents shall be stored and used in a manner that prevents odors from being detectable beyond the property boundaries	Odor	On-Going	Planning
14.	All noise sources associated with the business operation shall conform to the standards of the City's Noise Element, Villages of Zinfandel Special Planning Area, and applicable code requirements. Vacuums shall be equipped with automatic shut-off timers to prevent use when the facility is closed. No outdoor equipment, including vacuums and blowers, shall operate outside the approved hours of operation.	Operational Noise Mitigation	On-Going	Code Enforcement /Building/ Planning
15.	All car wash blowers, dryers, and vacuum equipment shall utilize manufacturer-provided noise-attenuation features and shall be oriented and operated to minimize noise toward residential properties and public streets.	Operational Noise Mitigation	On-Going	Planning
16.	The removal and replanting of landscape not listed on the approved plan set must be consistent with the 2003 Sacramento County Zoning Code or applicable zoning standards and shall be reviewed by the Planning Division prior to the removal. All landscape care, maintenance, and tree pruning must adhere to applicable City code standards.	Landscaping	On-Going	Planning
17.	The buildings shall be maintained and kept free of fading or any other flaw that negatively affects the appearance of the structures. Should any of these flaws take place, the materials or paint must be replaced or repaired in a timely manner and with materials consistent with the original approval and of equitable quality.	Maintenance	On-Going	Planning
18.	Shrubs installed along the queueing lane that are intended to	Landscape	On-Going	Planning

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring
	function as screening, must be at a height of at least 3 feet at time of installation. At no time shall this landscape screening barrier be pruned in a manner that allows the vehicle headlights from the queuing lane to be visible from abutting street right-of-way.	Screening		
19.	Ensure that no debris or construction scrap material is placed on any adjoining lot, open space area, or street.	Maintenance	On-Going	Planning/Building
20.	Vacuum canopies, vacuum equipment, and car wash equipment shall be maintained free of rust, peeling paint, faded graphics, and visual deterioration.	Maintenance	On-Going	Planning
21.	Should recurring operational complaints arise, the City may initiate an additional review of the Conditional Use Permit and impose further operational limitations if necessary. The operator shall maintain a written log of complaints received regarding noise, traffic, lighting, or operations and the actions taken to resolve them. The log shall be provided to the City upon request.	Complaints	On-Going	Planning
22.	In the event that vehicle queues extend beyond the approved stacking area and interfere with circulation within the shopping center, the operator shall incorporate additional on-site traffic management measures such as (additional staff, cones, or temporary controls), that are reviewed and approved as directed by the Planning Division.	Queuing & Circulation	On-Going	Planning
23.	During peak operating periods, on-site staff shall monitor queuing and circulation and take corrective action as necessary to prevent congestion or safety hazards.	Queuing & Circulation	On-Going	Planning
24.	Vehicle queuing shall occur entirely on-site. No vehicle stacking or obstruction of internal drive aisles or public rights-of-way shall be permitted. If queuing or circulation issues are observed after opening, the City may require on-site management or additional circulation controls.	Queuing & Circulation	On-Going	Planning/Public Works
25.	The property shall be maintained free of litter, debris, and graffiti at all times. All mechanical equipment shall be kept in good working order, and the site shall be maintained in a clean, orderly condition.	Maintenance	On-Going	Planning

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring
26.	Applicant shall be responsible for all damage to City streets associated with construction of the project and shall repair any damage as soon as possible.	Damage	On-Going	Public Works
27.	Public lower laterals must not be smaller than the upper laterals, sized according to the California Plumbing Code requirements.	Sewer	On-Going	SASD
28.	Construction of a grease trap or a sand oil separator may be required. The applicant must verify with the applicable jurisdiction's building department.	Sewer	On-Going	SASD
29.	The Sacramento Metropolitan Utility District has provided the following conditions for this project: • SMUD has existing underground 12kV facilities on the project site along Bear Hollow and Zinfandel that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 128 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation. • Structural setbacks less than 14-feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained. • Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property. Applicant shall be responsible for confirming with SMUD appropriate/acceptable landscaping including placement within the easement area. SMUD reserves the right to prune & remove trees that encroach into the easement area. Applicant shall submit landscape improvement plans with tentative or final map as a condition of approval. New landscaping improvements shall be restricted to a maximum height of fifteen feet tall at full	SMUD Facilities	On-Going	SMUD

Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring
maturity. • In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal. Applicant is further made aware that the proposed location of any relocated facilities will be subject to SMUD's vegetation management practices including restrictions of 15-feet high at full maturity and placement of trees within SMUD easements. Applicant shall bear cost to remove vegetation or trees located within proposed new facilities area and SMUD retains the right to engage in customary vegetation management practices at proposed new location after facility relocation. Applicant shall submit landscape improvement plans with tentative or final map as a condition of approval. • SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs, including but not limited to vegetation management, tree pruning or removal, weed abatement and application of weed abatement material, and a height restriction of fifteen feet tall at full maturity. Applicant shall submit landscape improvement plans with tentative or final map as a condition of approval. • The Applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.). • In the event the County requires an Irrevocable Offer of			

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring
	Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the County's IOD. Landscaping improvements placed within the IOD or 12.5-foot PUE shall be subject to SMUD's landscaping and tree placement guidelines and SMUD's regular vegetation management practices including but not limited to restriction of 15 feet high at maturity and spacing as well as tree pruning, removal, or other standard vegetation management activities. Applicant shall submit landscape improvement plans with tentative or final map as a condition of approval. • The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). Information regarding SMUD siting requirements can be found at: https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services. • The Applicant shall locate, verify, and provide a drawing to SMUD identifying all electrical utility infrastructure for the existing structures. If necessary, any existing onsite electrical infrastructure that serves existing structures shall be relocated to the satisfaction of SMUD. • The Applicant shall dedicate a 12.5-foot public utility easement for overhead and/or underground facilities and appurtenances adjacent to all public street rights-of-ways. The 12.5-foot PUE shall be subject to SMUD's landscaping and tree placement guidelines within the easement area and such landscaping shall be subject to SMUD's vegetation management practices including but not limited to tree pruning, removal, and weed abatement and a height limit of fifteen feet at full maturity. Applicant			

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring
	shall submit landscape improvement plans with tentative or final map as a condition of approval. • The Applicant shall dedicate any private drive, ingress and egress easement, and 10-feet adjacent to each side thereof as a public utility easement for overhead and/or underground facilities and appurtenances. All access roads shall meet minimum SMUD requirements for access roads. The private drive and 10-foot adjacent PUE shall be subject to SMUD's landscaping and tree placement guidelines within the easement area and such landscaping shall be subject to SMUD's landscaping and tree placement guidelines including but not limited to tree pruning, removal, and weed abatement and a maximum allowable height of fifteen feet at full maturity. Applicant shall submit landscape improvement plans with tentative or final map as a condition of approval. • The Applicant shall dedicate and provide all-weather vehicular access for service vehicles that are up to 26,000 pounds. At a minimum: (a) the drivable surface shall be 20-feet wide; and (b) all SMUD underground equipment and appurtenances shall be within 15-feet from the drivable surface.			
30.	The Environmental Management Department (EMD) requires that the facility be connected to public sewer and public water.	General	On-Going	EMD
Prior to Approval of Improvement Plans				
31.	**Drainage Study:** Applicant shall prepare and submit a project specific drainage study. The drainage study shall conform to the requirements of the Sacramento City/County Drainage Manual (Volume 2), County of Sacramento Improvement Standards (Section 9), and all other applicable City standards. The drainage study must be developed and stamped by a Professional Engineer and determined by the City to be accurate and adequate	Drainage	Prior to Approval of Improvement Plans	Public Works

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring
32.	**Stormwater Quality- Post Construction** The improvement plans shall incorporate all applicable post construction stormwater quality measures; including source control (wash areas, waste management areas) and low impact development measures into the site improvement plans in conformance with the most recent version of the Stormwater Quality Design Manual for the Sacramento Region. In addition, a maintenance covenant is required for all proposed post construction stormwater quality measures, as detailed in Appendix B of the Stormwater Quality Design Manual for the Sacramento Region.	Stormwater	Prior to Approval of Improvement Plans	Public Works
33.	**Stormwater Quality– During Construction:** SWPPP – the applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP) to be executed through all phases of grading and project construction. The SWPPP shall incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. These measures shall be consistent with the City's Improvement Standards and Land Grading and Erosion Control Ordinance. During construction, the applicant shall implement BMPs in accordance with the SWPPP and the City's Improvement Standards. Advisory Condition: Construction General Permit The project applicant shall file a Notice of Intent (NOI) to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit For Storm Water Discharges Associated With Construction And Land Disturbance Activities (Construction General Permit). Permits are issued by the State Water Resources Control Board.	Stormwater	Prior to Approval of Improvement Plans	Public Works
34.	The SWPPP for the site shall include a contingency plan for the implementation of a process to remove fine clay sediments prior to discharge to the City of Rancho Cordova's storm drain system and/or Waters of the State (e.g., creeks, rivers) to the satisfaction of the City of Rancho Cordova. A polymer treatment system or comparable process shall be incorporated in the erosion and	SWPPP	Prior to Approval of Improvement Plans	Public Works

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring
	sediment control plan as part of the improvement plans submittal. This system shall be implemented by qualified professionals with training and proven experience in this field.			
35.	**Drainage System Design:** The applicant shall submit and obtain City approval of plans and specifications for the construction of public improvements and all grading. The drainage system shall be designed in accordance with the approved Drainage Study to accommodate runoff from the ultimate development and shall meet the City of Rancho Cordova's Improvement Standards, construction standards, and Floodplain Management Ordinances in effect at the time of improvement plans approval.	Drainage	Prior to Approval of Improvement Plans	Public Works
36.	All development within the City must comply with the City of Rancho Cordova's Floodplain Management Ordinance. All new structures shall be protected from the 100-year (1 percent) flood event. Certified pad elevations (certified by a registered Civil Engineer or licensed Land Surveyor) shall be set at least one and two tenths foot (1.2') above all sources of 100-year flooding (see Section 9-1 of improvement standards). The overland release path must be shown on the improvement plans and the hydraulic computation must be provided to estimate the flow depths along the overland release paths. The calculations must be in conformance with Section 9-15 of the Improvement Standards.	Floodplain Management	Prior to Approval of Improvement Plans	Public Works
37.	Provide a permanent concrete stamp, or other permanently applied message to the satisfaction of the City not including paint, which reads "No Dumping-Flows to Creek" or other approved message at each storm drain inlet.	Storm Drain	Prior to Approval of Improvement Plans	Public Works
38.	All storm drain facilities within private lots shall be privately maintained and shall be clearly labeled as "private" in the improvement plans.	Storm Drain	Prior to Approval of Improvement Plans	Public Works
39.	A final landscape plan shall be submitted in conjunction with the associated building permit submittal and approved by the Planning Division prior to issuance of permits and/or any	Landscaping	Prior to Approval of Improvement Plans	Public Works

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring
	installation of landscape materials RCMC 23.716.020. The final landscape planting and irrigation plan shall be prepared by a registered licensed landscape architect and include the following items per RCMC 22.180.060: • Planting plan to scale that indicate slope • Irrigation Plan • Soils Test • Water Use Calculations • Irrigation Schedule • Permeability test for LID facilities' locations • Soil media specifications (LID features)			
40.	Show the location of the required fire hydrants for this project on the improvement plans. Approved fire hydrants capable of providing the required fire flow for the protection of any and all structures shall be located along the fire apparatus access roadway. The required fire hydrants shall be installed and operational prior to any construction or on-site storage of combustible materials. The minimum required fire flow for the protection of commercial developments is 1,500 gallons per minute (gpm) at a pressure of 20 pounds per square inch (psi) for a two-hour duration.	Fire	Prior to Approval of Improvement Plans	Sac Metro Fire District
41.	Installation of a public cleanout is required at the right-of-way. These improvements must be shown on the plans.	Sewer	Prior to Approval of Improvement Plans	SASD
42.	To obtain sewer service, construction of SacSewer sewer infrastructure will be required. Current SacSewer Standards and Specifications apply to any offsite or onsite public sewer construction or modification. These improvements must be shown on the plans. Field modifications to new or existing precast manhole bases are not allowed.	Sewer	Prior to Approval of Improvement Plans	SASD
43.	SacSewer Design Standards and Specifications require minimum 6-inch lower laterals for commercial and industrial buildings.	Sewer	Prior to Approval of Improvement Plans	SASD
44.	All onsite sewer plans and offsite sewer plans must be submitted	Sewer	Prior to Approval of	SASD

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring
	separately to SacSewer for review and approval.		Improvement Plans	
45.	Permanent structures, walls, signs and footings will not be permitted within the existing SacSewer easement area.	Sewer	Prior to Approval of Improvement Plans	SASD
46.	If any proposed garbage enclosure will contain a drain to the sewer, the enclosure must have a roof.	Sewer	Prior to Approval of Improvement Plans	SASD
Prior to Issuance of Building Permit				
47.	A building permit is required for the proposed project. The Applicant shall coordinate with the Building and Safety Division to obtain a building permit and meet all building code standards.	Building Permit	Prior to Issuance of Building Permits	Planning/Building
48.	Final building plans shall include an overall parking plan. Overall parking plan shall comply with the Villages of Zinfandel Special Planning Area and/or appliable Zoning Code parking requirements.	Parking	Prior to Issuance of Building Permit	Planning/ Building
49.	Building Plans shall include a 3-foot screen wall along the car wash queueing lanes. Shrubs shall also be installed along the wall. Drive-through screening shall be consistent with the requirements of the Villages of Zinfandel Special Planning Area.	Drive-Thru Screening	Prior to Issuance of Building Permits	Planning
50.	The Project shall provide an accurate photometric plan showing foot-candle readings every 10 feet within the property and 10 feet beyond the property lines with the building permit submittal and shall also meet the following applicable requirements for Outdoor Lighting: • **Nuisance Prevention:** All outdoor lighting shall be designed, located, installed, directed downward or toward structures, shielded, and maintained in order to prevent glare, light trespass, and light pollution. • **Maintenance:** Fixtures and lighting shall be maintained in good working order and in a manner that serves the original design intent. • **Shielding:** All outdoor lighting shall be constructed with full shielding and/or recessed to reduce light trespass to adjoining properties. Each fixture shall be directed	Outdoor Lighting	Prior to Issuance of Building Permits	Planning

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring
	downward and away from adjoining properties and public rights-of-way, so that no light fixture directly illuminates an area outside of the site. • **Levels of Illumination:** Parking lots, driveways, trash enclosures/areas, public phones, and group mailboxes shall be illuminated with a minimum maintained one foot-candle of light and an average not to exceed four foot-candles of light. • **Levels of Illumination:** Entryways and exterior doors of non-residential structures shall be illuminated during the hours of darkness, with a minimum maintained one foot-candle of light, measured within a five-foot radius on each side of the door at ground level. • **Energy-Efficient Fixtures Required:** Outdoor lighting shall utilize energy-efficient (high pressure sodium, metal halide, low pressure sodium, hard-wired compact fluorescent, or other lighting technology that is of equal or greater efficiency) fixtures and lamps. All new outdoor lighting fixtures shall be energy-efficient with a rated average bulb life of not less than 10,000 hours.			
51.	All trash and refuse areas shall be screened from view. Trash enclosures shall meet all service provider standards regarding amount, design, and access based upon the project's estimated need and waste pickup schedules. Trash enclosures should attempt to incorporate the same architectural treatments, materials and colors as the main building when feasible to properly screen them from view. All enclosures shall be locked when not in use.	Architectural	Prior to Issuance of Building Permits	Planning/ Building
52.	Utility areas, electrical and gas meters shall be architecturally screened from view.	Architectural	Prior to Issuance of Building Permits	Planning/ Building/Public Works
53.	All rooftop and ground-mounted mechanical equipment (mechanical units, compressors, pumps, electrical equipment cabinets, control panels, etc.), shall be screened from view and	Architectural	Prior to Issuance of Building Permits	Planning

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring
	designed to minimize visibility from public streets, pedestrian areas, and adjacent properties. Rooftop equipment shall not extend above the building parapet and shall be screened from view on all sides with materials architecturally compatible with the main building. Ground-mounted mechanical and electrical equipment shall be set back from public view and screened to the maximum extent feasible. Where full architectural screening is not required, equipment cabinets and enclosures shall be painted to match the adjacent building surface."			
54.	Construction plans must include all applicable final architectural element details to be reviewed and approved by the Planning Division. This includes but is not limited to all building fixtures, exterior lighting, walkway lighting, parking lot lighting, and streetlights on the Site, Utility, Landscape, and Building Plans, prior to the issuance of any permits. The height and style of fixtures shall be shown. Energy-saving fixtures shall be used and noted on the plans and all illumination shall be installed in a manner that is glare shielded and directed away from adjacent properties and rights-of-way.	Architectural	Prior to Issuance of Building Permits	Planning
55.	Bicycle Parking (short and long term) shall be installed per the approved plans. Bicycle parking shall be in accordance with the 2003 Sacramento Zoning Code and/or other applicable parking standards. All parking shall be located near main entrances and not impede onsite automobile and pedestrian access. The final design and location will be reviewed and approved by the Planning Division.	Bicycle Parking	Prior to Issuance of Building Permits	Planning
56.	Applicant shall complete improvement plans to the satisfaction of the Public Works Department. Improvement plans shall include, but shall not be limited to: • All onsite civil improvements • Civil plan shall include an ADA access plan • All facilities, including but not limited to, sidewalk, driveways, etc. shall be upgraded to meet current ADA requirements and City Standards.	Improvement Plans	Prior to Issuance of Building Permits	Public Works

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring
	• Utility laterals • Public improvement plans shall clearly delineate all transitions to existing improvements • All improvements to be designed and constructed to the satisfaction of the Public Works Department. • Slurry seal limits of development impacted by utility cuts in pavement (Residential - Type 1 Slurry, Arterials – Type 2) • Complete installation of all improvements shown on the improvement plan to satisfaction of the City prior to occupancy			
57.	The applicant shall meet the following: Civil Site Plans and Architectural Plans shall be submitted and approved prior to Final Building Permit being issued. Order of plan submittal shall be as follows: a. Civil improvement plans b. New building architectural plans	Fire	Prior to Issuance of Building Permits	Sac Metro Fire District
58.	The owner must contact Permit Services Unit at PermitServices@sacsewer.com or by phone at (916) 876-6100 to determine if SacSewer impact fees are due. Fees are to be paid prior to the issuance of building permits. Programs are available that support the economic vitality and job growth in the region by reducing sewer impact fees for eligible commercial and industrial customers. Please visit www.sacsewer.com/confluence-regional-partnership-program to learn more.	Sewer	Prior to Issuance of Building Permits	SASD
Prior to Final Inspection				
59.	Vents, gutters, downspouts, flashing, electrical conduits, etc., shall be painted to match the color of the adjacent surface, unless otherwise approved by the Planning Division.	Architectural	Prior to Final Inspection	Planning
60.	Parapet caps, tower materials, and color selections shall complement the existing architectural style and color palette of the surrounding center.	Architectural	Prior to Final Inspection	Planning

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring
61.	Any vegetation damaged or destroyed by construction activities shall be replaced with like or comparable plant materials, and if damage occurs off-site, the replacement plants shall be approved by the property owner and the Planning Division, prior to occupancy approval.	Landscaping	On-Going	Planning
62.	Install onsite improvements per the approved Public Works plans and to the satisfaction of the Public Works Department.	Improvements	Prior to Final Inspection	Public Works
63.	Upon completion of the installation of the landscaping, the designer shall certify that the landscape complies with all city water conserving landscape requirements. Certification shall be accomplished by completion of a certificate of compliance on a form approved by the director of the city public works department. Failure to submit a complete and accurate certificate of compliance will delay final approval of the project and/or discontinue water service per RCMC 22.180.090. Upon receipt of the certificate of compliance and site inspection from City staff, the landscaping performance bond will be released.	Landscaping	Prior to Final Inspection	Public Works
64.	Record drawings of landscape, grading and improvement plans as well as a compact disc containing said plans in AutoCAD and pdf format, and a GIS shape file, or equivalent to the satisfaction of the City Engineer shall be submitted and approved by the Public Works Department.	Record Drawings	Prior to Final Inspection	Public Works
65.	Approved numbers or addresses shall be placed on all new or existing buildings in such a position as to be easily read from the street or road fronting the property. The minimum size of the numbers shall not be less than six (6) inches and shall be mounted immediately adjacent to a light source and shall also contrast with their background.	Addressing	Prior to Final Inspection	Sac Metro Fire District
Advisories				
66.	Failure to operate the car wash in compliance with these conditions may result in modification or revocation of the Conditional Use Permit.	General	Advisory	Planning
67.	Gates shall be installed in accordance with The County	General	Advisory	Sac Metro Fire

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring
	Emergency Access Gates and Barriers Standard. Plan submittal is required prior to installation.			District
68.	Subsequent applications, including time extensions, may be subject to additional SMFD Fire Conditions beyond those listed above. Fire conditions will only be added when significant life safety issues require remediation.	General	Advisory	Sac Metro Fire District
69.	There are two contaminated groundwater and soil contaminated sites for gasoline (T0606700664) and Dichloroethene, Freon, NDMA-N-Nitrosodimethylamine, other chlorinated hydrocarbons, perchlorate, tetrachloroethylene, Trichloroethylene (T10000006274) within 1,000 feet of this site. Prior to any grading, demolition, or construction activities please contact David Von Aspern at vonaspernd@saccounty.gov.	General	Advisory	EMD
70.	If an abandoned well is found on the property, it must be issued an inactivation permit (subject to review and approval from EMD), repaired and brought back into service, or it must be destroyed at the parcel owner's cost. All well-related activities must be performed in compliance with EMD's well permitting and inspection program requirements. Contact wells@saccounty.gov with any questions.	General	Advisory	EMD
71.	If an abandoned septic system tank is discovered on the property, it must be destroyed in compliance with EMD's liquid waste permitting and inspection program requirements. Contact septicinfo@saccounty.gov with any questions.	General	Advisory	EMD
72.	Any facility in Sacramento County that handles and/or stores a hazardous material equal to or greater than the minimum reportable quantities (55 gallons for liquids, 500 pounds for solids and 200 cubic feet (at standard temperature and pressure) for compressed gases) must obtain a permit and submit a Hazardous Materials Business Plan (HMBP) to EMD. The purpose of the HMBP Program is to protect public health and the environment and groundwater from risks or adverse effects associated with the storage of hazardous materials. Contact EMD-ECLandUse@saccounty.gov with any questions.	General	Advisory	EMD

	Conditions of Approval	Category	Timing/ Implementation	Enforcement/ Monitoring
73.	Any facility in Sacramento County that generates hazardous waste must obtain a permit from EMD. The purpose of the program is to ensure compliance with the Hazardous Waste Control Act, verify Hazardous Waste accumulation, labeling, container and tank management standards, and waste generator status, respond to complaints of illegal disposal of hazardous waste, and issue permits and inspects businesses that treat hazardous waste pursuant to permit by rule, conditional authorization, or conditional exemption laws and regulations. Contact EMD-ECLandUse@saccounty.gov with any questions.	General	Advisory	EMD

MD ACOUSTICS
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March 19, 2026

Quick Quack Development II, LLC
Don Shivley
1380 Lead Hill Blvd #260
Roseville, CA 95661

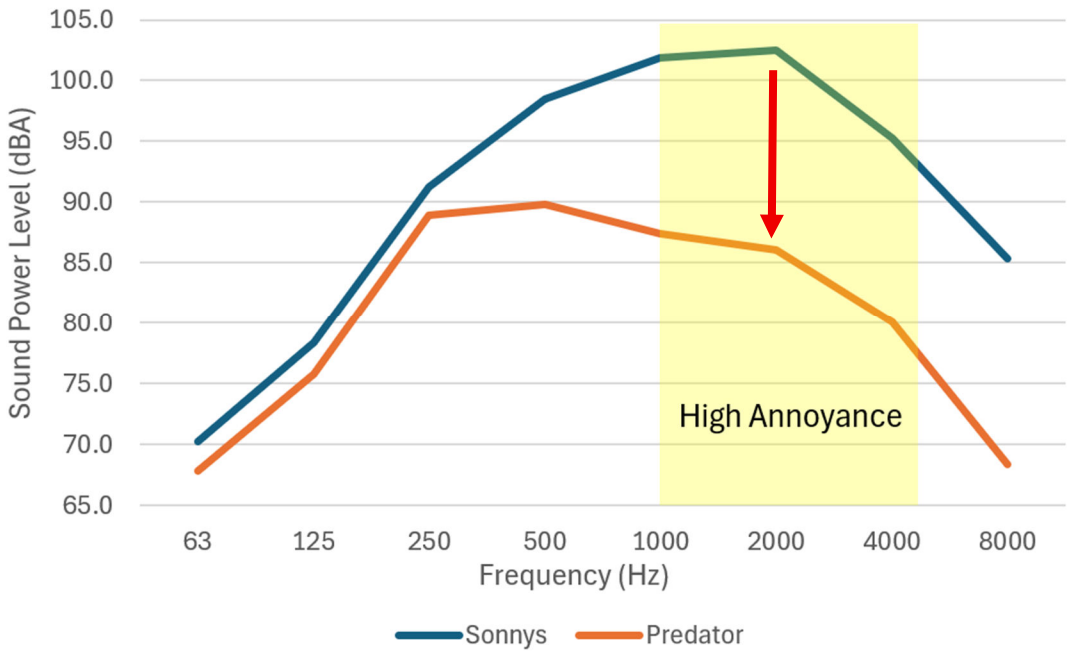
Subject: **Quick Quack Car Wash (Store #26-626) – Noise Review Letter – City of Rancho Cordova, CA**

MD Acoustics, LLC (MD) previously completed a Noise Impact Study for Quick Quack Car Wash on Zinfandel Road (Store #26-626) dated 5/2/2025 (Report). This Noise Review Letter addresses the noise concerns raised during the 2/25/2026 Rancho Cordova Planning Commission hearing.

1.0 Car Wash Model

The project proposes using an IDC Predator blower system. This axial fan blower system is designed primarily for quiet operation. This system is about 15 dB quieter, which is 3 times quieter, than the standard centrifugal fan blower system. It's also notable that the IDC Predator is significantly lower in noise level at the highly sensitive frequencies of human hearing. Figure 1 shows the sound power level of a Sonnys centrifugal blower compared with an IDC Predator axial blower. The blower system does not qualify as tonal (simple tone) per ISO 1996-2.

Figure 1: Sound Power Octave Bands of Centrifugal Blower vs IDC Predator



Quick Quack additionally has a reduced exit size of 10'x10' and houses vacuum turbines in an 8-foot-tall CMU enclosure, which further reduces the noise level compared to typical car washes.

MD has completed over 400 car wash noise impact reports. The proposed tunnel was modeled in SoundPLAN, which complies with ISO 9613-2, the international standard for sound attenuation. SoundPLAN accounts for topography, ground effects, building and wall reflections, and source heights. The sources are calibrated using over 100 real-world data points, including more than 50 from Quick Quack tunnels, to ensure the model aligns with real-world conditions. The model also incorporates data from precision laboratory measurements of the blower system. This data is verified and updated through regularly conducted field measurements and laboratory tests to ensure the highest accuracy. Laboratory data is essential for IDC Predator blowers, as they are typically quieter than ambient traffic noise from arterial roadways.

2.0 Sensitive Receptor Locations

The noise-sensitive land uses identified in the City of Rancho Cordova General Plan Noise Element and the Rancho Cordova Municipal Code include residences, schools, churches, and hospitals. The Municipal Code imposes noise limits only on residential districts. Sidewalks are not considered noise-sensitive areas anywhere in the Municipal Code or General Plan, including in the General Plan Environmental Impact Report (GP EIR).

Sidewalks are not considered noise-sensitive uses because 1) they are transient areas where long-term noise exposure is unlikely, and 2) adjacent roadways are highly noise-producing. The GP EIR considers traffic noise to be the primary source of noise in the city, and Zinfandel Drive is listed in the Noise Element as a major noise-producing roadway. As shown in the Report field sheet in Exhibit A, traffic noise reached up to 82 dBA at 185 feet from Zinfandel Road (ST2). The sidewalk area, which is half that distance from the road, currently experiences traffic noise levels from passing vehicles in the mid- to high-80s dBA. The car wash blower system, on the other hand, would be half as loud along the sidewalk, peaking in the mid-70s. Therefore, the potential short-term pedestrian impact of a vehicle passing a pedestrian on Zinfandel Drive significantly exceeds the potential short-term pedestrian impact of the car wash operations at the sidewalk.

The adjacent noise-sensitive uses, as outlined in the Report, are single-family residences, apartments, and a retirement living center. From Table 4.7-1 of the GP EIR, the exterior project noise levels at the adjacent noise-sensitive uses range from "open office background level" to "normal conversation speech at 5-10 feet." The operational noise levels at these receptors are compatible with these uses and within the municipal code limit for residential uses.

3.0 Conclusion

MD is pleased to provide this response to the Rancho Cordova Planning Commission concerns. The project proposes an ultra-quiet blower system, modeled with an extensive library of precision laboratory and field measurement references in an industry-standard modeling software program. The maximum

car wash noise levels for passing pedestrians on the sidewalk are below the existing maximum traffic noise levels in that location. The noise levels at the adjacent noise-sensitive receptors fall within the City's residential noise limit. If you have any questions regarding this letter, please call our office at (805) 426-4477.

Sincerely,
MD Acoustics, LLC

Claire Pincock, INCE-USA
Sr. Acoustical Consultant

Appendix A
Glossary of Acoustical Terms

Glossary of Terms

A-Weighted Sound Level: The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.

Ambient or Background Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Decibel (dB): A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

dB(A): A-weighted sound level (see definition above).

Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time varying noise level. The energy average noise level during the sample period.

Field Sound Transmission Class (FSTC): The field sound transmission class (FSTC) rating is used for in situ wall and floor/ceiling sound isolation performance assessment. The standard requires the measurement of sound transmission loss and includes required procedure to show that the FSTC rating, as it has been determined by the test procedure, was not influenced by flanking of sound around the partition intended to be tested. Sound transmission class and FSTC ratings are intended by standard to be equivalent; however, practical experience indicates that FSTC ratings tend to be up to five ratings points less than laboratory-measured STC ratings.

Day-Night Level (LDN or DNL): LDN is the average noise level over a 24-hour period. The noise between the hours of 10PM to 7AM is artificially increased by 10 dB. This noise is weighted to take into account the decrease in community background noise of 10 dB during this period.

Noise: *A*ny unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound...".

Noise Isolation Class (NIC): The noise isolation class (NIC) rating is similar to STC and FSTC. However, the standard STC rating contour is applied to the one-third octave band noise reduction measured in a field situation, rather than the transmission losses measured in the field. No correction to the measured noise reduction data is made to account for partition size, receiving room absorption, or sound flanking. Like the STC and FSTC ratings, the field measured NIC rating of a noise reduction spectrum is equal to the value of the contour crossing at 500 Hz. In the absences of sound flanking, the NIC is generally within five points of the laboratory STC rating for typical building partition constructions. The NIC rating is used to assess the sound isolation performance of in situ partition construction, especially complicated ones that involve

multiple sound transmission paths that are not suited for laboratory testing. The NIC rating is often used in lieu of STC and FSTC.

Normalized Noise Isolation Class (NNIC): The normalized noise isolation class (NNIC) is the same as the NIC rating except the receiving room absorption is normalized to correspond to a 0.5-s reverberation time.

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum.

Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

***Sound Transmission Class (STC*)**: To quantify STC, a Transmission Loss (TL) measurement is performed in a laboratory over a range of 16 third-octave bands between 125 – 4,000 Hertz (Hz). The average human voice creates sound within the 125 – 4,000 Hz 1/3rd octave bands.

STC is a single-number rating given to a particular material or assembly. The STC rating measures the ability of a material or an assembly to resist airborne sound transfer over the specified frequencies (see ASTM International Classification E413 and E90). In general, a higher STC rating corresponds with a greater reduction of noise transmitting through a partition.

STC is highly dependent on the construction of the partition. The STC of a partition can be increased by: adding mass, increasing or adding air space, adding absorptive materials within the assembly. The STC rating does not assess low frequency sound transfer (e.g. sounds less than 125 Hz). Special consideration must be given to spaces where the noise transfer concern has lower frequencies than speech, such as mechanical equipment and or/or music. The STC rating is a lab test that does not take into consideration weak points, penetrations, or flanking paths.

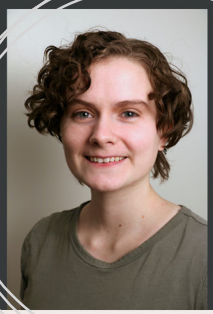
Even with a high STC rating, any penetration, air-gap, or “flanking path can seriously degrade the isolation quality of a wall. Flanking paths are the means for sound to transfer from one space to another other than through the wall. Sound can flank over, under, or around a wall. Sound can also travel through common ductwork, plumbing or corridors. Noise will travel between spaces at the weakest points. Typically, there is no reason to spend money or effort to improve the walls until all weak points are controlled first.

Appendix B
Statement of Qualifications

MD ACOUSTICS

Claire Pincock

Sr. Acoustical Consultant



Claire Pincock graduated from Brigham Young University in the top 5% of her graduating class with a Bachelor of Science degree in Applied Physics with an emphasis in acoustics and a minor in Mathematics. Before joining MD Acoustics, she was a research assistant at BYU. Her research was focused on speech acoustics, specifically on how speech radiates from the mouth. https://www.physics.byu.edu/thesis/archive/2017

In 2017, Claire presented her research with Dr. Timothy Leishman on speech directivity at the Acoustical Society of America, spring Boston conference where she placed 2nd in the student competition on speech acoustics. http://asa.scitation.org/doi/abs/10.1121/1.4987652

This research is also presented in the following paper published in the Journal of the Acoustical Society of America in 2021: https://asa.scitation.org/doi/10.1121/10.0003363

Education

Brigham Young University
B.S., Applied Physics (Acoustics), 2017
Magna Cum Laude
The Pennsylvania State University
M.Eng., Acoustics
2022-Ongoing

Affiliations & Awards

Member
INCE-USA
Member
Acoustical Society of America
https://www.physics.byu.edu/thesis/archive/2017

Representative Project Experience - continued

Noise Survey

- Car Wash
  - SS Black Widow Jomax, Phoenix, AZ
  - 4-025 QQ Fontana, Fontana, CA
  - 44-347 California Oaks, Murrieta, CA
  - QQ Multi Site Survey, Placerville, CA
  - Monte Mar Center, Vista, CA
  - 3875 49th North Street Pinellas Park, Pinellas Park, FL
  - Mister Car Wash Noise Survey, Pflugerville, TX

Noise Impact Study

- Car Wash
  - 99th Ave & Indian School, Avondale, AZ
  - SS Verrado & I-10, Buckeye, AZ
  - SS Chandler Loop 101, Chandler, AZ
  - Quick Quack Car Wash Greenway & Cotton RFP Noise Study, Cotton Lane, AZ
  - 51st & Olive, Glendale, AZ
  - Ultra Clean Car Wash - 83rd and Glendale Ave, Glendale, AZ
  - 303 & Indian School, Goodyear, AZ
  - Terribles' Car Wash – Porter & Bowlin, Maricopa, AZ
  - SS 4311 W. Anthem Way, Phoenix, AZ
  - SSCW E Shea Blvd & 90th St, Scottsdale, AZ
  - SS Hwy 92 & Calle Mercancia, Sierra Vista, AZ
  - SS Hwy 92 & Fry Blvd, Sierra Vista, AZ
  - Greer Ranch Plaza Car Wash, Surprise, AZ
  - QQ 63-119 Cactus Rd & Loop 303, Surprise, AZ
  - SSCW Cactus Rd & State Rte 303, Surprise, AZ
  - SS Elliot & Rural, Tempe, AZ
  - SS Van Buren & 107th, Tolleson, AZ
  - Oracle & Orange Grove, Tucson, AZ
  - SS 1511 W Valencia Rd, Tucson, AZ
  - SSCW 5225 E Speedway, Tucson, AZ
  - Valencia & I-10 Frontage Rd, Tucson, AZ
  - 11004 Telegraph Road, Ventura, CA
  - Automated Express Car Wash – 2990 & 2970 W Valley Blvd, Alhambra, CA
  - QQ 25-137 American Canyon, American Canyon, CA
  - QQ 47-286 Fullerton Anaheim, Anaheim, CA
  - Hwy 18 & Rancherias Rd, Apple Valley, CA
  - 414 E Grand Ave Automatic Car Wash, Arroyo Grande, CA
  - SS 912 W Ramsey St, Banning, CA
  - 109 County Line Rd, Calimesa, CA
  - QQ 41-291 Camarillo Center & Hughes, Camarillo, CA
  - QQ 26-668 6717 Fair Oaks, Carmichael, CA
  - QQ 46-276 Carson, Carson, CA
  - SS Main & 223rd St, Carson, CA
  - QQ 48-274 1396 Third Ave Noise, Chula Vista, CA
  - QQ 45-279 Covina, Covina, CA
  - 11010 N De Anza, Cupertino, CA
  - 100 East H Street, Dixon, CA
  - QQ 25-132 Stratford Dixon, Dixon, CA
  - QQ 25-133 Dorset Dixon, Dixon, CA
  - QQ 44-308 Archibald & Chandler, Eastvale, CA
  - SS El Cajon, El Cajon, CA
  - QQ 6-126 Bass Lake Road, El Dorado Hills, CA

Representative Project Experience - continued

- QQ 25-154 Nelson & Manuel Campos, Fairfield, CA
- E Bidwell St & Old Ranch Way , Folsom, CA
- QQ 26-659 Folsom Auburn & Vance, Folsom, CA
- 5900 Mowry Fremont, Fremont, CA
- QQ 44-264 French Valley, French Valley, CA
- QQ 47-290 Fullerton, Fullerton, CA
- 1717 Grand Ave, Glendora, CA
- QQ 46-282 Belle Porte & E PCH, Harbor City, CA
- QQ 44-312 Hemet, Hemet, CA
- Fuel Center Car Wash Huntington Beach, Huntington Beach , CA
- QQ 43-049 La Quinta, La Quinta, CA
- SS Cambern & Central, Lake Elsinore CA, Lake Elsinore, CA
- SS Lake Elsinore, Lake Elsinore, CA
- QQ 42-272 W Avenue I & 20th W Street, Lancaster, CA
- QQ 42-283 Ave K & 30th St West, Lancaster, CA
- QQ 45-256 Lancaster, Lancaster, CA
- QQ 48-259 Broadway & Buena Vista, Lemon Grove, CA
- QQ 26-049 Ferrari Ranch , Lincoln, CA
- QQ 24-146 Tokay & Lower Sacramento, Lodi, CA
- QQ 26-066 Loomis, Loomis, CA
- QQ 26-066 Sierra College Blvd and Brace Road, Loomis, CA
- 1350 W PCH Car Wash, Los Angeles, CA
- 7601 S Sepulveda, Los Angeles, CA
- 7660 Foothill Blvd, Los Angeles, CA
- 8431 Sunland, Los Angeles, CA
- Ducky's / Chevron Manhattan Beach, CA, BCE#23986, Manhattan Beach, CA
- 23350 Alessandro Blvd, Moreno Valley, CA
- Moreno Valley, Moreno Valley, CA
- 2110 Old Middlefield Way Car Wash, Mountain View, CA
- Lazy Hawk & Winchester - Noise, Murrieta, CA
- QQ 44-318 Murrieta Noise, Murrieta, CA
- QQ 44-329 Murrieta Hot Springs, Murrieta, CA
- SSCW MHS 2.5 Update, Murrieta, CA
- QQ 41-278 North Hollywood, North Hollywood, CA
- QQ 46-284 Norwalk, Norwalk, CA
- QQ 24-157 5400 Neroly Road, Oakley , CA
- QQ Oakley, Oakley, CA
- QQ 48-239 Oceanside, Oceanside , CA
- SS Oceanside, Oceanside, CA
- 26-082 Greenback Ln and Hazel Ave, Orangevale, CA
- QQ 42-240 Palmdale Quartz Hill, Palmdale, CA
- QQ 24-155 Pittsburg CA, Pittsburg, CA
- QQ 26-630 Missouri Flat Rd & Hwy 50, Placerville, CA
- QQ 26-626 Bear Hollow & Zinfandel, Rancho Cordova, CA
- QQ 22-104 Hartnell and Shasta, Redding, CA
- 3355 Arlington Ave, Riverside, CA
- 501 E Alessandro Blvd Noise, Riverside, CA
- QQ 0202 Riverside, Riverside, CA

Representative Project Experience - continued

- QQ 44-236 320 E Alessandro Blvd Post Construction, Riverside, CA
- QQ 44-236 Riverside, Riverside, CA
- QQ 44-296 22404 Van Buren, Riverside County, CA
- QQ 26-649 Rocklin, Rocklin, CA
- QQ 26-649 Sunset & Lonetree, Rocklin, CA
- QQ Innovation Center, Rocklin, CA
- QQ 22-0272 1590 Vineyard Rd, Roseville, CA
- QQ 26-651 300 N Sunrise, Roseville, CA
- QQ 26-624 Alta Arden, Sacramento County, CA
- QQ 26-642 Jackson & Watt, Sacramento County, CA
- QQ 33-051 Salinas, Salinas, CA
- QQ 44-325 950 E Hospitality Lane, San Bernardino, CA
- W Base Line & H St, San Bernardino, CA
- QQ 48-267 Trade Dr and Highland Ranch, San Diego, CA
- SS El Cajon & 70th, San Diego, CA
- QQ 42-270 Ocean View Hills & Otay Mesa , San Diego County, CA
- 1335 Truman St, San Fernando, CA
- SSCW Ramona & State, San Jacinto, CA
- QQ 34-011 Santa Maria, Santa Maria, CA
- QQ 34-018 N Broadway, Santa Maria, CA
- QQ 25-159 Sonoma Hwy & Mission Blvd, Santa Rosa, CA
- 10570 Riverside Drive, Toluca Lake, CA
- Corral Hollow Car Wash, Tracy , CA
- Express Car Wash Tracy, Tracy, CA
- Tracy Car Wash, Tracy, CA
- QQ 47-295 Tustin, Tustin, CA
- QQ 43-030 Twentynine Palms, Twentynine Palms, CA
- QQ 44-317 Monte Vista & Foothill, Upland, CA
- QQ 42-292 Amargosa & Hook, Victorville, CA
- Victorville Gas Station & Car Wash Noise, Victorville, CA
- SS Vista Way & Melrose, Vista, CA
- QQ 33-059 Watsonville, Watsonville, CA
- 6260 Westminster, Westminster , CA
- QQ 45-274 Whittier, Whitter, CA
- 16010 E Whittier Car Wash Reno, Whittier, CA
- SS Domenigoni & Leon, Winchester, CA
- QQ 44-316 Van Buren & Washington, Woodcrest, CA
- QQ 44-311 Yucaipa Blvd, Yucaipa, CA
- QQ 3-029 Twentynine Palms & Balsa, Yucca Valley, CA
- Hwy 287 & W 6th Ave, Broomfield, CO
- SS Hwy 425 CO-7, Broomfield, CO
- SSCW - 7151 Tower Rd Denver, Denver, CO
- SSCW William Bailey & Hwy 52, Frederick, CO
- SSCW 9804 S Yosemite Street, Lone Tree, CO
- SS 104th & Birch, Thornton, CO
- SS Washington & 98th , Thornton, CO
- QQ 38-010 Waikoloa , Waikoloa, HI
- Liberty & Eola, Aurora, IL
- Motor Werks Car Wash, Barrington,

Representative Project Experience - continued

IL
- 2601-2701 Ogden Ave, Lisle, IL
- Everclear Carwash vacuum Noise, Morton Grove, IL
- 301 East Route 83, Mundelein, IL
- Gurnee Village, Waukegan, IL
- Modwash Delran NJ, Delran, NJ
- Modwash Washington NJ, Washington, NJ
- QQ 61-015 Henderson, Henderson, NV
- Modwash Pittsburgh PA, Pittsburgh, PA
- Modwash Willow Grove, Willow Grove, PA
- Old Greenville Hwy , Clemson, SC
- SS Main & Marti, Cleburne, TX
- SSCW John West & Buckner, Dallas, TX
- McPherson & Chisholm, Fort Worth, TX
- 2670 Towne Centre Dr, Mesquite, TX
- Hwy 121 & Coit, Plano, TX
- SS US-380 E & Main St, Providence Village, TX
- S John King & TX 276, Rockwall, TX
- White Hills Drive, Rockwall, TX
- 7477 Adams Street, Temple, TX
- QQ 460 Kitty Hawk Rd, Universal City, TX
- 13960 Denton, Westlake, TX
- QQ 1249 County Hills Dr, Ogden, UT
- QQ 3700 N University Ave, Provo, UT
- QQ Taylorsville, Taylorsville, UT
- QQ West Valley 4000 West, West Valley, UT
- QQ 13-003 207 7th Ave SW, Kelso, WA
- QQ 16-085 10056 SE 240th St, Kent, WA
- QQ 16-044 Steilacoom & 87th, Lakewood, WA

CalGreen Building Acoustics Review

- Car Wash
  - 4170 S Central CalGreen, Los Angeles, CA

Noise Assessment Letter Report

- Car Wash
  - Loop 303 & Indian School Post-Construction, Goodyear, AZ
  - Terrible's Car Wash - Litchfield & Sweetwater, Surprise, AZ
  - Mitchell and Roeding Commercial Park Car Wash Facility , Ceres, CA
  - QQ 44-127 Corona, Corona, CA
  - Automatic Car Wash 6895 Hollister Ave, Goleta, CA
  - QQ 42-290 Main & 9th , Hesperia, CA
  - Wild Wash Express Car Wash – 2030 E Colorado Blvd, Pasadena, CA
  - QQ Sacramento, Sacramento, CA
  - Stealth 80 210 W Ste Rd 434 , Winter Springs, FL
  - 1123 Middle Country , Selden, NY
  - 3075 Cape Horn Road Car Wash – Noise Impact Study, Red Lion, PA, Red Lion, PA
  - 2700 South Queen Street Car Wash York, PA, York, PA
  - BCEW 25-025 White Settlement Rd & Academy Blvd, Fort Worth, TX

Noise Modeling

- Car Wash
  - Surf Thru Fresno, Fresno, CA
  - Allen Rd Car Wash, Rosedale, CA
  - Quick Quack Car Wash (Store #44-334), San Bernardino, CA

Representative Project Experience - continued

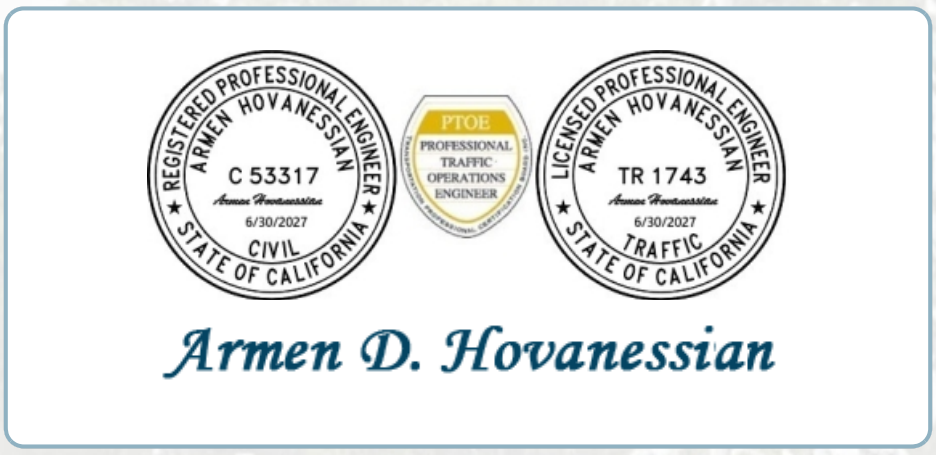
- CF25 - Carrollton - 2709038, Carrollton, TX

Noise Impact Study Cat32

- Car Wash
  - 8100 Van Nuys Blvd, Panorama City, CA

Armen Hovanessian
Transportation Consulting
AHTC Inc.

Quick Quack Rancho Cordova 26-626
Trip Generation & Queueing Analysis Report
March 20, 2026
Bear Hollow Dr & Zinfandel Dr
Rancho Cordova
California - 95670



AHTC Inc.

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Website - www.ahtraffic.com

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TABLES

INTRODUCTION

Armen Hovanessian Transportation Consulting (AHTC, Inc.) is pleased to present this Trip Generation report for the proposed Quick Quack Car Wash project located at the southwest corner of Zinfindel Drive and Hollow Drive in Rancho Cordova, California. This analysis has been prepared regarding the project's peak hours and daily trip generation.

Project Description

The project comprises an automated single-car wash tunnel with 16 vacuum stalls and 3 parking spaces.

Project Location

The project site is a vacant lot within a commercial and residential development. Please refer to the area map showing the project site:

Figure 1 - Area Map

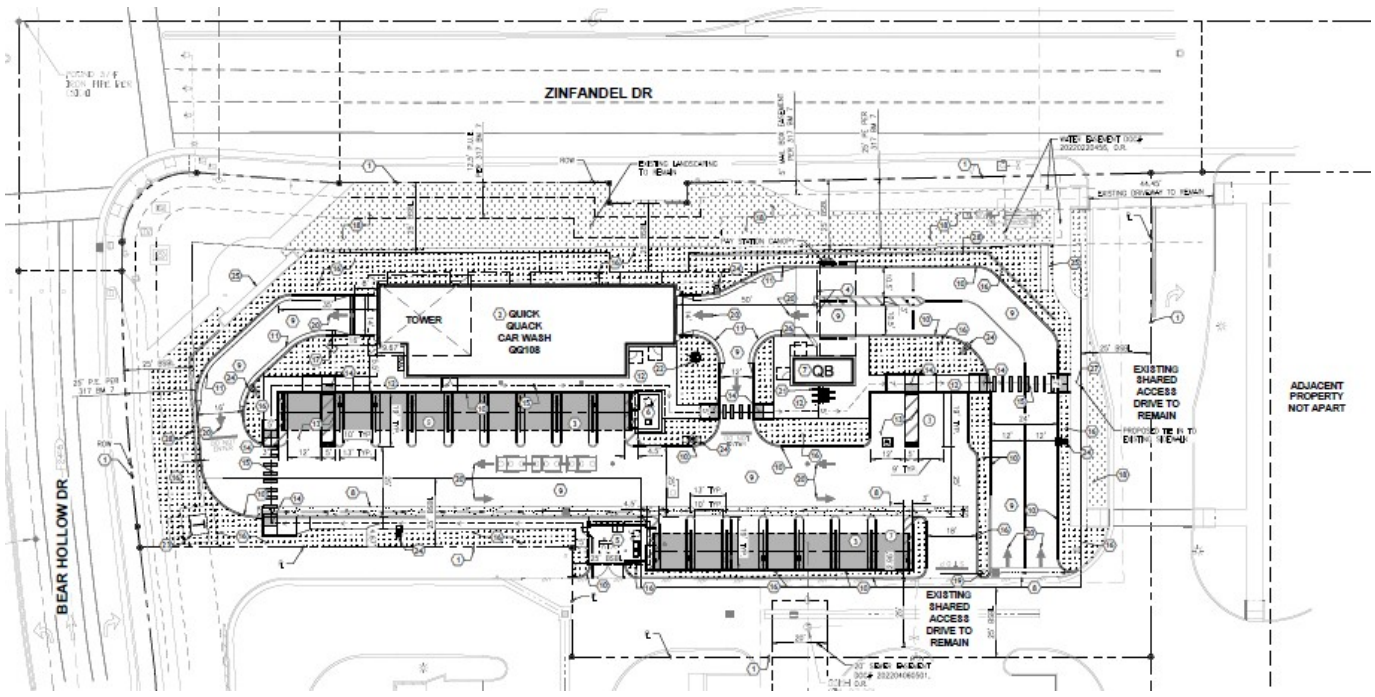
Armen Hovanessian
Transportation Consulting
AHTC Inc.

Area Map

Project Site Plan

Figure 2 illustrates the project site plan, showing the location of the proposed project driveway on Zinfinel Drive for egress and ingress traffic.

Figure 2 - Site Plan



Armen Hovanessian
Transportation Consulting
AHTC Inc.

Site Plan

Project Trip Generation

Trip generation rates from the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition*, were used in this analysis. ITE trip generation rates for an Automated Car Wash, ITE code 948, were used to estimate the proposed project trips. Please refer to Appendix 1 for ITE trip generation tables. The analysis in this report used a conservative 40% pass-by trip discount rate and a 10% internal capture rate for this project.

As shown in Table 1 below, the project is forecast to result in net new 51 AM and 46 PM peak-hour trips, as well as 457 daily trips.

Table 1 - Project Trip Generation

Land Use (ITE Code)	Size	Unit	AM Peak Hour Trips				PM Peak Hour Trips				Daily Trips	
			Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total
Proposed Project Trip Generation												
Automated Car Wash (948)	3.600	KSF	26.25	Split 96	51.00% 49	49.00% 47	24.78	Split 90	50.00% 45	50.00% 45	253.51	913
Total Proposed Trips				**96**	**49**	**47**		**90**	**45**	**45**		**913**
Pass-by Trip Discounts												
Automated Car Wash*	3.600	KSF	40.00%	-37	-19	-18	40.00%	-36	-18	-18	40.00%	-365
Total Pass-by Trip Discount				**-37**	**-19**	**-18**		**-36**	**-18**	**-18**		**-365**
Internal Capture Discount												
Automated Car Wash**	3.600	KSF	10.00%	-8	-4	-4	10.00%	-8	-4	-4	10.00%	-91
Total Internal Capture Discount				**-8**	**-4**	**-4**		**-8**	**-4**	**-4**		**-91**
Net New Trips				**51**	**26**	**25**		**46**	**23**	**23**		**457**
NET INCREASE/DECREASE TRIPS				**51**	**26**	**25**		**46**	**23**	**23**		**457**

Source: ITE Trip Generation Manual, 12th Edition
*Pass-by Trip Discount Rate: The ITE Trip Generation Manual, 12th Edition, does not provide a pass-by trip discount rate for Automated Car Wash. However, for a Gas Service Station, ITE provides a 63% AM and 57% PM, and SANDAG provides 79% diverted and pass-by trip discounts. A conservative 40% pass-by trip discount rate was used for this project.
** 10% Internal Capture Rate was applied

For comparison purposes, refer to the trip generation table below from the original transportation assessment report, pages 6 and 7, dated October 5, 2021, for the Stonecreek Commercial/Residential development. The proposed car wash project is replacing the originally proposed gasoline station with a convenience store, which was proposed as part of the development. As shown in the table below from the original report, the gasoline station with 16 fueling positions and a convenience store was forecast to generate 73 AM and 105 PM, as well as 1,751 daily trips.

TABLE 4
PROJECT TRIP GENERATION FORECASTS

Land Use	Unit	Quantity	Trips						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Based on Sum of Trip Estimates for Individual Uses									
Single Family Residential	du	128	1,208	24	71	95	80	47	127
Internal Trips to Commercial		*10%*	*<122>*	*<2>*	*<7>*	*<9>*	*<8>*	*<4>*	*<12>*
External Trips			1,087	22	64	86	72	43	115
Primary Trips		90%	1,087	22	64	86	72	43	115
Multi-Family Residential	du	150	1,098	16	53	69	53	31	84
Internal Trips to Commercial		*10%*	*<110>*	*<2>*	*<5>*	*<7>*	*<5>*	*<3>*	*<8>*
External Trips			988	14	48	62	48	28	76
Primary Trips		90%	988	14	48	62	48	28	76
Supermarket	ksf	23.0	2,456	53	35	88	108	105	213
Internal Trips to Residential			*<81>*	*<5>*	*<1>*	*<6>*	*<3>*	*<4>*	*<7>*
External Trips			2,375	48	34	82	105	101	206
Pass-by Trips		36%	855	15	15	30	37	37	74
Primary Trips		62%	1,520	33	19	52	68	64	132
Fast Food Restaurant with Drive-Thru	ksf	3.0	1,413	61	60	121	51	47	98
Internal to Residential			*<46>*	*<2>*	*<1>*	*<3>*	*<1>*	*<3>*	*<4>*
External Trips			1,367	59	59	118	50	44	94
Pass-by Trip		50%	683	27	27	54	24	24	48
Primary Trips		48%	684	32	32	64	26	20	46
ksf = 1,000 square feet									

TABLE 4 (continued)
PROJECT TRIP GENERATION FORECASTS

Land Use	Unit	Quantity	Trips						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Retail	ksf	3.2	302	5	3	8	14	16	30
Internal to Residential			*<10>*	*<0>*	*<0>*	*<0>*	*<1>*	*<0>*	*<1>*
External Trips			292	5	3	8	13	16	29
Pass-by Trips		34%	99	2	1	3	5	5	10
Primary Trips			198	3	2	5	8	11	19
Gas W/ Convenience Store	Fueling position	16	3,286	102	98	200	114	110	224
Internal to Residential			*<94>*	*<5>*	*<2>*	*<7>*	*<3>*	*<6>*	*<9>*
External Trips			3,502	97	96	193	111	104	215
Pass-by Trips		x%[1]	1,751	60	60	120	60	60	120
Primary Trips			1,751	37	36	73	51	54	105
Project Gross Total			9,763	261	320	581	420	356	776
Internal Trips			*<463>*	*<16>*	*<16>*	*<32>*	*<21>*	*<20>*	*<41>*
External Trips			9,300	245	304	549	399	336	735
Pass-by Trips			3,388	104	103	207	126	126	252
Primary Trips			5,912	141	201	342	278	210	483
ksf = 1,000 square feet. [1] pass-by and diverted assumed to be 50% on a daily basis, 62% in am peak hour and 56% in pm peak hour									

As shown, the proposed car wash, compared with the originally proposed and analyzed gasoline station, will generate fewer net new trips. The difference in trips is -22 AM and -59 PM peak-hour trips and -1,294 daily trips.

Project Trip Distribution and Assignments

Trip distribution assumptions are used to determine the origin and destination of new vehicle trips associated with the project. The geographic distribution of project trips is based on the functional classification of streets in the vicinity, traffic volume levels, and local knowledge of the roadway network. Refer to Figures 3 and 4 below for illustrations showing the Project's Trip Distributions and Assignments at the intersection of Zinfandale Drive and Bear Hollow Drive and two project driveway access points.

Figure 3 – Project Trip Distribution Percentages

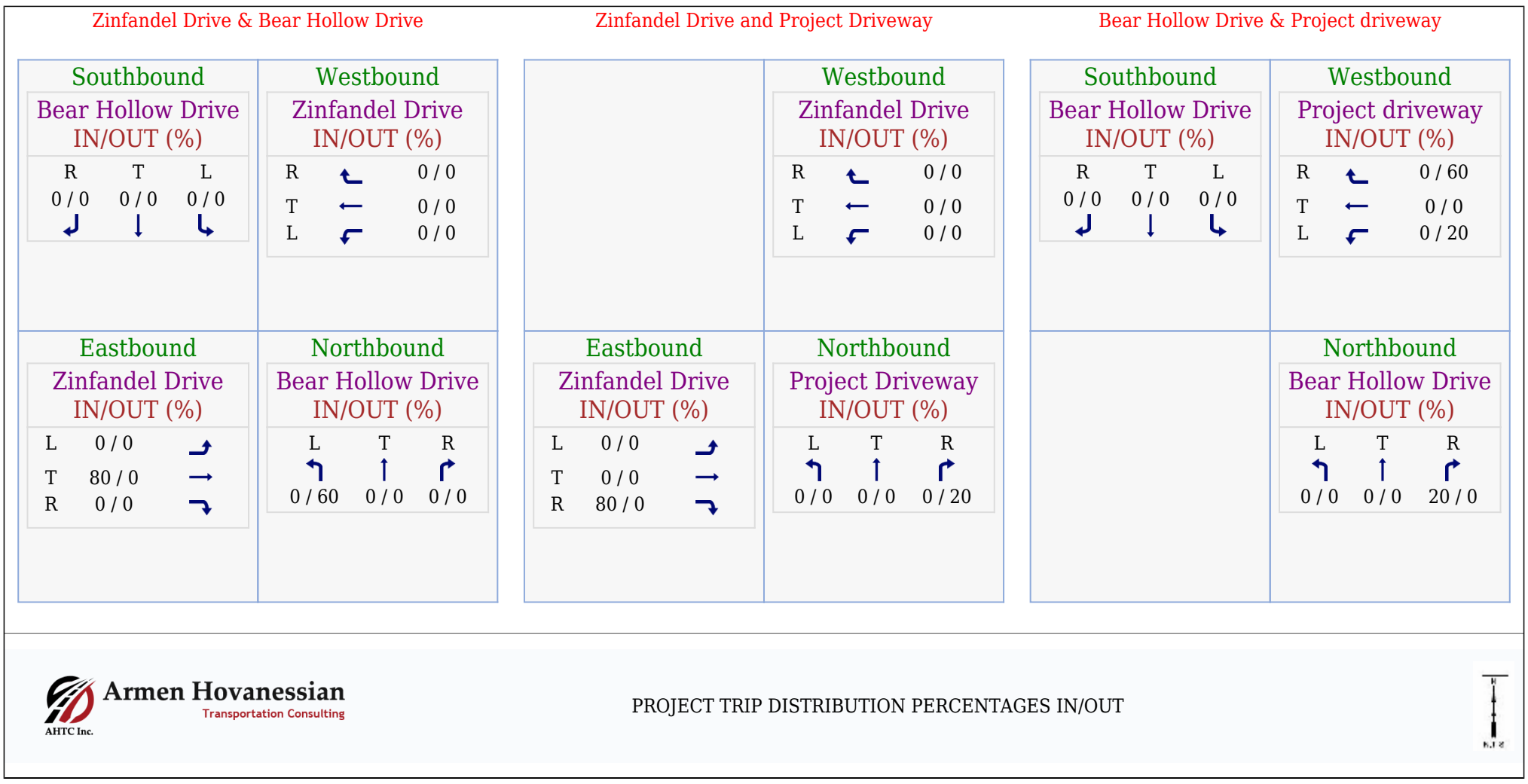
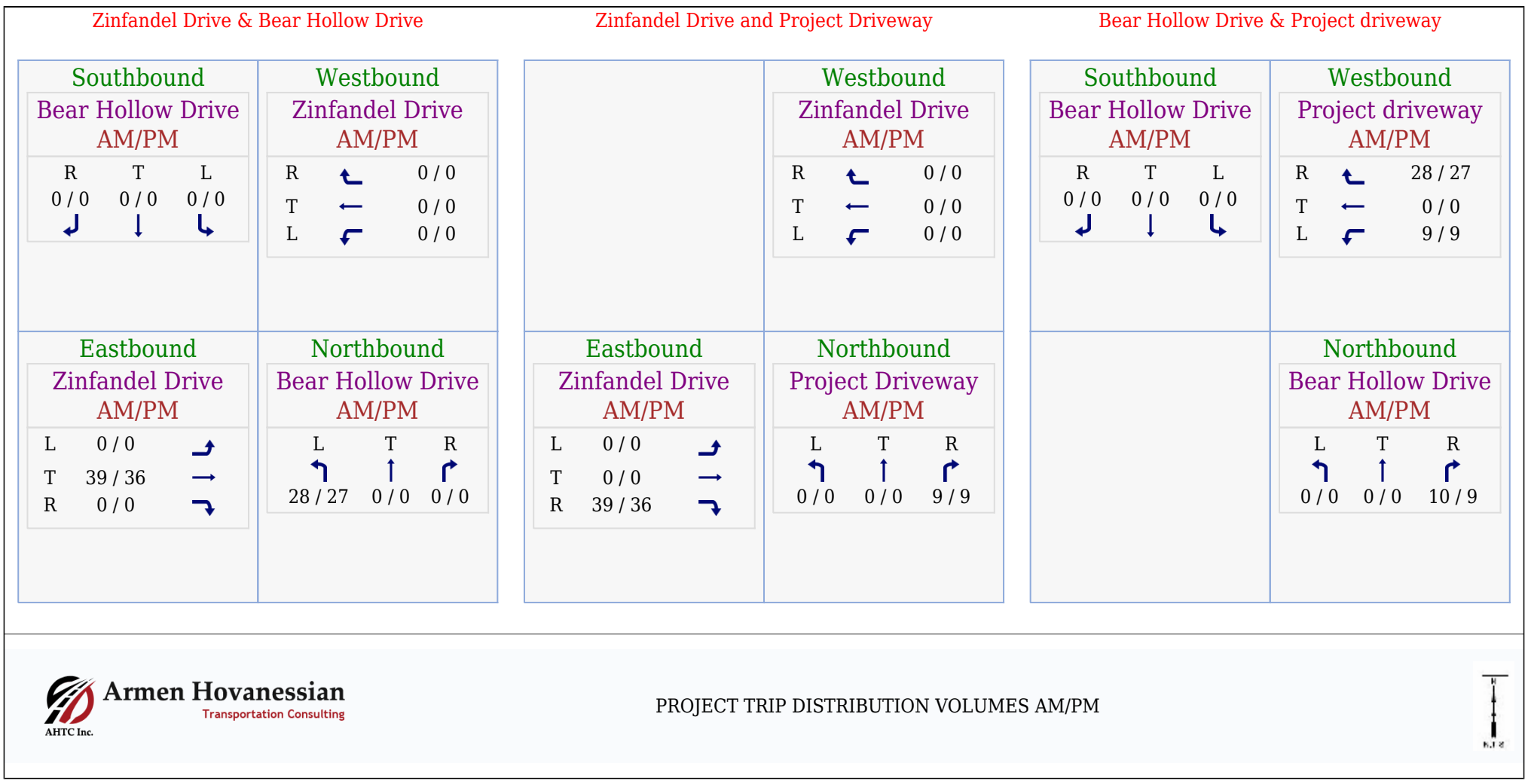


Figure 4 - Project Trip Assignments for AM/PM Peak Hours



PROJECT QUEUEING ANALYSIS

To determine the queueing of the car wash traffic, extensive surveys by observation of queue lengths were conducted at three similar Quick Quack Car Wash locations, as shown below:

1. 849 Davis Street, Vacaville, CA 95687
2. 1305 N. Lincoln Street, Dixon, CA 95620
3. 1471 Holiday Lane, Fairfield, CA 94534

The data were collected between 7 AM and 9 PM on Friday, January 23, 2026, and Saturday, January 24, 2026, at all three locations in 1-minute intervals. Please refer to Appendix 2 for survey data sheets.

The surveyed car wash locations provided 2 queue lanes at the gates before entering the car wash tunnel. The observation of the queue lengths is as follows:

Location 1 - 849 Davis Street, Vacaville:

Friday, January 23, 2026: The maximum observed queue length was 2 vehicles per queue line over a 1-minute interval. Only 2 times were 2-car queue lengths observed during the 14-hour observation period. The table below provides the percentage frequency of the maximum queue length for the member-only, member/non-member, and combined queue lanes.

Table 2 - Friday - Frequency of Maximum Queue Length at Location 1

849 Davis Street Vacaville, CA 95687								
QUICK QUACK CAR WASH QUEUE LENGTH FRIDAY 1/23/26 7AM -9PM								
Member & Non-Member Lanes Combined			Member / Non-Member Lane 1			Member Lane - Lane 2		
Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage
0	769	91.5%	0	815	97.0%	0	789	93.9%
1	56	6.7%	1	23	2.7%	1	43	5.1%
2	15	1.8%	2	2	0.2%	2	8	1.0%
Total	840	100%	Total	840	100%	Total	840	100%
50th Percentile	0		50th Percentile	0		50th Percentile	0	
85th Percentile	0		85th Percentile	0		85th Percentile	0	
95th Percentile	1		95th Percentile	0		95th Percentile	1	
Max	2		Max	2		Max	2	

As shown in the table above, the maximum queue lengths for the member-only and member/non-member lanes were limited to 2 cars 99% of the time.

Saturday, January 24, 2026: The maximum observed queue length was 4 vehicles in the member-only lane and 3 vehicles in the member/non-member lane over a 1-minute interval. Only 3 times were 4-car queue lengths observed in the member-only lane, and 3 times 3-car queue lengths were observed in the member/non-member lane during the 14-hour observation period. The table below provides the percentage frequency of the maximum queue length for the member-only, member/non-member, and combined queue lanes.

Table 3 - Saturday - Frequency of Maximum Queue Length at Location 1

849 Davis Street Vacaville, CA 95687								
QUICK QUACK CAR WASH QUEUE LENGTH SATURDAY 1/24/26 7AM - 9PM								
Member & Non-Member Lanes Combined			Member / Non-Member Lane 1			Member Lane - Lane 2		
Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage
0	699	83.2%	0	796	94.8%	0	723	86.1%
1	80	9.5%	1	33	3.9%	1	75	8.9%
2	41	4.9%	2	8	1.0%	2	32	3.8%
3	13	1.5%	3	3	0.4%	3	7	0.8%
4	6	0.7%	4	0	0.0%	4	3	0.4%
5	1	0.1%	5	0	0.0%	5	0	0.0%
Total	840	100%	Total	840	100%	Total	840	100%
50th Percentile	0		50th Percentile	0		50th Percentile	0	
85th Percentile	1		85th Percentile	0		85th Percentile	0	
95th Percentile	2		95th Percentile	1		95th Percentile	1.05	
Max	5		Max	3		Max	4	

As shown in the table above, the maximum queue lengths for the member-only and member/non-member lanes were limited to 4 and 3

cars, respectively, 99% of the time.

Location 2 - 1305 N. Lincoln Street, Dixon:

Friday, January 23, 2026: The maximum observed queue length was 2 vehicles in the member/non-member lane and 0 vehicles in the member-only lane over a 1-minute interval. Only 9 2-car queue lengths were observed in the member/non-member lane during the 14-hour observation period. The table below provides the percentage frequency of the maximum queue length for the member-only, member/non-member, and combined queue lanes.

Table 4 - Friday - Frequency of Maximum Queue Length at Location 2

1305 N. Lincoln Street Dixon, CA 95620								
QUICK QUACK CAR WASH QUEUE LENGTH FRIDAY 1/23/26 7AM -9PM								
Member & Non-Member Lanes Combined			Member / Non-Member Lane 1			Member Lane - Lane 2		
Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage
0	803	95.6%	0	803	95.6%	0	840	100.0%
1	28	3.3%	1	28	3.3%	1	0	0.0%
2	9	1.1%	2	9	1.1%	2	0	0.0%
Total	840	100%	Total	840	100%	Total	840	100%
50th Percentile	0		50th Percentile	0		50th Percentile	0	
85th Percentile	0		85th Percentile	0		85th Percentile	0	
95th Percentile	0		95th Percentile	0		95th Percentile	0	
Max	2		Max	2		Max	0	

As shown in the table above, the maximum queue lengths for the member-only and member/non-member lanes were limited to 0 and 2 cars, respectively, 100% and 99% of the time.

Saturday, January 24, 2026: The maximum observed queue length was 0 vehicles in the member-only lane and 4 vehicles in the member/non-member lane over a 1-minute interval. Only 6 times 4-car queue lengths were observed in the member/non-member lane during the 14-hour observation period. The table below provides the percentage frequency of the maximum queue length for the member-only, member/non-member, and combined queue lanes.

Table 5 - Saturday - Frequency of Maximum Queue Length at Location 2

1305 N. Lincoln Street Dixon, CA 95620								
QUICK QUACK CAR WASH QUEUE LENGTH SATURDAY 1/24/26 7AM - 9PM								
Member & Non-Member Lanes Combined			Member / Non-Member Lane 1			Member Lane - Lane 2		
Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage
0	685	81.5%	0	685	81.5%	0	840	100.0%
1	103	12.3%	1	103	12.3%	1	0	0.0%
2	39	4.6%	2	39	4.6%	2	0	0.0%
3	7	0.8%	3	7	0.8%	3	0	0.0%
4	6	0.7%	4	6	0.7%	4	0	0.0%
Total	840	100%	Total	840	100%	Total	840	100%
50th Percentile	0		50th Percentile	0		50th Percentile	0	
85th Percentile	1		85th Percentile	1		85th Percentile	0	
95th Percentile	2		95th Percentile	2		95th Percentile	0	
Max	4		Max	4		Max	0	

As shown in the table above, the maximum queue lengths for the member-only and member/non-member lanes were limited to 0 and 4 cars, respectively, 100% and 99% of the time.

Location 3 - 1471 Holiday Lane, Fairfield:

Friday, January 23, 2026: The maximum observed queue length was 2 vehicles in the member/non-member lane and the member-only lane over a 1-minute interval. Only 9 2-car queue lengths were observed in the member/non-member and member-only lanes during the 14-hour observation period. The table below provides the percentage frequency of the maximum queue length for the member-only, member/non-member, and combined queue lanes.

Table 6 - Friday - Frequency of Maximum Queue Length at Location 3

1471 Holiday Lane Fairfield, CA 94534								
QUICK QUACK CAR WASH QUEUE LENGTH FRIDAY 1/23/26 7AM -9PM								
Member & Non-Member Lanes Combined			Member / Non-Member Lane 1			Member Lane - Lane 2		
Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage
0	740	88.1%	0	797	94.9%	0	774	92.1%
1	76	9.0%	1	34	4.0%	1	57	6.8%
2	21	2.5%	2	9	1.1%	2	9	1.1%
3	3	0.4%	3	0	0.0%	3	0	0.0%
Total	840	100%	Total	840	100%	Total	840	100%
50th Percentile	0		50th Percentile	0		50th Percentile	0	
85th Percentile	0		85th Percentile	0		85th Percentile	0	
95th Percentile	1		95th Percentile	1		95th Percentile	1	
Max	3		Max	2		Max	2	

As shown in the table above, the maximum queue lengths for the member-only and member/non-member lanes were limited to 2 cars 99% of the time.

Saturday, January 24, 2026: The maximum observed queue length was 4 vehicles in the member-only lane and 3 vehicles in the member/non-member lane over a 1-minute interval. Only 1 time was a 3-car queue length observed in the member/non-member lane, and twice were 4-car queue lengths observed in the member-only lane during the 14-hour observation period. The table below provides the percentage frequency of the maximum queue length for the member-only, member/non-member, and combined queue lanes.

Table 7 - Saturday - Frequency of Maximum Queue Length at Location 3

1471 Holiday Lane Fairfield, CA 94534								
QUICK QUACK CAR WASH QUEUE LENGTH SATURDAY 1/24/26 7AM - 9PM								
Member & Non-Member Lanes Combined			Member / Non-Member Lane 1			Member Lane - Lane 2		
Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage
0	660	78.6%	0	760	90.5%	0	706	84.0%
1	100	11.9%	1	66	7.9%	1	84	10.0%
2	57	6.8%	2	13	1.5%	2	40	4.8%
3	18	2.1%	3	1	0.1%	3	8	1.0%
4	3	0.4%	4	0	0.0%	4	2	0.2%
5	1	0.1%	5	0	0.0%	5	0	0.0%
6	1	0.1%	6	0	0.0%	6	0	0.0%
Total	840	100%	Total	840	100%	Total	840	100%
50th Percentile	0		50th Percentile	0		50th Percentile	0	
85th Percentile	1		85th Percentile	0		85th Percentile	1	
95th Percentile	2		95th Percentile	1		95th Percentile	2	
Max	6		Max	3		Max	4	

As shown in the table above, the maximum queue lengths for the member-only and member/non-member lanes were limited to 4 and 3 cars, respectively, 99% of the time.

As shown in the project site plan in Figure 2, the project is designed to provide 2 approximately 120-foot queue lanes totaling approximately 240 feet with capacity to accommodate 12 vehicles. Based on field observations of similar operations, the proposed project's queueing demand would not exceed the queueing capacity provided by the project.

Car Wash Operation

The following are the operating details for the car wash:

1. **Hours of operation:**

- 7 am – 9 pm
- 7 days per week

2. **Team Members:**

At any given time, we will have 2-4 Team Members on site, depending on expected volume. Each store typically employs up to 18 Team Members.

3. **Site Operation:**

Unlike carwashes typically found at gas stations, Quick Quack Car Wash uses a conveyor that keeps cars moving even if there are a few cars in line. The entire wash cycle lasts about **three minutes,** and since there is no waiting for the car in front to finish, a car will rarely spend more than five minutes from the time it enters and exits the carwash site.

As soon as the cars enter the site, they are guided to the queueing line leading into the gates that provide entry to the wash tunnel. The member line features an automated license plate recognition system that opens the gate for a member's car. The one-time wash customers will stop at the gate and pay for the wash in less than 1 minute. After exiting the wash tunnel, approximately 70% of the customers will drive off the site. 30% of customers will stop at the vacuum stalls to clean the inside of the vehicle, which, on average, lasts less than 5 minutes. The on-site staff are actively involved in helping customers complete this process as quickly as possible.

4. **Wash Programs:**

Quick Quack Car Wash is an express carwash operation offering a quick in-and-out experience for customers. There are individual, varied washes and unlimited programs. With the unlimited program, the customers are waved through the line and can visit the wash as many times as they want per month. The on-site staff members are there to assist customers through the washing process as expeditiously as possible, minimizing the time spent on site.

5. **Contingency Plan:**

According to exhaustive surveys conducted at various Quick Quack Car Washes, the maximum observed queue length is 5 cars. Therefore, cars do not extend beyond the provided queue storage capacity. In the rare event of a vehicle breakdown while in the queue line, the second queue line is used to move the cars through the line while on-site staff move the vehicle out of the way. However, this type of situation is highly unlikely.

CONCLUSION

The project does not have major adverse effects on access, safety, or circulation.

Appendices

Appendix 1 – Institute of Transportation Engineers (ITE)

Land Use: 948
Automated Car Wash

Description

An automated car wash is a facility that allows for the mechanical cleaning of the exterior of vehicles. Manual cleaning services may also be available at the facility.

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2020s in California, Colorado, Florida, New Jersey, New York, Pennsylvania, and Washington.

Source Numbers

552, 555, 585, 599, 954, 1208, 1224, 1245, 1256

Automated Car Wash
(948)

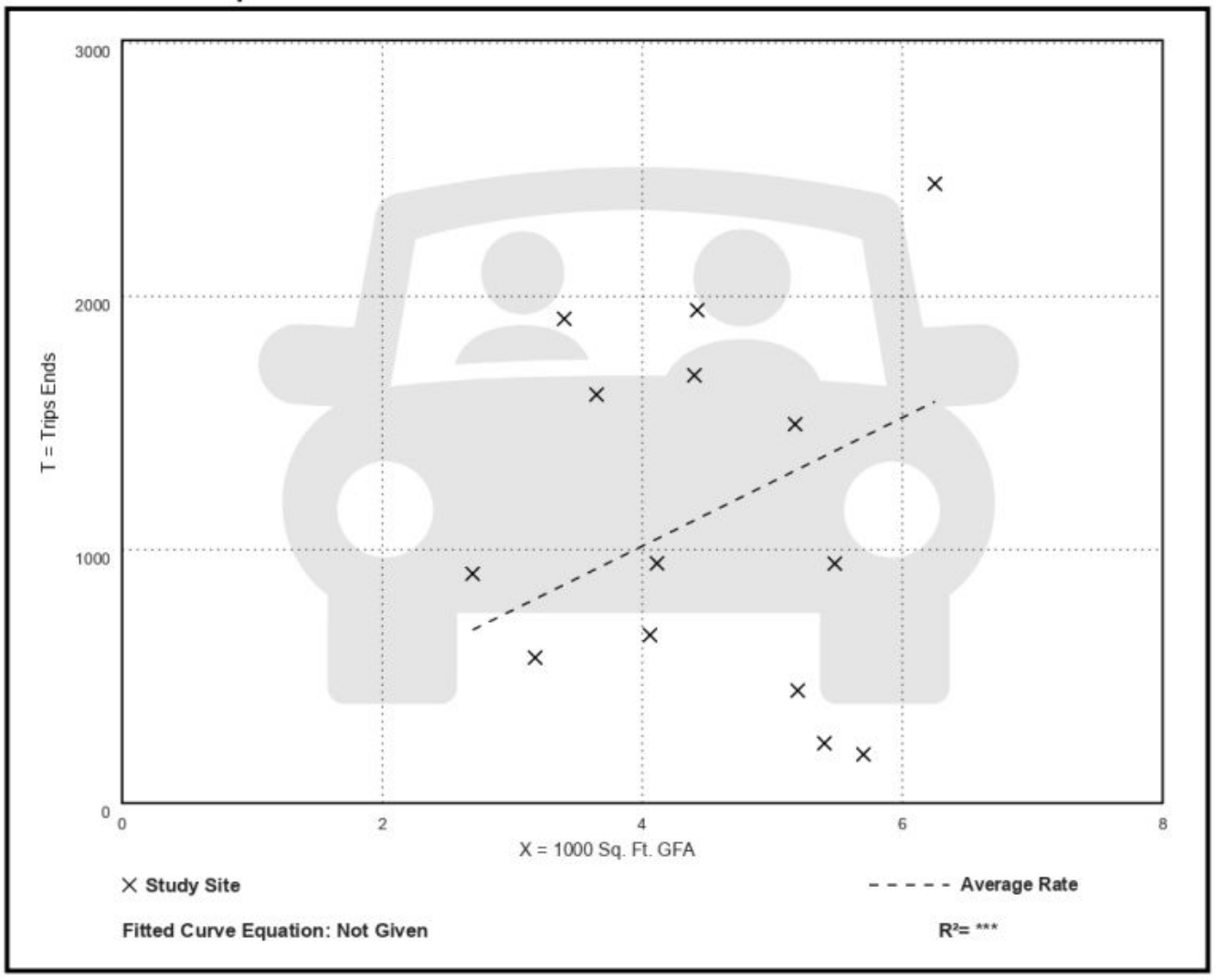
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
253.51	33.68 - 562.06	163.78

Data Plot and Equation



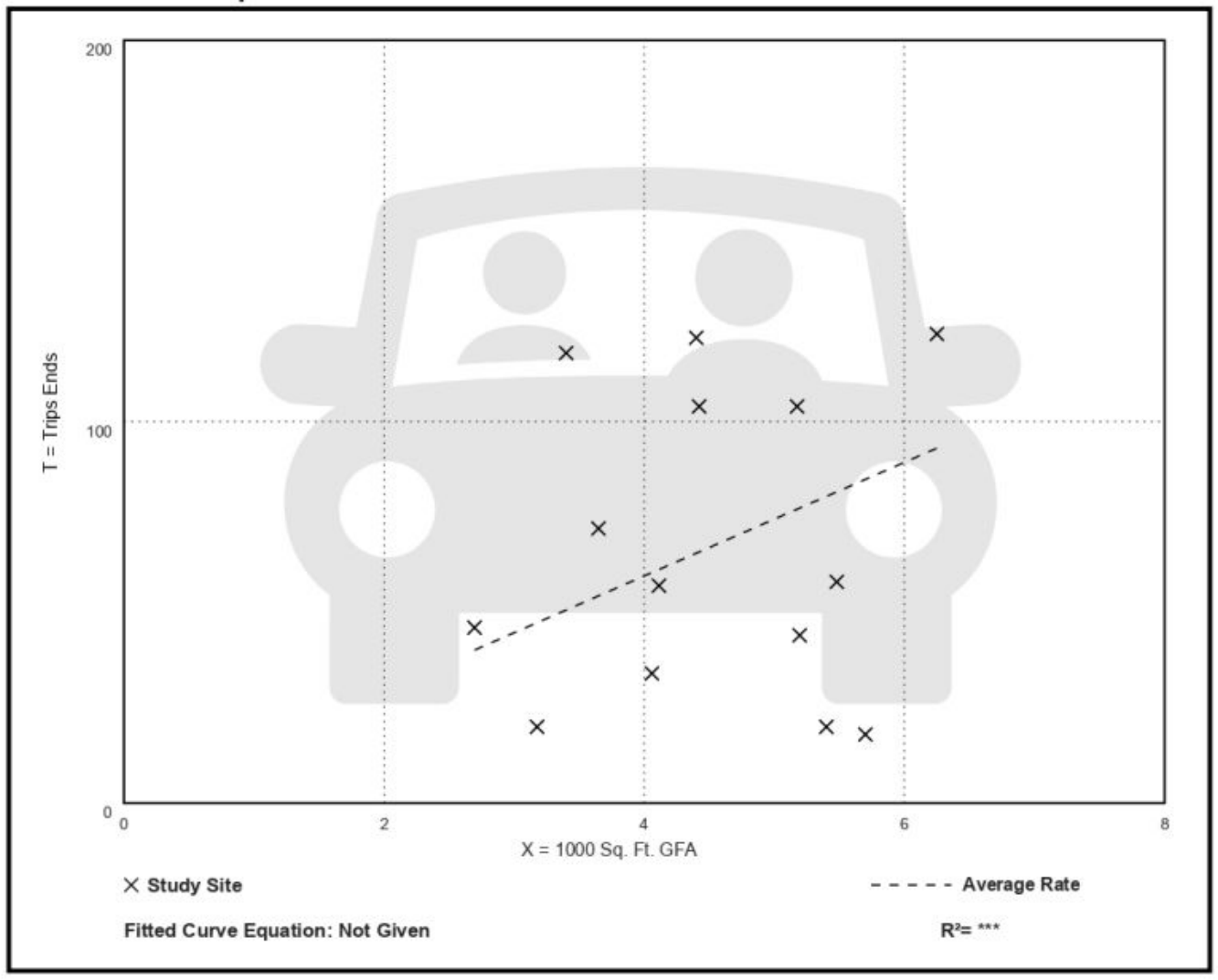
Automated Car Wash
(948)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	14
Avg. 1000 Sq. Ft. GFA:	5
Directional Distribution:	55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.89	3.16 - 34.71	9.20

Data Plot and Equation



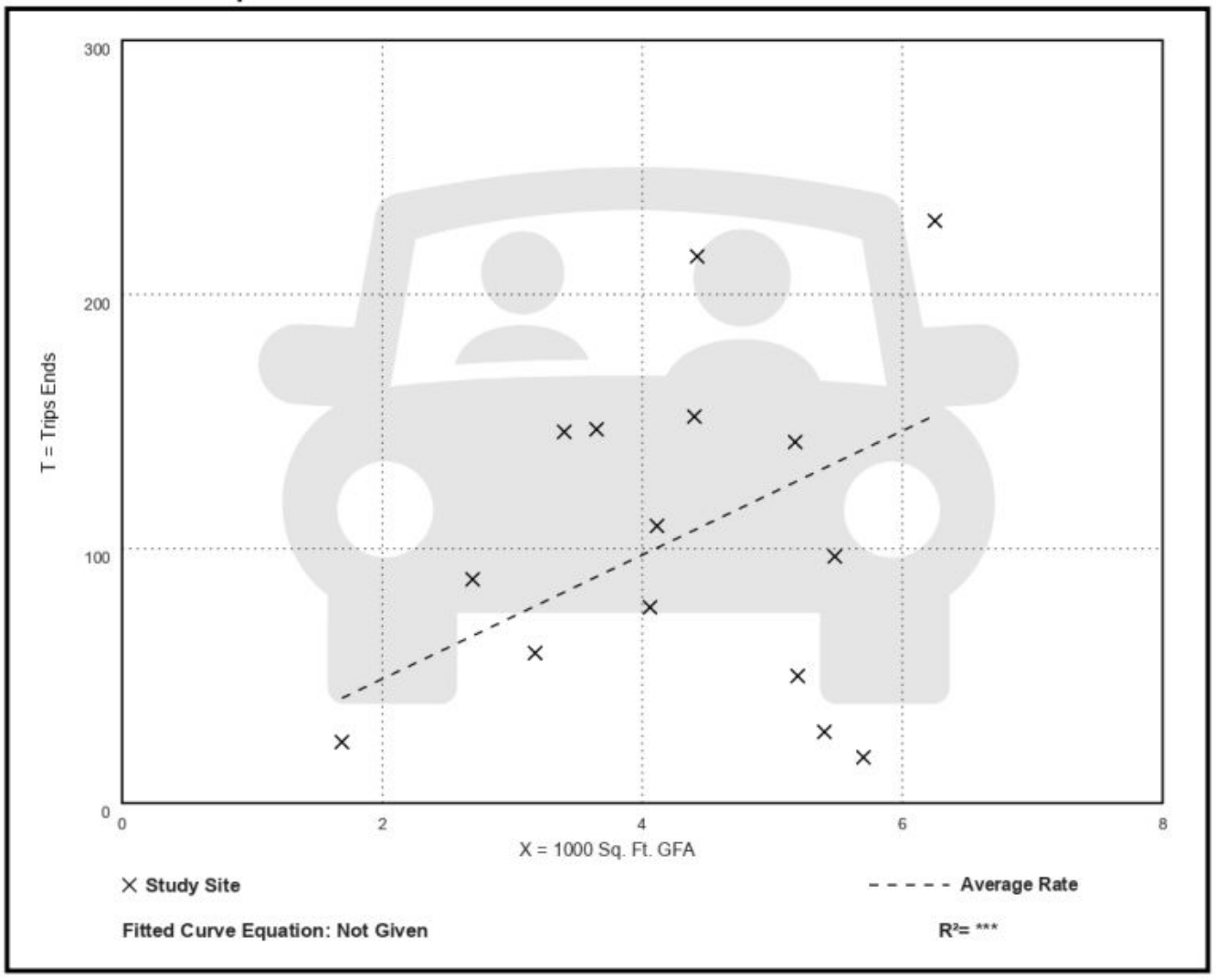
Automated Car Wash
(948)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	15
Avg. 1000 Sq. Ft. GFA:	4
Directional Distribution:	49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
24.40	3.16 - 48.62	14.47

Data Plot and Equation



Automated Car Wash
(948)

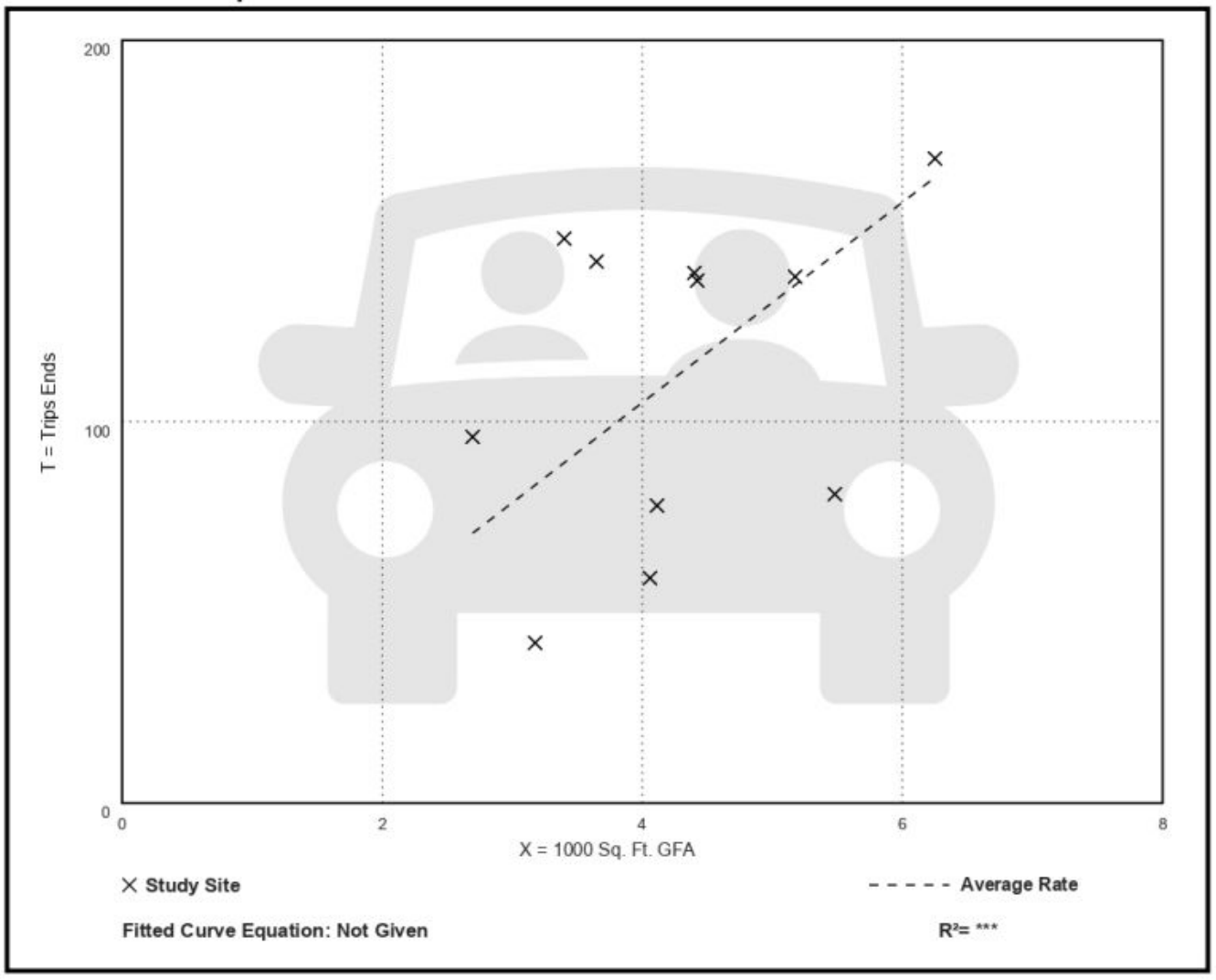
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 11
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
26.25	13.22 - 43.53	9.82

Data Plot and Equation



Automated Car Wash
(948)

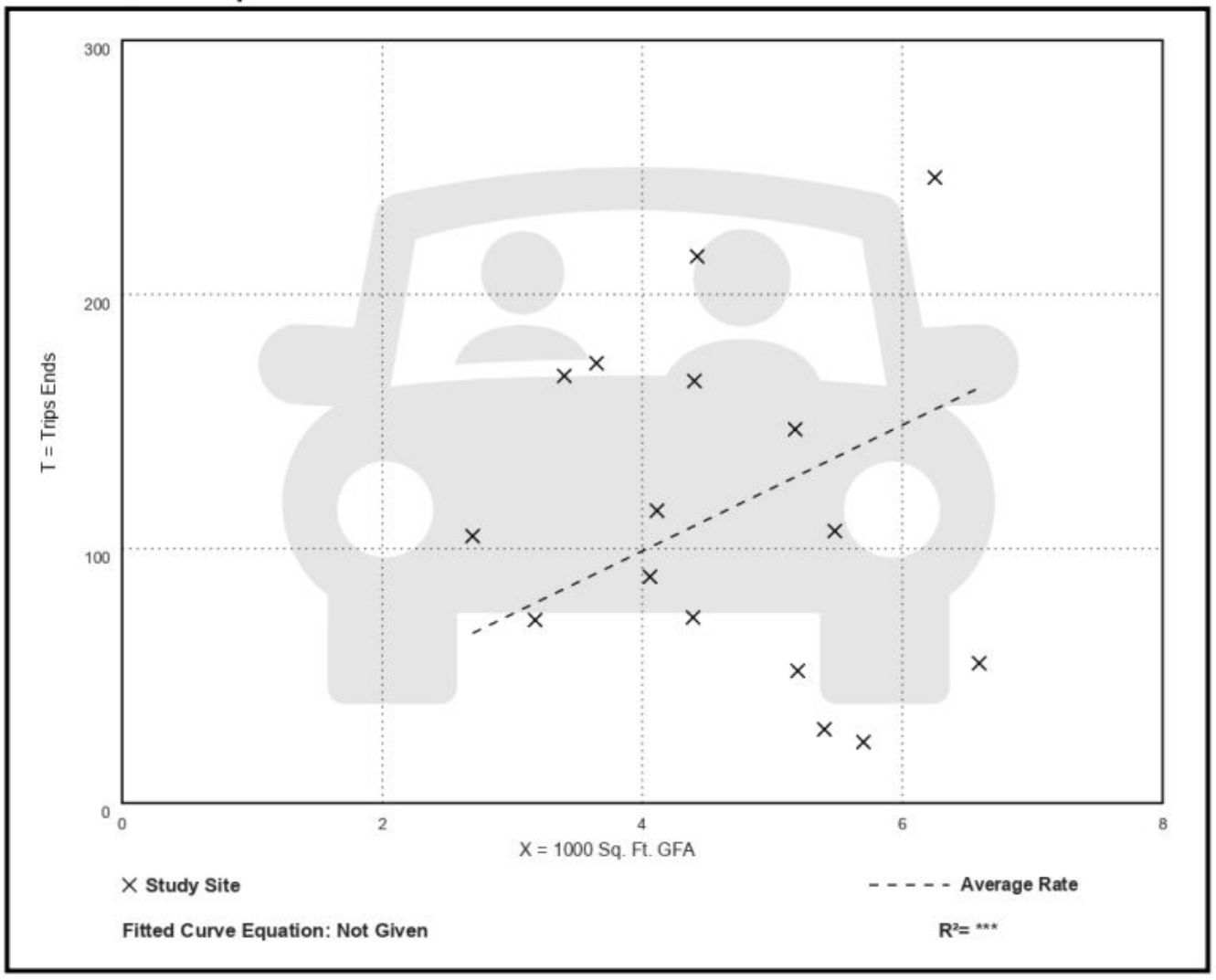
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
24.78	4.21 - 49.41	15.65

Data Plot and Equation



Automated Car Wash
(948)

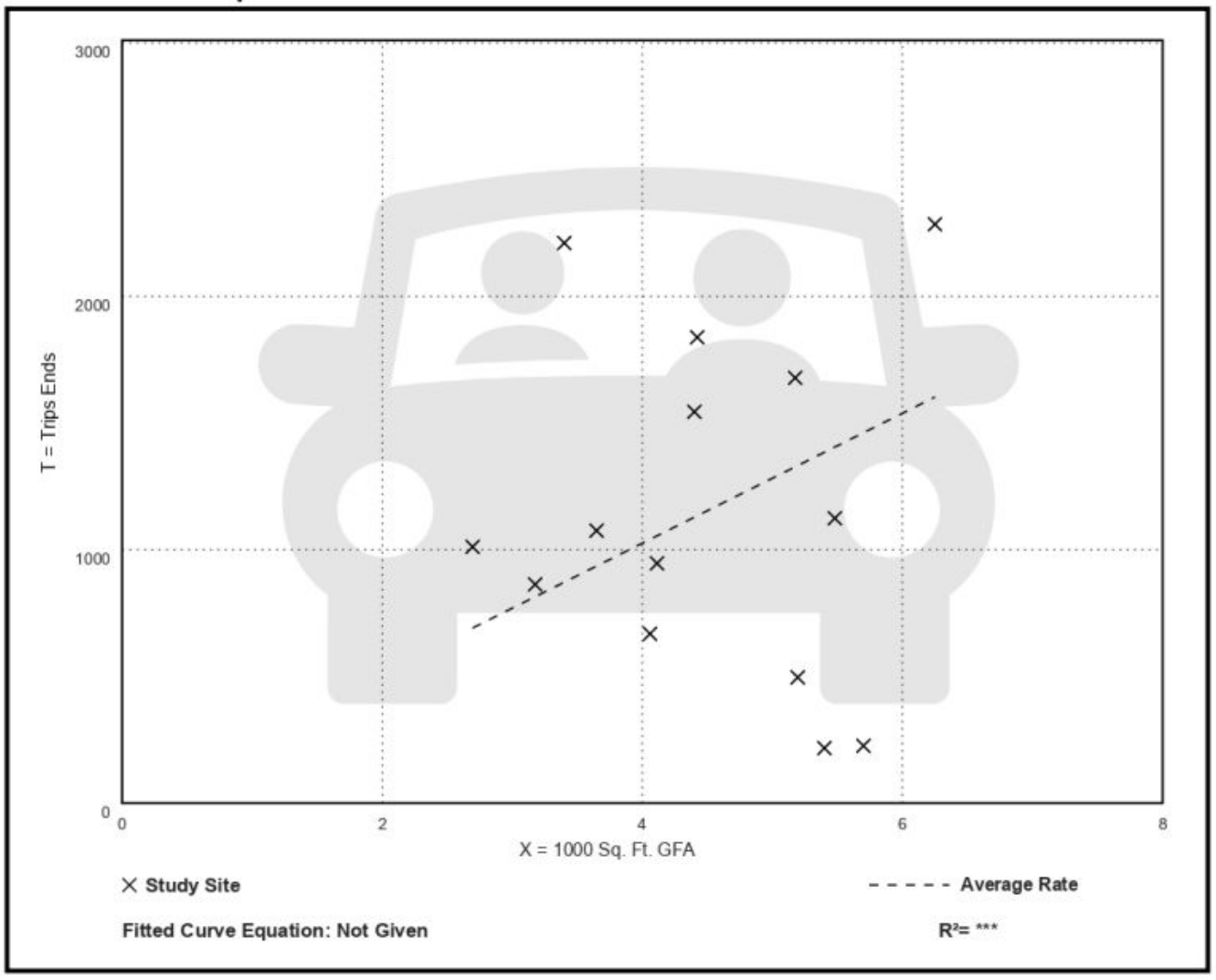
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 14
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
256.37	39.65 - 650.00	161.40

Data Plot and Equation



Automated Car Wash
(948)

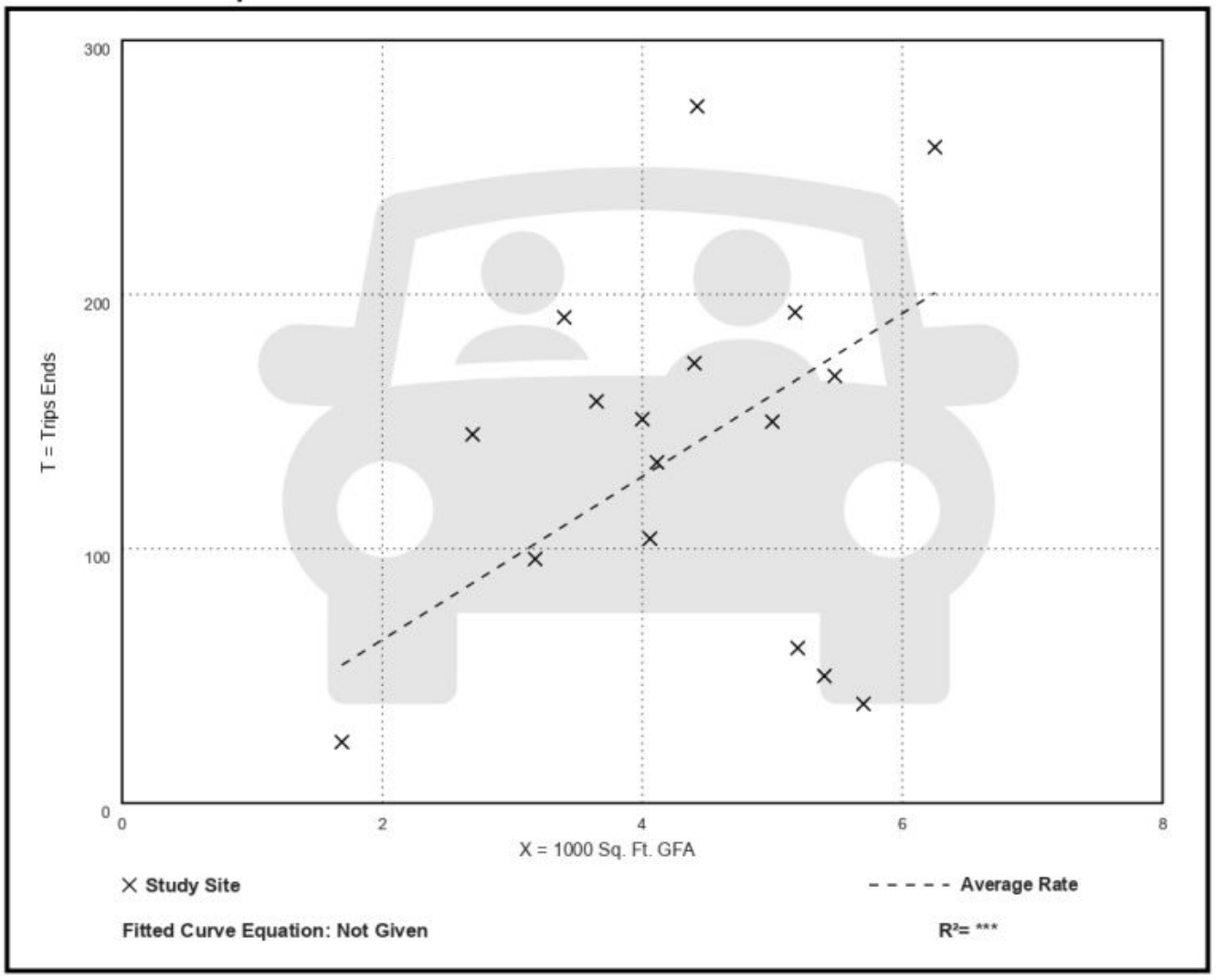
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 17
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
32.10	6.84 - 61.96	16.11

Data Plot and Equation



Automated Car Wash
(948)

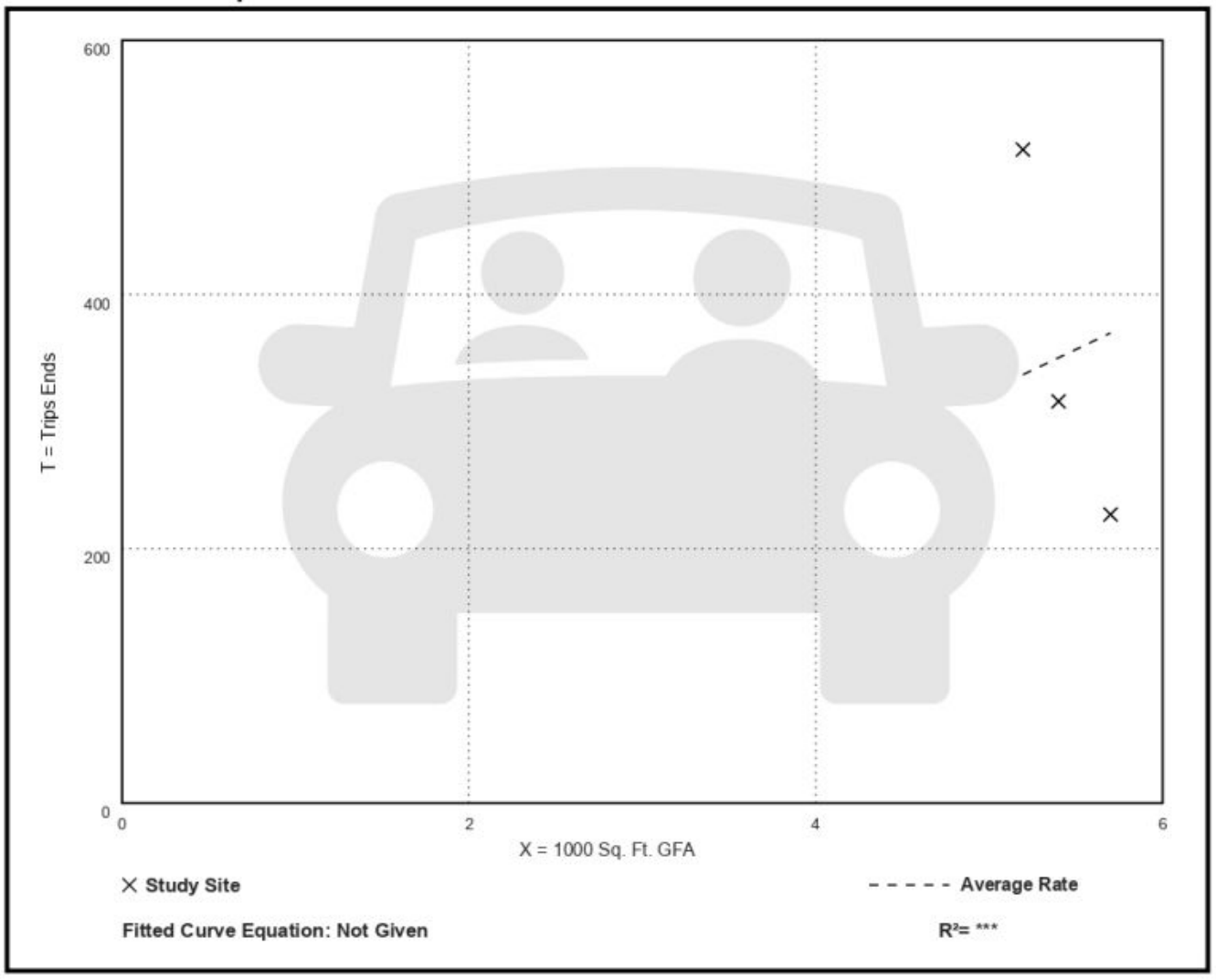
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday

Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: Not Available

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
64.87	39.82 - 98.94	30.07

Data Plot and Equation



Appendix 2 – Queuing Analysis Datasheets

849 Davis Street, Vacaville, CA 95687

	Date	Lane 1 - Members / Non-members	Lane 2 - Members Only	Total
Data Points	1/23/2026			
1	7:00AM	0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
6		0	0	0
7		0	0	0
8		0	0	0
9		0	0	0
10		0	0	0
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17		0	0	0
18		0	0	0
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541	4:00PM	0	0	0
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564		0	0	0
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569		0	0	0
570		0	2	2
571		0	1	1
572		0	0	0
573		0	0	0
574		0	1	1
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578		0	0	0
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581		0	0	0
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584		0	0	0
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586		0	0	0
587		0	0	0
588		0	1	1
589		0	0	0
590		0	0	0
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599		0	0	0
600		0	0	0
601	5:00PM	0	0	0
602		0	0	0
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604		0	0	0
605		0	1	1

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637		0	0	0
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655		0	0	0
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657		0	0	0
658		0	0	0
659		0	0	0
660		0	0	0
661	6:00PM	0	0	0
662		0	0	0
663		0	1	1
664		0	0	0
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666		0	0	0
667		0	0	0
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669		0	0	0
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672		0	0	0
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675		0	0	0
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693		0	0	0
694		0	0	0
695		0	0	0
696		0	0	0
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705		0	0	0
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713		0	0	0
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716		0	0	0
717		0	0	0
718		0	0	0
719		1	0	1
720		2	0	2
721	7:00PM	1	0	1
722		0	0	0
723		0	0	0
724		0	0	0
725		0	0	0
726		0	0	0
727		0	0	0
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729		0	0	0
730		0	0	0
731		0	0	0
732		0	0	0
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734		0	0	0
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736		0	0	0
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740		0	0	0
741		0	0	0
742		0	0	0
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744		0	0	0
745		0	0	0
746		0	0	0

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749		0	0	0
750		0	0	0
751		0	0	0
752		0	0	0
753		0	0	0
754		0	0	0
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763		0	0	0
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765		0	0	0
766		0	0	0
767		0	0	0
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769		0	0	0
770		0	0	0
771		0	0	0
772		0	0	0
773		0	0	0
774		0	0	0
775		0	0	0
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777		0	0	0
778		0	0	0
779		0	0	0
780		0	0	0
781	8:00PM	0	0	0
782		0	0	0
783		0	0	0
784		0	0	0
785		0	0	0
786		0	0	0
787		0	0	0
788		0	0	0
789		0	0	0
790		0	0	0
791		0	1	1
792		0	0	0
793		0	0	0

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795		0	0	0
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797		0	0	0
798		0	0	0
799		0	0	0
800		0	0	0
801		0	0	0
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814		0	0	0
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816		0	0	0
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818		0	0	0
819		0	0	0
820		0	0	0
821		0	0	0
822		0	0	0
823		0	0	0
824		0	0	0
825		0	0	0
826		0	0	0
827		0	0	0
828		0	0	0
829		0	0	0
830		0	0	0
831		0	0	0
832		0	0	0
833		0	0	0
834		0	0	0
835		0	0	0
836		0	0	0
837		0	0	0
838		0	0	0
839		0	0	0

840		0	0	0

849 Davis Street, Vacaville, CA 95687

	Date	Lane 1 - Members / Non-members	Lane 2 - Members Only	Total
Data Points	1/24/2026			
1	7:00AM	0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
6		0	0	0
7		0	0	0
8		0	0	0
9		0	0	0
10		0	0	0
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12		0	0	0
13		0	0	0
14		0	0	0
15		0	0	0
16		1	1	2
17		1	1	2
18		0	0	0
19		0	0	0
20		0	0	0
21		0	0	0
22		0	0	0
23		0	0	0
24		0	0	0
25		0	0	0
26		0	0	0
27		0	0	0
28		0	0	0
29		0	0	0
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35		0	0	0
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38		0	0	0
39		0	0	0
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41		0	0	0

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43		0	0	0
44		0	0	0
45		0	0	0
46		0	0	0
47		0	0	0
48		0	0	0
49		0	0	0
50		0	0	0
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53		0	0	0
54		0	0	0
55		0	0	0
56		0	0	0
57		0	0	0
58		0	0	0
59		0	0	0
60		0	0	0
61	8:00AM	0	0	0
62		0	0	0
63		0	0	0
64		0	0	0
65		0	0	0
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67		0	0	0
68		0	0	0
69		0	0	0
70		0	0	0
71		0	2	2
72		0	0	0
73		0	1	1
74		0	0	0
75		0	0	0
76		0	0	0
77		0	0	0
78		0	0	0
79		0	0	0
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82		0	0	0
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84		0	0	0
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87		0	0	0
88		0	0	0

89		0	0	0
90		1	0	1
91		0	1	1
92		0	0	0
93		0	0	0
94		0	0	0
95		0	0	0
96		0	0	0
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100		0	0	0
101		0	0	0
102		0	0	0
103		0	0	0
104		0	1	1
105		0	0	0
106		0	0	0
107		0	0	0
108		0	0	0
109		0	0	0
110		0	0	0
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112		0	0	0
113		0	0	0
114		0	0	0
115		0	0	0
116		0	0	0
117		0	0	0
118		0	0	0
119		0	0	0
120		0	0	0
121	9:00AM	0	0	0
122		0	0	0
123		0	1	1
124		0	0	0
125		1	0	1
126		0	2	2
127		0	0	0
128		0	2	2
129		0	0	0
130		0	1	1
131		0	0	0
132		0	0	0
133		0	0	0
134		0	0	0
135		0	0	0

136		0	0	0
137		0	0	0
138		0	0	0
139		0	0	0
140		0	0	0
141		0	0	0
142		0	0	0
143		0	0	0
144		0	1	1
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146		0	0	0
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163		0	0	0
164		0	0	0
165		0	1	1
166		0	0	0
167		2	0	2
168		1	1	2
169		0	0	0
170		2	0	2
171		1	1	2
172		0	0	0
173		0	0	0
174		0	0	0
175		0	0	0
176		0	0	0
177		0	0	0
178		0	0	0
179		0	0	0
180		0	0	0
181	10:00AM	0	0	0
182		0	0	0

183		0	1	1
184		0	0	0
185		0	0	0
186		0	0	0
187		0	0	0
188		0	0	0
189		0	0	0
190		0	0	0
191		0	1	1
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193		0	0	0
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195		0	1	1
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204		0	0	0
205		0	0	0
206		0	0	0
207		0	0	0
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209		0	0	0
210		0	0	0
211		0	0	0
212		0	4	4
213		0	4	4
214		1	2	3
215		0	1	1
216		0	0	0
217		0	0	0
218		0	0	0
219		0	0	0
220		0	2	2
221		0	1	1
222		0	0	0
223		0	0	0
224		0	0	0
225		0	0	0
226		0	0	0
227		0	0	0
228		0	0	0
229		0	0	0

230		0	0	0
231		0	0	0
232		0	0	0
233		0	0	0
234		0	1	1
235		0	0	0
236		0	2	2
237		0	0	0
238		0	0	0
239		0	0	0
240		0	0	0
241	11:00AM	0	1	1
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245		0	0	0
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248		0	0	0
249		0	0	0
250		1	1	2
251		0	0	0
252		0	0	0
253		0	0	0
254		0	0	0
255		0	2	2
256		0	0	0
257		0	0	0
258		1	0	1
259		1	1	2
260		0	0	0
261		0	3	3
262		2	2	4
263		2	2	4
264		0	1	1
265		0	0	0
266		0	0	0
267		0	0	0
268		0	0	0
269		0	0	0
270		0	0	0
271		0	0	0
272		0	0	0
273		0	0	0
274		1	0	1
275		0	2	2
276		0	1	1

277		0	0	0
278		0	0	0
279		0	0	0
280		0	0	0
281		0	0	0
282		0	0	0
283		0	0	0
284		0	0	0
285		0	2	2
286		0	2	2
287		0	1	1
288		0	0	0
289		0	0	0
290		0	1	1
291		0	0	0
292		0	0	0
293		0	2	2
294		0	0	0
295		0	0	0
296		0	1	1
297		0	0	0
298		0	0	0
299		0	0	0
300		1	0	1
301	12:00PM	0	0	0
302		1	0	1
303		0	1	1
304		0	1	1
305		0	1	1
306		0	2	2
307		0	0	0
308		0	1	1
309		0	0	0
310		0	1	1
311		0	0	0
312		1	1	2
313		0	2	2
314		0	3	3
315		0	3	3
316		0	1	1
317		0	1	1
318		0	1	1
319		0	1	1
320		0	2	2
321		0	1	1
322		0	0	0
323		0	1	1

324		1	0	1
325		0	0	0
326		0	0	0
327		0	1	1
328		0	0	0
329		0	0	0
330		0	0	0
331		1	0	1
332		0	0	0
333		0	1	1
334		0	0	0
335		0	1	1
336		0	0	0
337		0	2	2
338		0	0	0
339		0	0	0
340		0	0	0
341		0	2	2
342		0	1	1
343		0	0	0
344		0	0	0
345		0	0	0
346		0	0	0
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357		0	0	0
358		0	0	0
359		0	0	0
360		0	0	0
361	1:00PM	0	1	1
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363		0	0	0
364		0	0	0
365		0	0	0
366		0	1	1
367		0	1	1
368		0	0	0
369		0	0	0
370		0	0	0

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372		0	0	0
373		0	1	1
374		0	0	0
375		0	0	0
376		0	0	0
377		0	0	0
378		0	0	0
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384		0	0	0
385		0	0	0
386		0	0	0
387		0	0	0
388		0	0	0
389		0	0	0
390		0	0	0
391		0	0	0
392		0	0	0
393		0	0	0
394		0	0	0
395		0	1	1
396		0	0	0
397		0	2	2
398		0	0	0
399		0	4	4
400		0	3	3
401		0	0	0
402		0	0	0
403		0	0	0
404		0	1	1
405		0	0	0
406		0	1	1
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411		0	0	0
412		0	0	0
413		0	0	0
414		0	0	0
415		1	0	1
416		0	0	0
417		0	0	0

418		0	0	0
419		0	0	0
420		0	0	0
421	2:00PM	1	1	2
422		0	0	0
423		0	0	0
424		0	0	0
425		0	0	0
426		0	0	0
427		1	1	2
428		1	1	2
429		0	0	0
430		0	2	2
431		0	0	0
432		0	3	3
433		0	0	0
434		0	0	0
435		0	0	0
436		0	0	0
437		0	0	0
438		0	0	0
439		0	0	0
440		0	0	0
441		0	1	1
442		0	0	0
443		0	0	0
444		1	0	1
445		0	0	0
446		0	0	0
447		2	0	2
448		0	1	1
449		0	0	0
450		0	0	0
451		2	0	2
452		0	0	0
453		0	2	2
454		0	0	0
455		0	0	0
456		0	0	0
457		0	1	1
458		0	0	0
459		0	0	0
460		0	0	0
461		0	0	0
462		0	0	0
463		0	0	0
464		0	0	0

465		0	1	1
466		0	0	0
467		0	0	0
468		0	0	0
469		0	0	0
470		0	1	1
471		0	0	0
472		0	0	0
473		0	0	0
474		0	0	0
475		0	0	0
476		0	0	0
477		0	0	0
478		0	0	0
479		0	0	0
480		0	0	0
481	3:00PM	0	0	0
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495		0	3	3
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505		3	1	4
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511		0	1	1

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541	4:00PM	0	0	0
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601	5:00PM	0	0	0
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696		1	0	1
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721	7:00PM	0	0	0
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775		0	0	0
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780		0	0	0
781	8:00PM	0	0	0
782		0	0	0
783		0	0	0
784		0	0	0
785		0	0	0
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787		0	0	0
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793		0	0	0

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799		0	0	0
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801		0	0	0
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820		0	0	0
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837		0	0	0
838		0	0	0
839		0	0	0

840		0	0	0

1305 N. Lincoln Street, Dixon, CA 95620

	Date	Lane 1 - Members / Non-members	Lane 2 - Members Only	Total
Data Points	1/23/2026			
1	7:00AM	0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
6		0	0	0
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61	8:00AM	0	0	0
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121	9:00AM	0	0	0
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181	10:00AM	0	0	0
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421	2:00PM	0	0	0
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601	5:00PM	0	0	0
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780		0	0	0
781	8:00PM	0	0	0
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837		0	0	0
838		0	0	0
839		0	0	0

840		0	0	0

1305 N. Lincoln Street, Dixon, CA 95620

	Date	Lane 1 - Members / Non-members	Lane 2 - Members Only	Total
Data Points	1/24/2026			
1	7:00AM	0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
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61	8:00AM	0	0	0
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121	9:00AM	0	0	0
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181	10:00AM	0	0	0
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229		0	0	0

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301	12:00PM	0	0	0
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413		1	0	1
414		2	0	2
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421	2:00PM	0	0	0
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461		2	0	2
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481	3:00PM	0	0	0
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483		0	0	0
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541	4:00PM	2	0	2
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598		0	0	0
599		0	0	0
600		0	0	0
601	5:00PM	0	0	0
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623		1	0	1
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661	6:00PM	0	0	0
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719		0	0	0
720		0	0	0
721	7:00PM	0	0	0
722		0	0	0
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724		0	0	0
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729		0	0	0
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746		0	0	0

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749		1	0	1
750		0	0	0
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753		0	0	0
754		0	0	0
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763		0	0	0
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767		0	0	0
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769		0	0	0
770		0	0	0
771		0	0	0
772		0	0	0
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775		0	0	0
776		0	0	0
777		0	0	0
778		0	0	0
779		0	0	0
780		0	0	0
781	8:00PM	0	0	0
782		0	0	0
783		0	0	0
784		0	0	0
785		0	0	0
786		0	0	0
787		0	0	0
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789		0	0	0
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793		0	0	0

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799		0	0	0
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801		0	0	0
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811		0	0	0
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814		0	0	0
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816		0	0	0
817		0	0	0
818		0	0	0
819		0	0	0
820		0	0	0
821		0	0	0
822		0	0	0
823		0	0	0
824		0	0	0
825		0	0	0
826		0	0	0
827		0	0	0
828		0	0	0
829		0	0	0
830		0	0	0
831		0	0	0
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833		0	0	0
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835		0	0	0
836		0	0	0
837		0	0	0
838		0	0	0
839		0	0	0

840		0	0	0

1471 Holiday Lane, Fairfield, CA 94534

	Date	Lane 1 - Members / Non-members	Lane 2 - Members Only	Total
Data Points	1/23/2026			
1	7:00AM	0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
6		0	0	0
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39		0	0	0
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41		0	0	0

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46		0	1	1
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49		0	0	0
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57		0	0	0
58		0	0	0
59		0	0	0
60		0	0	0
61	8:00AM	0	0	0
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64		0	0	0
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66		0	1	1
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68		0	0	0
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70		0	0	0
71		0	0	0
72		0	0	0
73		0	1	1
74		0	1	1
75		0	0	0
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82		0	0	0
83		0	1	1
84		0	2	2
85		0	0	0
86		0	0	0
87		0	0	0
88		0	0	0

89		0	0	0
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91		0	0	0
92		0	0	0
93		0	0	0
94		0	0	0
95		0	0	0
96		0	0	0
97		0	2	2
98		0	1	1
99		0	0	0
100		0	1	1
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114		0	0	0
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118		0	0	0
119		0	0	0
120		0	0	0
121	9:00AM	0	0	0
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124		0	0	0
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133		0	0	0
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135		0	0	0

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137		0	0	0
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139		0	0	0
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141		0	0	0
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143		0	0	0
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158		1	0	1
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165		0	0	0
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168		0	0	0
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176		0	0	0
177		0	1	1
178		0	0	0
179		0	0	0
180		0	0	0
181	10:00AM	0	0	0
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188		0	0	0
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192		0	0	0
193		0	0	0
194		0	0	0
195		0	0	0
196		0	1	1
197		0	0	0
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202		0	0	0
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210		1	0	1
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215		0	0	0
216		0	0	0
217		0	0	0
218		0	0	0
219		0	0	0
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222		0	1	1
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224		0	0	0
225		0	0	0
226		0	0	0
227		1	0	1
228		0	1	1
229		1	0	1

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231		0	0	0
232		0	0	0
233		0	0	0
234		0	0	0
235		0	0	0
236		0	1	1
237		0	0	0
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245		0	0	0
246		1	1	2
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248		0	1	1
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276		0	0	0

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286		0	0	0
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294		0	0	0
295		0	0	0
296		0	0	0
297		0	0	0
298		0	0	0
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306		0	0	0
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310		1	0	1
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312		2	0	2
313		1	0	1
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315		0	0	0
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317		0	0	0
318		0	0	0
319		2	0	2
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321		1	1	2
322		0	0	0
323		2	0	2

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326		0	0	0
327		0	0	0
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333		0	0	0
334		0	0	0
335		0	0	0
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357		0	0	0
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361	1:00PM	0	1	1
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364		0	0	0
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414		0	0	0
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420		0	0	0
421	2:00PM	0	0	0
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423		0	1	1
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480		0	0	0
481	3:00PM	0	0	0
482		0	0	0
483		0	0	0
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500		1	1	2
501		0	1	1
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541	4:00PM	0	0	0
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567		0	2	2
568		2	1	3
569		2	0	2
570		1	0	1
571		0	0	0
572		0	2	2
573		1	0	1
574		0	0	0
575		0	0	0
576		0	0	0
577		0	0	0
578		0	0	0
579		0	0	0
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581		0	0	0
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583		0	0	0
584		0	0	0
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586		0	0	0
587		1	2	3
588		0	0	0
589		0	0	0
590		0	0	0
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592		0	0	0
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594		0	0	0
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599		0	0	0
600		0	1	1
601	5:00PM	0	0	0
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605		0	0	0

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618		0	0	0
619		0	0	0
620		0	0	0
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623		0	0	0
624		1	0	1
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626		0	0	0
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629		0	0	0
630		1	0	1
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632		0	0	0
633		2	1	3
634		1	1	2
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647		0	0	0
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656		0	0	0
657		0	0	0
658		0	0	0
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660		0	0	0
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663		0	0	0
664		0	0	0
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669		0	0	0
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696		0	0	0
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699		0	0	0

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703		0	0	0
704		0	0	0
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716		0	0	0
717		0	0	0
718		1	1	2
719		0	1	1
720		0	0	0
721	7:00PM	0	0	0
722		0	0	0
723		0	0	0
724		0	0	0
725		0	0	0
726		0	0	0
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729		0	0	0
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732		0	0	0
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737		0	0	0
738		0	0	0
739		1	0	1
740		0	1	1
741		0	0	0
742		0	0	0
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745		0	0	0
746		0	0	0

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750		0	0	0
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753		0	0	0
754		0	0	0
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762		0	0	0
763		0	0	0
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765		0	0	0
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767		0	0	0
768		0	0	0
769		0	0	0
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775		0	0	0
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780		0	0	0
781	8:00PM	0	0	0
782		0	0	0
783		0	0	0
784		0	0	0
785		0	0	0
786		0	0	0
787		0	0	0
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793		0	0	0

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799		0	0	0
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801		0	0	0
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820		0	0	0
821		0	0	0
822		0	0	0
823		0	0	0
824		0	0	0
825		0	0	0
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829		0	0	0
830		0	0	0
831		0	0	0
832		0	0	0
833		0	0	0
834		0	0	0
835		0	0	0
836		0	0	0
837		0	0	0
838		0	0	0
839		0	0	0

840		0	0	0

1471 Holiday Lane, Fairfield, CA 94534

	Date	Lane 1 - Members / Non-members	Lane 2 - Members Only	Total
Data Points	1/24/2026			
1	7:00AM	0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
6		0	0	0
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46		1	0	1
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49		0	0	0
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54		0	1	1
55		0	0	0
56		0	0	0
57		0	0	0
58		0	0	0
59		0	0	0
60		0	0	0
61	8:00AM	0	0	0
62		0	0	0
63		0	0	0
64		0	0	0
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67		0	0	0
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88		0	0	0

89		0	0	0
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92		0	0	0
93		0	1	1
94		0	0	0
95		1	0	1
96		0	0	0
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118		0	0	0
119		0	0	0
120		0	0	0
121	9:00AM	0	0	0
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124		0	0	0
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129		0	0	0
130		0	0	0
131		0	0	0
132		0	0	0
133		0	0	0
134		0	0	0
135		1	0	1

136		0	0	0
137		0	0	0
138		0	0	0
139		0	0	0
140		1	0	1
141		1	1	2
142		0	0	0
143		0	0	0
144		0	0	0
145		0	0	0
146		0	0	0
147		0	0	0
148		0	1	1
149		0	0	0
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151		0	1	1
152		0	0	0
153		0	1	1
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157		0	0	0
158		0	0	0
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164		0	0	0
165		0	0	0
166		0	0	0
167		0	0	0
168		0	0	0
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174		0	0	0
175		0	0	0
176		0	0	0
177		0	0	0
178		1	1	2
179		0	0	0
180		0	0	0
181	10:00AM	0	0	0
182		0	0	0

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186		1	1	2
187		0	1	1
188		1	2	3
189		1	1	2
190		0	0	0
191		0	0	0
192		0	0	0
193		0	2	2
194		0	3	3
195		0	2	2
196		1	0	1
197		1	0	1
198		0	1	1
199		0	0	0
200		0	0	0
201		0	0	0
202		0	0	0
203		0	0	0
204		1	0	1
205		0	0	0
206		0	0	0
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213		0	0	0
214		0	0	0
215		0	0	0
216		0	0	0
217		1	0	1
218		0	0	0
219		0	0	0
220		0	1	1
221		0	0	0
222		0	0	0
223		0	0	0
224		1	2	3
225		0	0	0
226		0	1	1
227		0	0	0
228		0	2	2
229		0	0	0

230		0	2	2
231		0	0	0
232		0	0	0
233		0	0	0
234		0	0	0
235		0	0	0
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237		0	0	0
238		0	0	0
239		0	2	2
240		0	0	0
241	11:00AM	0	0	0
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248		0	1	1
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251		0	0	0
252		0	0	0
253		0	0	0
254		0	0	0
255		0	1	1
256		0	0	0
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269		0	2	2
270		1	1	2
271		0	1	1
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273		0	0	0
274		0	0	0
275		0	0	0
276		0	0	0

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278		0	0	0
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281		0	0	0
282		0	1	1
283		0	0	0
284		0	1	1
285		1	2	3
286		0	0	0
287		0	0	0
288		0	0	0
289		1	1	2
290		0	2	2
291		0	0	0
292		0	0	0
293		0	1	1
294		0	0	0
295		0	0	0
296		0	0	0
297		0	0	0
298		1	1	2
299		0	2	2
300		0	2	2
301	12:00PM	0	2	2
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306		0	0	0
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308		0	0	0
309		0	0	0
310		1	0	1
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313		0	0	0
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315		0	1	1
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318		0	0	0
319		0	0	0
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322		1	0	1
323		2	4	6

324		1	2	3
325		0	2	2
326		0	0	0
327		0	0	0
328		0	0	0
329		0	2	2
330		1	1	2
331		0	1	1
332		0	0	0
333		1	0	1
334		0	1	1
335		0	0	0
336		0	0	0
337		0	0	0
338		0	0	0
339		1	0	1
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342		0	0	0
343		0	0	0
344		1	1	2
345		1	1	2
346		0	1	1
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361	1:00PM	0	0	0
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365		1	1	2
366		0	2	2
367		1	4	5
368		0	2	2
369		0	0	0
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378		0	0	0
379		0	0	0
380		2	2	4
381		0	1	1
382		1	1	2
383		0	0	0
384		0	0	0
385		0	0	0
386		0	0	0
387		0	0	0
388		1	2	3
389		1	2	3
390		0	3	3
391		0	3	3
392		0	3	3
393		1	3	4
394		0	3	3
395		0	1	1
396		0	0	0
397		0	0	0
398		0	2	2
399		0	0	0
400		0	0	0
401		0	2	2
402		0	0	0
403		0	0	0
404		0	0	0
405		0	1	1
406		0	0	0
407		0	0	0
408		0	3	3
409		0	0	0
410		0	0	0
411		1	1	2
412		0	0	0
413		0	0	0
414		0	0	0
415		0	0	0
416		1	1	2
417		0	0	0

418		0	1	1
419		0	0	0
420		0	2	2
421	2:00PM	1	0	1
422		0	0	0
423		0	1	1
424		0	0	0
425		0	0	0
426		3	0	3
427		0	0	0
428		0	0	0
429		0	0	0
430		0	0	0
431		0	0	0
432		0	1	1
433		0	0	0
434		0	0	0
435		0	0	0
436		0	0	0
437		0	1	1
438		0	0	0
439		0	0	0
440		0	1	1
441		0	2	2
442		0	0	0
443		0	3	3
444		1	0	1
445		1	0	1
446		0	0	0
447		0	0	0
448		0	0	0
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450		0	0	0
451		0	0	0
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455		0	1	1
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461		0	1	1
462		0	1	1
463		2	0	2
464		2	0	2

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466		0	0	0
467		0	0	0
468		0	1	1
469		0	0	0
470		0	0	0
471		0	1	1
472		0	0	0
473		0	0	0
474		0	1	1
475		0	0	0
476		0	0	0
477		1	0	1
478		0	1	1
479		1	0	1
480		2	0	2
481	3:00PM	0	0	0
482		1	0	1
483		0	0	0
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496		0	0	0
497		0	0	0
498		0	1	1
499		0	0	0
500		2	0	2
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503		0	0	0
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505		0	0	0
506		0	1	1
507		0	2	2
508		0	1	1
509		0	0	0
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511		0	0	0

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518		0	0	0
519		0	0	0
520		0	0	0
521		1	2	3
522		0	2	2
523		0	0	0
524		0	0	0
525		0	0	0
526		0	0	0
527		0	0	0
528		0	0	0
529		0	1	1
530		0	0	0
531		1	0	1
532		0	1	1
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541	4:00PM	1	0	1
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543		0	0	0
544		1	0	1
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548		0	0	0
549		0	1	1
550		1	1	2
551		2	0	2
552		0	1	1
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557		0	0	0
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562		0	0	0
563		0	0	0
564		0	1	1
565		2	1	3
566		0	1	1
567		0	1	1
568		0	0	0
569		2	1	3
570		1	0	1
571		0	0	0
572		0	0	0
573		0	0	0
574		0	0	0
575		0	1	1
576		0	0	0
577		0	0	0
578		2	0	2
579		0	0	0
580		0	0	0
581		0	0	0
582		0	2	2
583		0	0	0
584		0	1	1
585		0	0	0
586		0	0	0
587		0	0	0
588		0	0	0
589		0	0	0
590		1	2	3
591		0	2	2
592		0	0	0
593		0	0	0
594		0	1	1
595		0	1	1
596		0	0	0
597		0	1	1
598		0	0	0
599		0	2	2
600		0	2	2
601	5:00PM	0	0	0
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605		0	0	0

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610		0	1	1
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620		0	0	0
621		0	0	0
622		0	0	0
623		0	0	0
624		0	0	0
625		0	0	0
626		0	0	0
627		0	0	0
628		1	0	1
629		1	0	1
630		0	0	0
631		0	0	0
632		0	0	0
633		2	2	4
634		2	0	2
635		1	1	2
636		1	1	2
637		0	0	0
638		1	0	1
639		0	1	1
640		0	1	1
641		0	0	0
642		0	0	0
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651		0	2	2
652		0	0	0

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656		0	0	0
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660		0	0	0
661	6:00PM	0	0	0
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663		0	0	0
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669		0	0	0
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719		0	0	0
720		0	0	0
721	7:00PM	0	0	0
722		0	0	0
723		0	0	0
724		0	0	0
725		0	0	0
726		2	0	2
727		0	0	0
728		0	0	0
729		0	0	0
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734		0	0	0
735		0	0	0
736		1	0	1
737		0	0	0
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740		0	0	0
741		0	0	0
742		0	0	0
743		0	0	0
744		0	0	0
745		0	0	0
746		0	0	0

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749		0	0	0
750		0	0	0
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768		0	0	0
769		0	0	0
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771		0	0	0
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773		0	0	0
774		0	0	0
775		0	0	0
776		0	0	0
777		0	0	0
778		0	0	0
779		0	0	0
780		0	0	0
781	8:00PM	0	0	0
782		0	0	0
783		0	0	0
784		0	0	0
785		0	0	0
786		0	0	0
787		0	0	0
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793		0	0	0

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798		0	0	0
799		0	0	0
800		0	0	0
801		0	0	0
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815		0	0	0
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817		0	0	0
818		0	0	0
819		0	0	0
820		0	0	0
821		0	0	0
822		0	0	0
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824		0	0	0
825		0	0	0
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828		0	0	0
829		0	0	0
830		0	0	0
831		0	0	0
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833		0	0	0
834		0	0	0
835		0	0	0
836		0	0	0
837		0	1	1
838		0	0	0
839		0	0	0

840		0	0	0