

Final

QUICK QUACK CAR WASH - FLORIN ROAD (P25-013)

Environmental Checklist

Prepared for
City of Sacramento
Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

February 2026



Final

QUICK QUACK CAR WASH - FLORIN ROAD (P25-013)

Environmental Checklist

Prepared for
City of Sacramento
Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

February 2026

2600 Capitol Avenue
Suite 200
Sacramento, CA 95816
916.564.4500
esassoc.com



Bend	Orlando	San Jose
Camarillo	Pasadena	Santa Monica
Delray Beach	Petaluma	Sarasota
Destin	Portland	Seattle
Irvine	Sacramento	Tampa
Los Angeles	San Diego	
Oakland	San Francisco	

TABLE OF CONTENTS

Quick Quack Car Wash – Florin Road (P25-013)

	<u>Page</u>
1.0. Project Description	1
1.1. Introduction	1
1.2. Project Location	1
1.3. Proposed Structures	2
1.4. Access and Circulation	2
2.2. Parking	7
2.3. Landscaping	7
2.4. Utilities	7
2.5. Site Preparation and Construction	7
2.6. Project Approvals / Required Discretionary Actions.....	8
2.0 Evaluation of Environmental Effects	9
3.0 Environmental Checklist	10
3.1 Aesthetics	10
3.2 Agriculture and Forestry Resources	13
3.3 Air Quality	15
3.4 Biological Resources	19
3.5 Cultural Resources	22
3.6 Energy	25
3.7 Geology and Soils.....	27
3.8 Greenhouse Gas Emissions	31
3.9 Hazards and Hazardous Materials.....	33
3.10 Hydrology and Water Quality	37
3.11 Land Use and Planning	39
3.12 Mineral Resources.....	42
3.13 Noise	43
3.14 Population and Housing.....	47
3.15 Public Services	49
3.16 Recreation	52
3.17 Transportation	54
3.18 Tribal Cultural Resources	58
3.19 Utilities and Service Systems	61
3.20 Wildfire.....	64
4.0 Environmental Determination	65
 List of Figures	
Figure 1 Regional Location	3
Figure 2 Project Site	4
Figure 3 Proposed Quick Quack Car Wash Site Plan.....	5
Figure 4 Proposed Quick Quack Car Wash Rendering.....	6

QUICK QUACK CAR WASH – FLORIN ROAD

Environmental Checklist

1.0. Project Description

1.1. Introduction

The project applicant proposes to develop an express car wash, Quick Quack Car Wash (proposed project) in the Parkway neighborhood of the City of Sacramento, California. The approximately 1.15-acre project site is located at 3815 Florin Road, near the intersection of Florin Road and Franklin Boulevard. The proposed project would feature an automated car wash tunnel, covered vacuum stalls, and associated site improvements.

The project applicant proposes to develop the Quick Quack Car Wash project located at the northwest of the Florin Road and Franklin Boulevard intersection in the City of Sacramento, California (see Figure 1, Regional Location, and Figure 2, Project Site). The approximately 1.15-acre project site, located within an approximately 14.2-acre parcel, at 3815 Florin Road (APN 041-012-0022-0000). The project site is bordered by Florin Road to the south and undeveloped property to the north and east. The proposed facility would feature a 3,337-square-foot car wash tunnel building, two automated pay stations, and 19 covered vacuum stalls with associated canopies, and on-site circulation.

1.2. Project Location

The project site is located in Sacramento, California, approximately 80 miles east of San Francisco and 85 miles west of Lake Tahoe. Sacramento is a major transportation hub, at the point of intersection of transportation routes that connect Sacramento to the San Francisco Bay area to the west, the Sierra Nevada mountain range and Nevada to the east, Los Angeles to the south, and Oregon and the Pacific Northwest to the north. The City is bisected by several major freeways including Interstate 5 (I-5) which traverses the state from north to south; Interstate 80 (I-80), which provides an east-west connection between San Francisco and Reno; and U.S. Highway 50 which provides an east-west connection between Sacramento and South Lake Tahoe.

The approximately 1.15-acre Quick Quack Car Wash project site is located in the Parkway neighborhood of South Sacramento, adjacent to the Florin Road/Franklin Boulevard intersection, on Assessor's Parcel Number (APN) 041-012-0022-0000 (street address 3815 Florin Road). The site is located on the southwest corner of the project parcel, which is bordered by Florin Road to the south vacant land to the east, and existing commercial development to the north and west. The site is zoned C-2 (General Commercial) and is designated Urban Center Low under the City's 2040

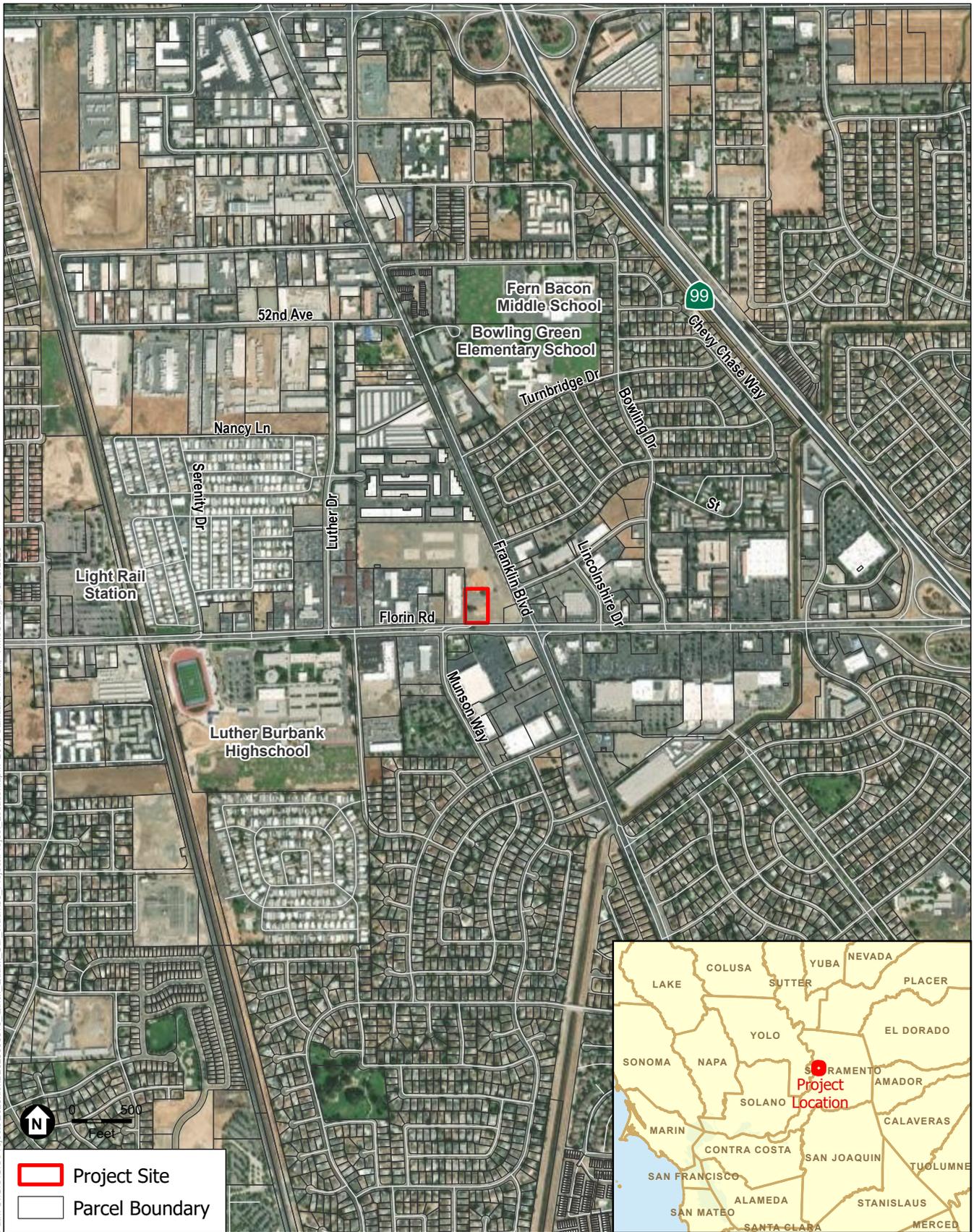
General Plan. The project site lies along the Florin Road Corridor Design Review District—an established commercial corridor characterized by retail, service, and auto-oriented uses.

1.3. Proposed Structures

The proposed project would consist of a one-story express car wash facility featuring a tunnel building covering approximately 3,337 square feet, with covered vacuum areas located adjacent to the east side of the building. The building would be approximately 20 feet 8 inches in height with an architectural tower element up to 29 feet, and would include an automated conveyor tunnel, pay-station area, and equipment rooms. The structure would also incorporate canopies over the pay stations and vacuum stalls. The main structure would be located near the center of the site, with two covered vacuum canopy areas (approximately 1,621 square feet with 10 stalls and 1,192 square feet with 9 stalls) situated along the internal drive aisles, for a total of 19 covered vacuum stalls. Ancillary structures would include a 589-square-foot pay-station canopy, two 121-square-foot vacuum equipment enclosures, and a 187-square-foot CMU trash enclosure. Additionally, on-site stormwater management features, trench drains at the tunnel exit, and underground water-reclaim tanks would be constructed to support the functionality and sustainability goals of the site.

1.4. Access and Circulation

Access to the Quick Quack Car Wash facility would be provided via a driveway on Florin Road near the Franklin Boulevard intersection. The site would include internal drive aisles and stacked queuing lanes to facilitate vehicle movement and access throughout the facility, including approach to two automated pay stations, circulation through the tunnel, and egress to covered vacuum areas. The design of the site layout and circulation pathways would support visitor flow, with on-site queuing provided to accommodate peak times and prevent spillback onto public streets.



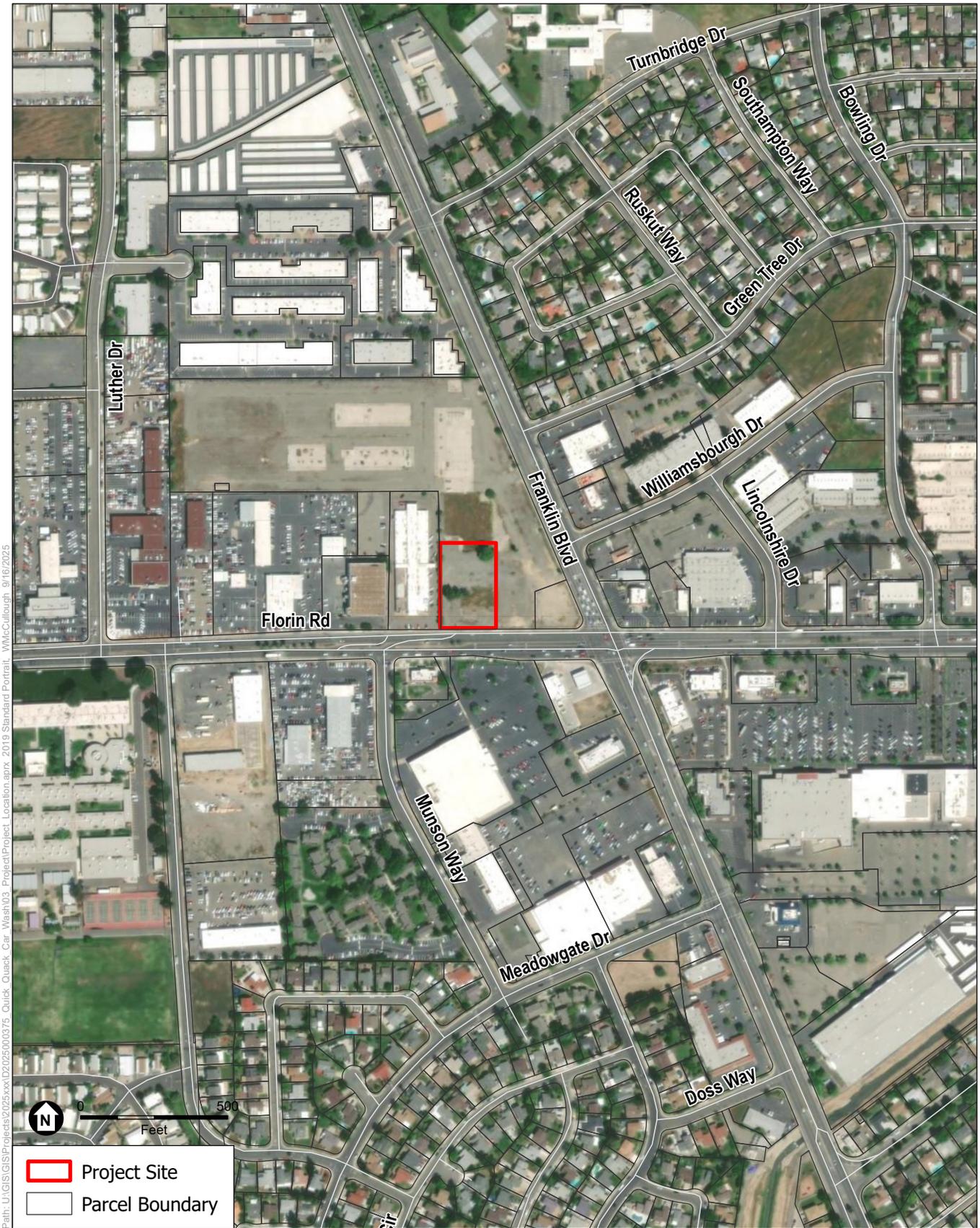
Path: U:\GIS\GIS\Projects\2025\000\2025000375_Quick_Quack_Car_Wash\03_Project\Project_Location.aprx, 2019 Standard Portrait, VMcCullough, 9/16/2025

SOURCE: ESA, 2025

Quick Quack Florin Road

Figure 1
Project Vicinity





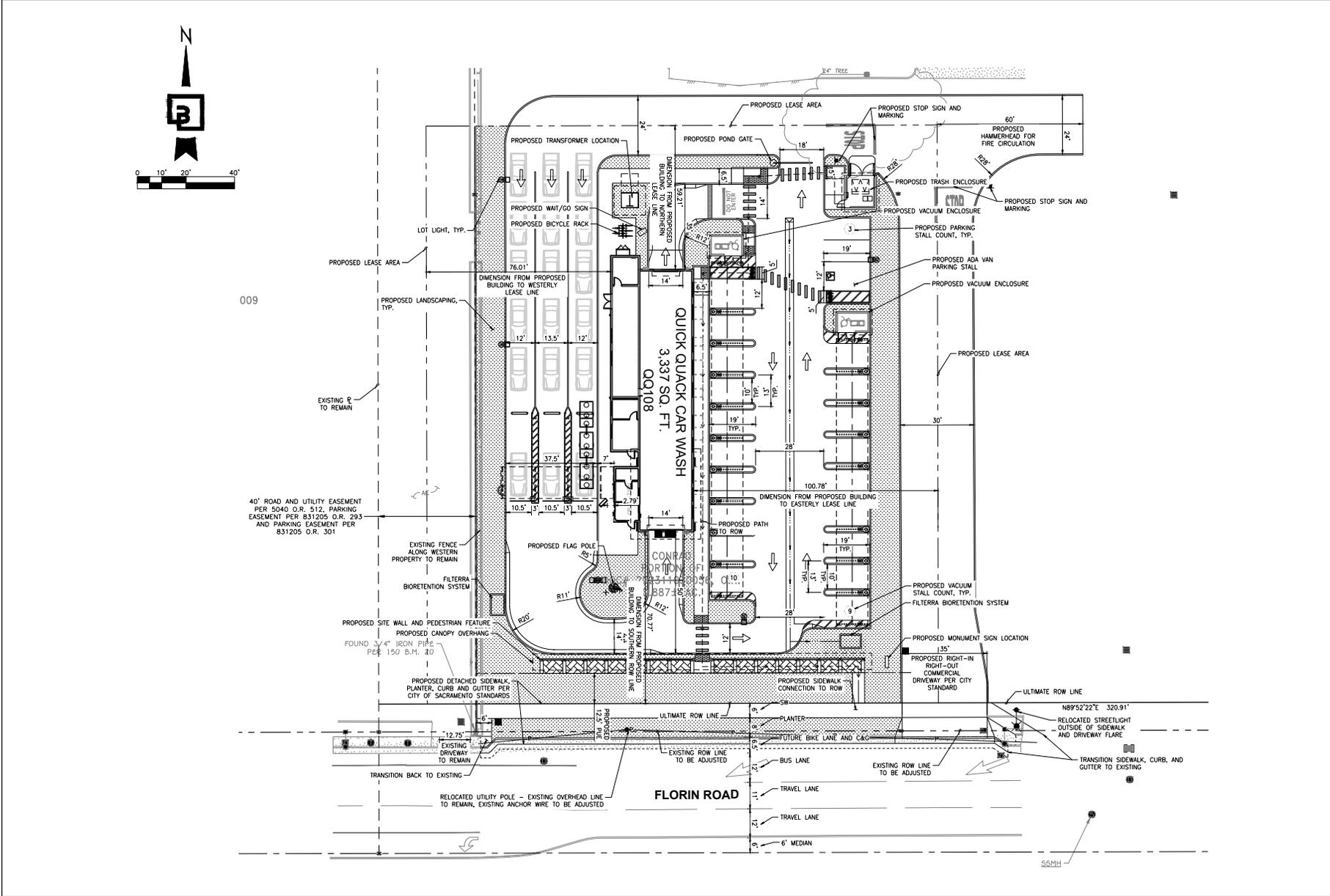
Path: \\A:\GIS\GIS\Projects\2025\000\2025000375_Quick_Quack_Car_Wash\03_Project\Project_Location.aprx, 2019 Standard Portrait, VMcCullough, 9/16/2025

SOURCE: ESA, 2025

Quick Quack Florin Road

Figure 2
Project Site





SOURCE: Barhghausen Consulting Engineers, LLC., 2025

Quick Quack Florin Road

Figure 3
Site Plan





2025/D/202500375.00 - Quick Quack Florin Road/05 Graphics-GIS-Modeling-USE AZURE/Illustrator

SOURCE: Barhghausen Consulting Engineers, LLC., 2025

Quick Quack Florin Road



Figure 4
Renderings

1.5. Parking

The Quick Quack Car Wash facility would provide approximately 28 on-site parking spaces, consisting of 19 covered vacuum stalls available to customers and 3 striped employee/ADA stalls (including one ADA van space). The parking supply would accommodate regular daily customers and on-site staff. ADA-compliant spaces and accessible routes would be provided to meet applicable standards. Electric vehicle (EV) charging stations are not proposed as part of the project.

1.6. Landscaping

The landscaping plan for the proposed project would incorporate a variety of drought-tolerant species, including a mix of shade trees, shrubs, and groundcovers to support sustainability and meet site shading requirements. The plan would achieve approximately 55 percent shade over 21,772 square feet of paved areas at canopy maturity. New street trees would be placed under existing overhead utilities with appropriate spacing, and on-site irrigation would utilize high-efficiency equipment and weather-based controls to minimize water use. The landscaping would comply with both local and state fire district regulations, particularly in terms of plant spacing and irrigation requirements. These features would ensure the landscaping is both aesthetically pleasing and environmentally responsible while meeting applicable City standards.

1.7. Utilities

The project would connect to existing underground utilities, including domestic water and sanitary sewer services provided by the City of Sacramento. Process water from the car wash would circulate through an on-site water reclaim system with underground tanks, with any necessary pre-treatment (e.g., clarifier/oil-water separator) prior to discharge to the sanitary sewer in accordance with City standards. Stormwater runoff would be directed to on-site stormwater treatment facilities and trench drains, then tied into the City's storm drainage system. Electricity and natural gas would be provided by SMUD and Pacific Gas & Electric (PG&E), respectively, ensuring the facility is fully equipped to meet modern energy demands.

1.8. Site Preparation and Construction

Site preparation would include grading, installation of underground utilities, construction of on-site stormwater treatment facilities, and placement of underground water-reclaim tanks. Development of the project would also include paving and striping of internal drive aisles, installation of the tunnel building foundation and superstructure, erection of pay-station and vacuum canopies, installation of equipment enclosures and the trash enclosure, and completion of landscaping and irrigation. Construction would begin after receiving all necessary approvals. The phases would include site grading, utility installation, building and canopy construction, equipment installation, paving and striping, and landscaping. Sustainable construction practices, including water-efficient landscaping and installation of the on-site water-reclaim system, would be integrated into the project. Project construction is anticipated to begin upon receipt of all required approvals by the City, and last for approximately 11 months.

1.9. Project Operations

The proposed Quick Quack Car Wash facility will operate daily from 7:00 AM to 9:00 PM, consistent with the hours of other locations within the City of Sacramento. The car wash will be open to the general public. Most customers are expected to utilize a paid monthly membership, which provides unlimited access to the facility and allows entry through a dedicated members-only vehicle queue. Alternatively, non-members may purchase single car washes on-site during their visit.

Upon arrival, customers will enter the site through designated driveways and proceed into the vehicle queue. Facility employees will guide vehicles into the car wash tunnel, where an automated system will move each vehicle through the washing process. The tunnel utilizes a closed water system designed to collect and treat or recycle all water and detergents that run off vehicles before discharge into the site's drainage infrastructure. The final stage of the process involves vehicle dryers, which activate automatically as vehicles pass through the drying phase.

After completing the car wash, customers may either exit the facility or proceed to parking stalls equipped with vacuum systems. These stalls allow customers to clean the interior of their vehicles and dispose of trash in provided receptacles. Following cleaning of vehicle interiors, customers will exit the facility.

1.10. Project Approvals / Required Discretionary Actions

Implementation of the Quick Quack Car Wash project is anticipated to require, but may not be limited to, the following approvals by the City of Sacramento:

- Site Plan and Design Review; and
- Conditional Use Permit or to allow an auto service use (car wash) in the C-2 (General Commercial) zone.

2.0 Evaluation of Environmental Effects

This Environmental Checklist evaluates whether the environmental impacts of the proposed Quick Quack Car Wash project are addressed in the City of Sacramento 2040 General Plan Final Master Environmental Impact Report (Master EIR), certified in 2024. This checklist serves as a consistency analysis under CEQA Guidelines Section 15183. According to this section, CEQA mandates that projects consistent with the development density established by existing zoning, community plans, or general plan policies, for which an EIR was certified, do not require additional environmental review, except in cases where there are project-specific significant effects that are peculiar to the project or its site.

This analysis is prepared to determine whether the proposed Quick Quack Car Wash project would result in significant impacts that (1) are peculiar to the project or project site, (2) were not identified as significant project-level, cumulative, or off-site effects in the EIR, (3) are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or (4) are previously identified significant effects that, due to substantial new information not known at the time the Master EIR was certified, are now determined to have a greater adverse impact than previously discussed. If such impacts are identified, they would be evaluated in a project-specific Mitigated Negative Declaration or Environmental Impact Report. If no such impacts are identified, the proposed project is exempt from further environmental review under CEQA Guidelines Section 15183.

The Master EIR identified significant impacts related to issues such as air quality degradation, traffic congestion along specific roadway segments and intersections, cumulative impacts related to traffic, water consumption, and air quality. However, the proposed Quick Quack Car Wash project, which would develop an automated car wash facility on a 1.15-acre site, is consistent with the land use assumptions for the site under the Sacramento 2040 General Plan.

The proposed project would not introduce new significant environmental effects beyond those already disclosed in the Master EIR. The development of a Quick Quack Car Wash project, located in a General Commercial (C-2) zone, would not create any impacts peculiar to the project site, and all potential impacts, including traffic, noise, air quality, hazardous materials, and utilities, have been addressed through the Master EIR and other City policies. No new significant impacts, or effects of greater severity, have been identified based on the current project scope and location. Thus, in compliance with CEQA Guidelines Section 15183, the proposed project would not result in significant impacts peculiar to the project or project site.

3.0 Environmental Checklist

3.1 Aesthetics

<u>Issues (and Supporting Information Sources):</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in EIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in EIR</u>
I. AESTHETICS — Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Section 4.1, Aesthetics, of the Master EIR described the existing visual conditions in the City of Sacramento, and the potential changes to those conditions that could result from development consistent with the 2040 General Plan.

Scenic Resources, Views, and Visual Character

Impact 4.1-2 of the Master EIR determined that, while the City of Sacramento is primarily built-out, new development permitted under the 2040 General Plan could result in changes to important scenic resources that are visible from sensitive (and public) viewing locations. The analysis determined that, in addition to natural elements such as trees and the Sacramento and American rivers, important scenic resources in the city include culturally important or historic buildings such as the State Capitol building, Tower Bridge, and Sutter’s Fort. The analysis determined that landmarks, historic districts, and parks also contribute to the existing visual character of the Planning Area. The analysis determined that policies in the 2040 General Plan Land Use and Placemaking Element encourage visually appealing and engaging development and were identified as mitigating potential effects of development that could occur under the 2040 General Plan. For example, Policy LUP-4.7 (Visual and Physical Character) calls for the City to use development standards and design standards/guidelines to promote development patterns and streetscape improvements that transform the visual and physical character of automobile-oriented corridors to create a positive impact on the human and natural systems that interact with them. Policy LUP-8.10 (Responsiveness to Context) requires appropriate building and site design that considers and reflects the existing character of neighborhoods and corridors, such as through the use of compatible building materials (City of Sacramento, 2024).

The project site is located in an urbanized commercial area in the City's South Area. The site is not located within or near any designated scenic vistas or state scenic highways. The proposed project includes development of an automated car wash facility on a previously developed but currently vacant site. Due to the flat terrain of the site and surrounding areas, and presence of structures on all sides of the project parcel, the project would not obstruct any significant public views of natural features such as the Sierra Nevada or the Sacramento River. The project would be designed to blend with the surrounding commercial uses, and due to its relatively modest height and scale, it would not obstruct existing views or significantly alter the visual context of the surrounding area. The architectural design of the proposed project would incorporate modern materials and design elements that are consistent with the existing visual character of the area. Landscaping would be incorporated around the site to soften the visual appearance of the development and enhance the aesthetic quality of the site. The project aligns with the City's infill development goals, contributing to the revitalization of the area while maintaining a cohesive urban aesthetic. In addition, through the Site Plan and Design Review process, the proposed project would be required to comply with all applicable policies set forth in the General Plan pertaining to land use and the preservation of visual resources, as well as all applicable regulations set forth in the Sacramento City Code. Based on the above, project impacts related to scenic resources, views, and visual character were adequately addressed in the Master EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review.

Light and Glare

Impact 4.1-1 of the Master EIR determined that the City of Sacramento is mostly built out, and a large amount of ambient light from urban uses already exists. The analysis determined that new development under the Sacramento 2040 General Plan could add sources of light that are similar to the existing urban light sources such as exterior building lighting, new street lighting, parking lot lights, and headlights of vehicular traffic. The analysis determined that policies in the 2040 General Plan Land Use and Placemaking Element encourage high-quality and visually compatible development and were identified as mitigating potential effects of development that could occur under the 2040 General Plan. For example, Policy LUP-4.6 (Compatibility with Adjoining Uses) requires lighting to be shielded from view and directed downward to minimize impacts on adjacent residential uses and Policy LUP-4.7 (Visual and Physical Character) calls for the City to use development standards and design standards/guidelines to promote development patterns and streetscape improvements that transform the visual and physical character of automobile-oriented corridors to create a positive impact on the human and natural systems that interact with them. Policy LUP-8.10 (Responsiveness to Context) requires appropriate building and site design that considers and reflects the existing character of neighborhoods and corridors, such as through the use of compatible building materials (City of Sacramento, 2024).

Potential new sources of light associated with development and operation of the proposed project would be similar to the commercial developments in the vicinity of the project site. Because the City of Sacramento is mostly built-out with a level of ambient light that is typical of and

consistent with the urban character of a large city, and because new development allowed under the 2040 General Plan would be subject to the General Plan policies, building codes, and (for larger projects) design review, the introduction of substantially greater intensity or dispersal of light would not occur. While the proposed project would introduce new sources of light and glare to the project site, the type and intensity of light and glare would be similar to that of the surrounding developments. In addition, the proposed project would be required to comply with all General Plan policies, which would be ensured through the Site Plan and Design Review process. In addition, the proposed project would be consistent with what has been anticipated for the project site under the General Plan, and, thus, impacts related to light and glare associated with development of the site have been anticipated in the Master EIR and were concluded to be less than significant, with compliance with all applicable General Plan goals and policies. Through the Site Plan and Design Review process, the proposed project would be required to comply with all applicable policies set forth in the General Plan pertaining to land use and the preservation of visual resources, as well as all applicable regulations set forth in the Sacramento City Code. Based on the above, project impacts related to creating new sources of light or glare were adequately addressed in the Master EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review.

Conclusion

The changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to development assumed in the Master EIR, result in any new significant impacts that are peculiar to the proposed project or its site. There is no new information of substantial importance indicating that the proposed project would create unique or significant effects that were not previously analyzed in the Master EIR, nor are there previously examined impacts that would now be substantially more severe than those evaluated in the EIR. Additionally, no new feasible mitigation measures or alternatives are identified that would significantly reduce impacts without having been previously adopted by project proponents. For these reasons, impacts to aesthetics from the proposed project would not require further environmental review.

References

City of Sacramento. (2024). *Sacramento 2040 General Plan and Climate Action & Adaptation Plan Master Environmental Impact Report*. SCH No. 2019012048. Available at <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan>. Accessed September 23, 2025.

3.2 Agriculture and Forestry Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in EIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in EIR</i>
II. AGRICULTURE AND FORESTRY RESOURCES —				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The Master EIR for the Sacramento 2040 General Plan identifies potential urban development impacts, including traffic, noise, and light. Policies related to land use, noise, and transportation within the General Plan mitigate these impacts (City of Sacramento, 2024). The project site is located in a General Commercial (C-2) zone, adjacent to underutilized commercial parcels, in a developed urban area, and does not involve agricultural or forestry lands. The project site is not under a Williamson Act contract and is not designated for agricultural use.

According to Chapter 17 of the Sacramento Municipal Code, which regulates zoning and land use, the site does not require any changes to agricultural designations as it is within an urbanized zone. The project would not result in the conversion of farmland or forest land, nor would it affect any sensitive agricultural resources. The Quick Quack Car Wash development would occur on a previously developed, vacant lot and aligns with the infill development goals of the General Plan, which supports revitalization and efficient land use without impacting agricultural resources

(City of Sacramento, 2024). Based on the reasons provided above, the proposed project would have no impact on agricultural or forestry resources.

References

City of Sacramento. (2024). *Sacramento 2040 General Plan*. Available at <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan>. Accessed September 13, 2025.

Sacramento City Code, Chapter 17. *Zoning and Land Use Regulations*. Available at <https://www.qcode.us/codes/sacramento/>. Accessed September 13, 2025.

3.3 Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in EIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in EIR</i>
III. AIR QUALITY —				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is within the Sacramento Valley Air Basin (SVAB) within the Sacramento Metropolitan Air Quality Management District (SMAQMD). The project area is within South Sacramento - Florin Community Air Protection Program (CAPP), established under Assembly Bill 617 and administered by SMAQMD. Under AB 617 the California Air Resources Board (CARB) selects communities in which to develop and adopt community emissions reduction programs. The area covered by the South Sacramento – Florin CAPP was among 10 communities selected by the CARB board of directors to develop and implement a community-level air monitoring and emissions reduction plan and/or monitoring plan. The South Sacramento Florin community was identified for air monitoring. The South Sacramento – Florin CAPP administers a Community Air Monitoring Plan (CAMP), which provides for focused efforts to reduce air pollution and improve health through local planning and emission reduction strategies. In future years, the information collected from air monitoring will inform the development of emissions-reduction strategies in the community covered by the CAPP. However, at present the CAPP does not prescribe emissions reduction policies or measures that are relevant to the proposed project or the potential development of the project site.

Discussion

The Master EIR for the Sacramento 2040 General Plan identified potential air quality impacts from urban development, concluding that implementation of the General Plan could result in significant impacts related to air quality due to emissions from construction and operational activities (City of Sacramento, 2024). The Master EIR determined that General Plan policies and mitigation measures would reduce but not eliminate these impacts. The Sacramento region is classified as non-attainment for ozone (O3) and particulate matter (PM2.5 and PM10), which requires the City to adhere to policies that mitigate emissions from new development, such as

General Plan Policies ERC-4.1 through ERC-4.7, EJ-1.3, and EJ-1.4, aimed at reducing air pollutants.

Construction-Related Impacts

The construction of the proposed project would generate temporary air quality impacts, primarily from dust (PM10 and PM2.5) and exhaust emissions (oxides of nitrogen, carbon monoxide, etc.) from construction equipment and vehicles. Construction of the proposed project would include clearing of existing pavement and site preparation, excavation to install structural foundations, subsurface utility infrastructure, and service connections, and construction of proposed structures. These activities are consistent with construction activities necessary to develop commercial facilities within commercial zones within the City. Therefore, emissions from project construction would be consistent with those evaluated in the Master EIR. The proposed project would be required to implement Best Management Practices (BMPs) to minimize dust and emissions during construction. Compliance with Sacramento’s General Plan Policies ERC-4.3 and ERC-4.5, ensure that construction activities employ appropriate measures and best practices to minimize the impacts to air quality. These best practices reference the BMPs recommended by the Sacramento Metropolitan Air Quality Management District (SMAQMD).

As with other developments evaluated in the Master EIR, construction activities would not be anticipated to result in significant impacts on air quality with adherence to these policies. Moreover, SMAQMD’s requirements include minimizing idling times for construction vehicles and utilizing cleaner construction equipment (Tier 3 or better), further reducing potential construction-related emissions. Based on the above, project impacts related to construction-related air quality impacts were adequately addressed in the Master EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review.

Operational Air Quality Impacts

The proposed project would be a car wash facility, that would serve Quick Quack Car Wash members based on a monthly subscription business model, and a smaller portion of non-members who pay for a single wash during their visit. Quick Quack Car Wash customers with a monthly membership have unlimited access to any Quick Quack Car Wash facility. As a general pattern Quick Quack Car Wash customers with monthly subscriptions are anticipated to only use Quick Quack Car Wash facilities for car wash services to utilize the value of their monthly membership. Thus, vehicle trips by Quick Quack Car Wash customers are expected to generally be directed to the Quick Quack Car Wash location closest to their point of origin or along the path of existing vehicle trips. Addition of the proposed project would add an additional facility to the existing network of facilities that would be more proximate to current and future Quick Quack Car Wash customers who live or work in the South Sacramento-Florin area.

The proposed project would be an allowable use within the General Plan land use designation for the project site (Residential Mixed Use) and the development assumptions analyzed in the Master EIR. During operation, the proposed project would generate emissions primarily from vehicle trips to and from the project site, energy use, and area sources such as landscaping equipment. In addition to vehicle trips to and from the site, emissions at the project site would result from

vehicle idling while waiting to access the carwash, during the carwash process, and driving to vacuum stalls following completion of car washes.

The proposed project is anticipated to be a local-serving use, based on the availability of such facilities throughout the region, and customer vehicle trips to the project site for car washing would primarily consist of existing trips that are either pass-by trips or diverted trips to access Quick Quack Car Wash or similar facilities elsewhere. Additionally, the proposed project would contribute to the existing commercial nature of the area, which includes three other car wash facilities within a 0.75-mile radius of the project site. Thus, non-pass-by trips to the project site would be anticipated to primarily originate from nearby locations as there are a variety of similar services provided in the project vicinity. Therefore, most of the trips associated with the proposed project are already occurring to and from other car wash facilities. Given the above, the proposed project would not be anticipated to contribute to an substantive increase in operational emissions. Emissions from the proposed project would be within the range of those that could occur for other types of commercial uses, allowed under the current General Plan land use and zoning designations for the project site and analyzed in the Master EIR. Therefore, operational emissions from the proposed project are within the scope of the analysis in the Master EIR.

Furthermore, General Plan Policy ERC-4.3 emphasizes the incorporation of new technologies, materials, and design and construction techniques that minimize air pollution, which align with the design of the proposed project. The proposed project would be all-electric facility, eliminating the potential for stationary source emissions from equipment that would utilize combustion engines, which is a key concern for the northwest corner of the CAPP coverage area, identified in the South-Sacramento – Florin CAMP administered by SMAQMD (2020). Additionally, the proposed project would structurally comply with California’s energy efficiency standards (Title 24), which reduce operational energy use and associated emissions.

The proposed project would not be expected to exceed SMAQMD’s thresholds for operational emissions, and it would contribute to the citywide reduction in air quality impacts as outlined in the Master EIR. Specifically, the General Plan’s focus on promoting infill development (General Plan Policy LU-1.1 [Compact Urban Footprint] and LU-1.7 [Regional Growth Strategy]) and reducing VMT would support the reduction of operational emissions for the Quick Quack Car Wash facility. Based on the above, project impacts related to operational air quality impacts were adequately addressed in the Master EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review.

Cumulative Impacts

The proposed project is located within a region classified as non-attainment for ozone and particulate matter. While the proposed project would generate some criteria pollutants, its contribution to cumulative air quality impacts would be less than significant due to its compliance with applicable air quality regulations, mitigation measures, and General Plan policies designed to reduce emissions. The proposed project is consistent with General Plan Policy ERC-4.3, which aims to reduce emissions from transportation and energy use through sustainable practices.

Conclusion

The changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to development assumed in the Master EIR, result in any new significant impacts that are peculiar to the proposed project or project site. There is no new information of substantial importance indicating that the proposed project would create unique or significant effects that were not previously analyzed in the Master EIR, nor are there previously examined impacts that would now be substantially more severe than those evaluated in the Master EIR. Additionally, no new feasible mitigation measures or alternatives are identified that would significantly reduce impacts without having been previously adopted by project proponents. For these reasons, impacts to air quality from the proposed project would not require further environmental review.

References

- City of Sacramento. (2024). *Sacramento 2040 General Plan*. Available at <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan>. Accessed October 13, 2024.
- Sacramento Municipal Code, Title 8. *Air Quality Standards*. Available at <https://www.qcode.us/codes/sacramento/>. Accessed October 13, 2024.
- Sacramento Metropolitan Air Quality Management District. (2020). *South-Sacramento – Florin Community Air Monitoring Plan*. Available at [https://www.airquality.org/AB617/Documents/Final%20Community%20Air%20Monitoring%20Plan%20July%202020%20\(1\).pdf](https://www.airquality.org/AB617/Documents/Final%20Community%20Air%20Monitoring%20Plan%20July%202020%20(1).pdf). Accessed December 9, 2024.
- Sacramento Metropolitan Air Quality Management District. (2024). *Construction Guidelines and Regulations*. Available at <https://www.airquality.org/>. Accessed October 13, 2024.

3.4 Biological Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in EIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in EIR</i>
IV. BIOLOGICAL RESOURCES — Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The Master EIR for the Sacramento 2040 General Plan concluded that impacts to biological resources from new developments within urban areas would be less than significant (City of Sacramento, 2024). The Quick Quack Car Wash project site is located in a highly urbanized, disturbed area and does not contain sensitive habitats such as wetlands, riparian areas, or other natural communities of special concern. The majority of the site consists of ruderal land cover and deteriorated pavement. This land cover contains minimal vegetation and, where present, primarily consists of non-native grasses and forbs. Urban areas of the Study Area primarily consist of grass landscaping along parcel edge and land cover predominantly consisting of non-native grasses and forbs.

Sensitive Species

Several species in the broader region are protected under federal/state law or recognized as special-status by CDFW. Given the site’s long-standing urban use (including a former auto dealership), extensive pavement, and ruderal landscaping, suitable habitat is limited or absent, and no special-status plants are present due to lack of appropriate substrate/habitat. Consistent

with the Master EIR’s programmatic framework for infill, the project will rely on compliance-based procedures rather than project-specific biological studies:

Inadvertent discovery protocol. If any potential sensitive biological resource is encountered during construction (e.g., an active nest, special-status wildlife, or other protected resource), work will stop in the immediate area. A qualified biologist will evaluate the resource, recommend avoidance/minimization or buffers, and the City (and CDFW, as appropriate) will be consulted before work resumes. Implementation will be consistent with applicable laws and Sacramento 2040 General Plan Policies (e.g., ERC-2.2 and ERC-2.9).

This compliance approach addresses low-probability occurrences while recognizing the **infill** context and the Master EIR’s less-than-significant findings for urban redevelopment.

Sensitive Natural Communities

The site is a disturbed, paved urban parcel with ornamental landscaping and does not contain sensitive natural communities (e.g., wetlands, riparian habitat). No impact would occur to sensitive natural communities from implementation of the proposed project.

Conflict with Local Plans, Ordinances, or Habitat Conservation Plan

The project will comply with relevant Sacramento 2040 General Plan biological resource policies (e.g., ERC-2.2, ERC-2.9, and related urban forest policies). No adopted HCP applies to this site. With adherence to City policies and standard construction controls, the project would not conflict with local plans or ordinances related to biological resources.

Conclusion

As the project is part of the urban infill redevelopment envisioned in the General Plan, it would not introduce any new significant impacts on biological resources that were not previously addressed in the Master EIR. The project would comply with all relevant policies, laws, and regulations aimed at protecting biological resources, and no additional mitigation measures would be necessary.

The changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to development assumed in the Master EIR, result in any new significant impacts to biological resources that are peculiar to the proposed project or project site. There is no new information of substantial importance indicating that the proposed project would create unique or significant effects that were not previously analyzed in the Master EIR, nor are there previously examined impacts that would now be substantially more severe than those evaluated in the Master EIR. Additionally, no new feasible mitigation measures or alternatives are identified that would significantly reduce impacts without having been previously

adopted by project proponents. For these reasons, impacts to biological resources from the proposed project would not require further environmental review.

References

City of Sacramento. (2024). *Sacramento 2040 General Plan*. Available at <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan>. Accessed October 24, 2025.

3.5 Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in EIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in EIR</i>
V. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

As described under Impacts 4.5-1 (Cultural Historic Resources) of the Master EIR, development within the City could result in a significant and unavoidable impact to historical resources, archaeological resources, and human remains (City of Sacramento, 2024). Policies in the Historic and Cultural Resources Element of the 2040 General Plan, including HCR-1.1 through HCR-1.19 (particularly HCR-1.14, Archaeological, Tribal, and Cultural Resources, and HCR-1.15, Treatment of Native American Human Remains), address the protection of identified historic, archaeological, and tribal cultural resources. These policies require measures, including maintenance and preservation, historic surveys and context statements, recognition of indigenous cultural and tribal input, and archaeological evaluation, testing, and monitoring, among other measures, to ensure that cultural resources are preserved, evaluated, and managed appropriately. However, the EIR recognized that because there is no feasible mitigation available to guarantee that demolition, damage, or destruction of historically significant resources or the loss, damage, or destruction of significant archeological resources or human remains would not occur, the impact remained significant and unavoidable.

The proposed project is an infill redevelopment of a previously developed commercial parcel (former auto-dealership/parking areas) characterized by pavement, disturbed soils, and ornamental landscaping. Consistent with the Master EIR, the potential to encounter historical or archaeological resources is low given the site’s prior disturbance and absence of known built historic resources. Under CEQA Guidelines §15183, the analysis relies on the Master EIR’s programmatic framework and adopted City policies/standards rather than project-specific cultural studies, unless inadvertent discoveries indicate otherwise.

Construction would involve limited ground disturbance, including trenching for new water, sewer, and storm drain connections; installation of electrical/communications conduits; minor excavation for foundations/flatwork; and construction of on-site stormwater features (e.g., bioretention). These activities would occur primarily within previously paved and disturbed soils. Given this disturbed context, the potential to encounter intact historical or archaeological resources is low; however, the inadvertent discovery procedures described below would apply to any trenching or excavation.

Historical Resources

CEQA Guidelines Section 15064.5 requires the lead agency to consider the effects of a project on historical resources. A historical resource is defined as any building, structure, site, or object listed in or determined to be eligible for listing in the California Register or determined by a lead agency to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, or cultural annals of California. Construction would include utility trenching and minor excavation within previously disturbed soils; if previously unknown built or archaeological historical resources, as defined in CEQA Guidelines §15064.5, are encountered during such work, the contractor would halt in the vicinity and notify the City. If previously unknown built or archaeological historical resources, as defined in CEQA Guidelines §15064.5, are encountered during ground disturbance, the contractor will halt work in the vicinity and notify the City. A qualified professional will evaluate the find, determine significance, and recommend avoidance or minimization, consistent with the Master EIR and the City's Historic and Cultural Resources (HCR) policies in the 2040 General Plan, which set procedures for identifying, evaluating, avoiding, and treating historic and archaeological resources. Where feasible, resources will be preserved in place or otherwise treated in accordance with §15064.5 and City policy.

Archaeological Resources

Archaeological resources can be considered historical resources, according to CEQA Guidelines Section 15064.5, as well as unique archaeological resources, as defined in Public Resources Code (PRC) Section 21083.2(g). Given the site's disturbance history and the limited trenching/excavation required for utility connections and site improvements, the likelihood of intact archaeological deposits or tribal cultural resources is low; however, inadvertent discovery procedures would apply. Upon discovery of any potential archaeological or tribal cultural resource, work will stop within the immediate area and a qualified archaeologist, and tribal representatives as appropriate, will be engaged to evaluate the find under Public Resources Code §§21074 and 21083.2 and CEQA Guidelines §15064.5. The City will implement measures to avoid, minimize, or mitigate impacts consistent with Master EIR Mitigation Measure HCR-A.8 and applicable General Plan HCR policies, and will follow any notification or consultation procedures required by City protocols and state law (City of Sacramento, 2023).

Human Remains

Although unlikely in this urban context, if human remains are encountered, work will halt, and the County Coroner will be notified immediately pursuant to Health and Safety Code §7050.5. If the remains are determined to be Native American, the Coroner will notify the NAHC and the process in Public Resources Code §5097.98 will be followed, including designation of a Most Likely Descendant and respectful treatment and disposition procedures. These steps are consistent with Master EIR Mitigation Measure HCR-A.8 (City of Sacramento, 2023).

Conclusions

The changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to development assumed in the Master EIR, result in any new significant impacts that are peculiar to the proposed project or its site. There is no new

information of substantial importance indicating that the proposed project would create unique or significant effects that were not previously analyzed in the Master EIR, nor are there previously examined impacts that would now be substantially more severe than those evaluated in the EIR. Additionally, no new feasible mitigation measures or alternatives are identified that would significantly reduce impacts without having been previously adopted by project proponents. For these reasons, impacts to cultural resources from the proposed project would not require further environmental review.

References

City of Sacramento. (2024). *Sacramento 2040 General Plan*. Available at <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan>. Accessed October 6, 2024.

3.6 Energy

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in EIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in EIR</i>
VI. ENERGY — Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The Sacramento 2040 General Plan emphasizes sustainable development and energy efficiency for new projects within the city (City of Sacramento, 2024). Energy impacts are analyzed as part of CEQA, and compliance with state and local regulations ensures energy use is managed efficiently. Sacramento Municipal Utility District (SMUD) will provide electrical service to the Topgolf site, while Pacific Gas & Electric (PG&E) will supply natural gas.

The Quick Quack Car Wash project would comply with California’s 2019 Building Energy Efficiency Standards (Title 24), which are designed to reduce energy demand. Energy-efficient lighting, heating, and cooling systems would be integrated into the design, reducing overall consumption. The project’s location within a developed urban area aligns with the 2040 General Plan land-use and sustainability framework, including Policy ERC-5.6 (Renewable Energy), which supports deployment of renewable energy systems, as well as other 2040 GP policies aimed at energy and resource efficiency (City of Sacramento, 2024).

Energy use by the proposed project would align with the assumptions in the Master EIR, given the infill nature of the site, its consistency with the General Plan land use designation for the site, and its compliance with state energy standards. The project would not introduce wasteful or unnecessary energy consumption. Furthermore, the project’s design and compliance with Titles 20 and 24 would ensure that energy use remains efficient and sustainable (California Energy Commission, 2019; California Building Standards Commission, 2019). Given that the project would develop and operate a commercial use within a commercial zone, no new significant energy impacts are anticipated beyond those addressed in the Master EIR. The project would also not include energy impacts that would be peculiar to the project or project site.

The changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to development assumed in the Master EIR, result in any new significant impacts related to energy use that are peculiar to the proposed project or its site. There is no new information of substantial importance indicating that the proposed project would create unique or significant effects not previously analyzed in the Master EIR, nor are there previously examined impacts that would now be substantially more severe than those evaluated in the EIR. Additionally, no new feasible mitigation measures or alternatives are identified that would significantly reduce impacts without having been previously adopted by

project proponents. For these reasons, impacts related to energy from the proposed project would not require further environmental review.

References

- California Energy Commission (CEC). 2024. Energy Assessments Division, 2024. 2023 California Annual Fuel Outlet Report Results (CEC-A15). Available: <https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting>. Accessed September 2025.
- CEC. 2025. *Title 24, Part 6, Building Energy Efficiency Standards*. Available at <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards>. Accessed September 2025.
- City of Sacramento. 2024. *Sacramento 2040 General Plan*. Available at <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan>. Accessed September 2025.
- Sacramento Municipal Utility District (SMUD). 2025. 2024 Annual Report. Available at: https://www.smud.org/-/media/About-Us/Newsletters/Reports-and-Statements/2024-Annual-Report/2024AnnualReport_5YearSummary.ashx. Accessed September 2025.

3.7 Geology and Soils

<u>Issues (and Supporting Information Sources):</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in EIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in EIR</i>
VII. GEOLOGY AND SOILS — Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Section 4.7, Geology, Soils, Mineral Resources, and Paleontology, of the Master EIR discussed the potential effects of development under the 2040 General Plan related to geology and soils.

Impact 4.7-1 of the Master EIR determined that construction activities associated with the 2040 General Plan would include earthwork activities that could expose soils to the effects of wind and water erosion. The analysis determined that future projects would also result in the addition of impervious surfaces in many areas of the City and, depending on the location of the project, could possibly result in the alteration of topographic features. The analysis determined that much of the Planning Area is relatively flat, and the locations of projects that would substantially alter topography are limited. Subject to exceptions for minor work, compliance with Chapter 15.88 of the City Code, also known as the Grading Ordinance, requires that an Erosion and Sediment Control Plan be prepared for each project within the Planning Area prior to the commencement of grading. An erosion control professional, landscape architect, or civil engineer specializing in

erosion control must design the Erosion and Sediment Control Plan and be on the project site during the installation of erosion and sediment control measures and supervise implementation of the installation and maintenance of such facilities throughout the site clearing, grading, and construction periods. For projects that disturb more than one acre, construction activities would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) consistent with the City’s National Pollution Discharge Elimination System (NPDES) that requires erosion control best management practices be adhered to during any soil disturbing activities. In addition, the analysis determined that General Plan Policy ERC-1.4 (Construction Site Impacts) requires that construction activities for each project within the city implement erosion control measures. The analysis determined that, with implementation of all required regulations and preparation of Erosion and Sediment Control Plans and SWPPPs, projects developed under the 2040 General Plan would have a less-than-significant impact related to soil erosion (City of Sacramento, 2024).

Impact 4.7-2 of the Master EIR determined that the Planning Area does not include any Alquist-Priolo Earthquake Fault Zones, and there are no known active faults that intersect or are within close proximity to the Planning Area. Therefore, the analysis determined that fault rupture hazards within the Planning Area are highly unlikely and, consequently, implementation of the 2040 General Plan would not expose people or structures to the possibility of fault rupture. Nonetheless, the analysis determined that the Planning Area may be subject to other seismic hazards, including minor groundshaking and liquefaction, caused by major seismic events outside of the Planning Area. To reduce the primary and secondary risks associated with seismically-induced groundshaking, City and state mandated building codes include requirements for a geotechnical investigation to determine the subsurface materials and geotechnical hazards that may be present. In Sacramento, commercial, institutional, and large residential buildings and associated infrastructure are required to reduce the exposure to potentially damaging seismic vibrations through seismic resistant design, in conformance with the most recent version of the California Building Code (CBC) and any local amendments included within Chapter 15.20 of the City Code. In addition, General Plan policies ERC-7.1 (Expansive Soils and Liquefaction), ERC-7.2 (Seismic Stability), and EJ-1.6 (Risk from Hazardous Materials Facilities) require that the City regulates structures intended for human occupancy to ensure structural stability from seismic events including liquefaction hazards, as well as seismic stability of facilities that produce or store hazardous materials. The analysis determined that requirements specific to liquefaction hazards can be mitigated through adherence to the soil and foundation support parameters in Chapters 16 and 18 of the CBC and the grading requirements in Chapters 18, 33, and the appendix to Chapter 33 of the CBC. The analysis identified that a site-specific geotechnical analyses is required to be prepared for projects within the city and include recommendations to address geotechnical hazards that are present. Based on an existing regulatory framework that addresses earthquake safety issues and requires adherence to requirements of the CBC and City design standards within the local amendments identified in Chapter 15.20 of the City Code, the analysis determined that seismically induced groundshaking and secondary effects would not be a substantial hazard in the Planning Area with implementation of the proposed policies of the 2040 General Plan, and impacts regarding exposing people or structures to damage resulting from strong seismic groundshaking would be less than significant (City of Sacramento, 2024).

The proposed project includes development of an automated car wash facility on a currently vacant urbanized site in the City's South Area. The proposed project would be consistent with what has been anticipated for the project site under the General Plan, and, thus, impacts related to geology and soils associated with development of the site have been anticipated in the Master EIR and were concluded to be less than significant, with compliance with all applicable General Plan policies, requirements of the CBC, and City design standards.

The proposed project would be required to comply with the aforementioned policies and regulations, including preparation of a site-specific geotechnical analyses to identify and address any geotechnical hazards that are present, preparation and implementation of an Erosion and Sediment Control Plan prior to the commencement of grading, preparation and implementation of a SWPPP consistent with the City's National Pollution Discharge Elimination Permit that includes erosion control best management practices be adhered to during any soil disturbing activities, and reducing the exposure to potentially damaging seismic vibrations through seismic resistant design in conformance with the most recent version of the CBC and any local amendments included within the City Code. Based on the above, project impacts related to geology and soils were adequately addressed in the Master EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review.

Impact 4.7-5 of the Master EIR determined that the Planning Area is characterized by a largely developed urban area that is located on the alluvial plain of the Sacramento Valley. The analysis determined that there are no unique or unusual landforms that would be considered a unique geologic feature nor are there any known unique paleontological resources within the Planning Area. The analysis determined that both the Paleontological Resource Protection Act and Section 5097.5 of the California Public Resources Code protect vertebrate paleontological sites and other paleontological resources that are situated on land owned by, or in the jurisdiction of any city. In addition, the analysis determined that General Plan Policy HCR-1.1 (Preservation of Historic and Cultural Resources, Landscapes, and Site Features) requires the City to preserve cultural resources which also includes paleontological resources. The analysis concluded that adherence to the aforementioned regulatory requirements and Policy HCR-1.1 would ensure that potential impacts related to unique paleontological resources would be less than significant. The proposed project would be consistent with what has been anticipated for the project site under the General Plan. Therefore, project impacts related to unique paleontological resources were adequately addressed in the Master EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review.

Conclusion

The changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to development assumed in the Master EIR, result in any new significant impacts related to geology and soils that are peculiar to the proposed project or its site. There is no new information of substantial importance indicating that the proposed project would create unique or significant effects not previously analyzed in the Master EIR, nor are there previously examined impacts that would now be substantially more severe than those evaluated in the EIR. Additionally, no new feasible mitigation measures or alternatives are

identified that would significantly reduce impacts without having been previously adopted by project proponents. For these reasons, impacts related to geology and soils from the proposed project would not require further environmental review.

References

City of Sacramento. (2024). *Sacramento 2040 General Plan and Climate Action & Adaptation Plan Master Environmental Impact Report*. SCH No. 2019012048. Available at <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan>. Accessed September 23, 2025.

3.8 Greenhouse Gas Emissions

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in EIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in EIR</i>
VIII. GREENHOUSE GAS EMISSIONS —				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Since the adoption of the Sacramento 2040 General Plan, California’s laws regarding the analysis of greenhouse gas (GHG) emissions under CEQA have continued to prioritize sustainability and emissions reductions, aligning with the most up-to-date regulations. The General Plan, adopted in 2024, integrates the latest policies, including those introduced by SB 32 and California Executive Order B-55-18, which commit to reducing statewide GHG emissions to 40 percent below 1990 levels by 2030 and achieving carbon neutrality by 2045 (City of Sacramento, 2024). As such, the Sacramento 2040 General Plan reflects the current regulatory framework for GHG emissions, including all necessary updates to the CEQA Guidelines. In addition, the proposed project would be consistent with applicable 2040 General Plan Climate Action and Adaptation policies, including Policies ERC-3.1 and ERC-3.2, which promote GHG reduction and energy-efficient development.

The proposed Quick Quack Car Wash facility would not conflict with the statewide GHG reduction measures identified in CARB’s Scoping Plan. The proposed project would comply with CALGreen standards and Title 24 of the California Building Code, which mandates energy and water efficiency. The facility’s design includes energy-efficient lighting, heating, and cooling systems. Furthermore, the project site is zoned C-2 (General Commercial), is not located within a Planned Unit Development (PUD), and lies along the Florin Road Corridor Design Review District. This zoning designation aligns with the City’s goals for infill development and sustainability.

Both construction and operational GHG emissions from the proposed project would not have a significant impact on the environment due to the project’s compliance with the latest California Energy Code and its urban infill location. The proposed project would be located within an infill area and would not generate VMT beyond what was already assumed in the 2040 General Plan and Master EIR. The project’s location allows for shorter local trip lengths consistent with the City’s VMT-based planning framework. As the proposed project is located on a previously developed site that is included among the infill growth assumptions of the General Plan and is consistent with the General Plan land use and zoning designations for the site, it would not alter the impact conclusions for GHG emissions relative to those discussed in the Master EIR.

The changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to development assumed in the Master EIR, result in any new significant GHG emissions impacts that are peculiar to the proposed project or its site. The proposed project would comply with California’s established greenhouse gas (GHG) reduction goals, aligning with applicable statewide GHG reduction measures outlined in CARB’s Scoping Plan and adhering to CALGreen standards and Title 24 of the California Building Code. The proposed project’s design incorporates energy-efficient systems, including LED lighting, optimized heating and cooling systems, which ensure that operational and construction-related GHG emissions are within the scope anticipated by the Master EIR. There is no new information of substantial importance indicating that the proposed project would create unique or significant effects not previously analyzed in the Master EIR, nor are there previously examined impacts that would now be substantially more severe than those evaluated in the EIR. Additionally, no new feasible mitigation measures or alternatives are identified that would significantly reduce impacts without having been previously adopted by project proponents. For these reasons, impacts to greenhouse gas emissions from the proposed project would not require further environmental review.

References

- California Air Resources Board. (2022). *California's 2017 Climate Change Scoping Plan Update*. Available at <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan>. Accessed October 13, 2024.
- City of Sacramento. (2024). *Sacramento 2040 General Plan*. Available at <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan>. Accessed October 13, 2024.
- California Energy Commission. (2019). *Title 24, Part 6, Building Energy Efficiency Standards*. Available at <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards>. Accessed October 13, 2024.

3.9 Hazards and Hazardous Materials

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in EIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in EIR</i>
IX. HAZARDS AND HAZARDOUS MATERIALS —				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The project site is located in a dense urban setting where it is not subject to impacts associated with an airport land use plan, risk of flooding, or exposure to wildland fires. Therefore, such impacts are not discussed further.

Section 4.9, Hazards and Public Safety, of the Master EIR discussed the potential effects of development under the 2040 General Plan related to hazards and hazardous materials.

The Master EIR determined that new development or redevelopment under the 2040 General Plan that includes excavation, trenching, or soil disturbance could result in exposure of workers or the public to contaminated soil and hazardous materials and adverse health effects. The analysis determined that there are sites throughout the Planning Area that have had known releases of hazardous materials or wastes. In addition to these recorded sites, existing land uses in the city that may contain contamination include former military facilities, industrial and commercial properties, and gas stations. The analysis determined that construction proposed at or near a documented or suspected hazardous materials site would require investigation, remediation, and

cleanup of the site prior to commencement of construction. These activities would occur under the supervision of the state Department of Toxic Substances Control (DTSC), the Regional Water Quality Control Board, and/or the Sacramento County Environmental Management Department (SCEMD), depending on the characteristics of each site and which agency is assigned regulatory oversight. To prevent potential health hazards to construction workers and the public from exposure to previously unknown contamination, 2040 General Plan Policy EJ-1.8 (Site Contamination) require that buildings and sites under consideration for new development or redevelopment are investigated for the presence of hazardous materials prior to development activities. In the event, that suspect contamination or previously unidentified underground storage tanks (USTs), for example, are discovered during construction activities, SCEMD would be notified for and would assume regulatory oversight of characterization of suspect materials. Upon confirmation of contamination, a remediation plan pursuant to Section 25401.05(a)(1) of the California Health and Safety Code and approved by the appropriate oversight agency or authority must be implemented at the site. The analysis determined that adherence to these existing regulatory requirements and Policy EJ-1.8 would ensure that potential exposure of people to existing contaminated soils and hazardous materials associated with development under the 2040 General Plan would be less than significant.

The Master EIR determined that hazardous materials would be used, transported, and stored throughout the Planning Area throughout the life of the 2040 General Plan. The analysis determined that routine use and transport of hazardous materials is regulated by various federal, state, and local regulations (e.g., Titles 10 and 49 of the Code of Federal Regulations and Title 22 of the California Code of Regulations). The analysis determined that businesses that use or store hazardous materials above reportable quantities would be required to complete a Hazardous Materials Business Plan which provides detailed protocols for the safe storage, use, and disposal of hazardous materials and wastes in accordance with existing regulatory requirements. In addition, Policy EJ-1.7 (Transportation Routes) would restrict transport of hazardous materials to designated routes. However, potential incidents may occur and include accidental spills or releases, intentional releases, and/or the unintentional release of hazardous materials during or following a natural disaster such as an earthquake or flood. To respond to these circumstances, Sacramento County has developed an Area Plan for Emergency Response to Hazardous Materials Incidents. The City's Fire Department also has a hazardous materials incident response team and works in cooperation with other regional and state agencies in the event of a major emergency. Policy EJ-1.5 (Compatibility with Hazardous Materials Facilities) requires consistency of future development with the County's Hazardous Waste Management Plan, and that land uses near facilities that involve the storage or use of hazardous materials are compatible with their operation. Policy EJ-1.6 (Risks from Hazardous Materials Facilities) reduces disproportionate risks to environmental justice communities from hazardous materials facilities.

The Master EIR determined that compliance with all applicable rules and regulations, along with implementation of the 2040 General Plan policies, would reduce the potential for exposure of construction workers and the general public to hazards and hazardous materials or situations to a less-than-significant level.

The project parcel is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 as a known site of previously documented contamination associated with historic auto service uses on the project parcel. The project site has been subject to historic cleanup and remediation activities under a site cleanup program that has met pollution reduction objectives, resulting in the cleanup site being closed to additional remediation requirements. The site is no longer designated as active because previous cleanup efforts were considered sufficient to warrant site closure. The proposed project would include soil disturbance. However, project construction would not be anticipated to encounter contaminated soils. In the event that project construction were to encounter unanticipated contaminated groundwater or soils, those materials would be managed in accordance with federal, state, and local regulations, which would be sufficient ensure that people and the environment are not exposed to hazardous materials.

The proposed project would comply with the applicable goals and policies related to the handling and transport of hazardous materials. During construction the potential to use hazardous materials such as fuels, oils, and other chemicals may pose risks. However, construction activities would be required to adhere to federal, state, and local regulations regarding hazardous materials. These regulations ensure safe transport, use, and disposal of hazardous materials, protecting both construction workers and the surrounding environment.

During operation of the proposed car wash, hazardous materials such as acids, high-alkaline detergents, or petroleum-based products could be used. , Other substances could include sodium and potassium hydroxide for degreasing, as well as surfactants and solvents that lift dirt and dissolve grease. Runoff can contain pollutants like heavy metals, oil, and phosphates. Smaller quantities (i.e., consumer-size containers) of common, commercially available maintenance chemicals also would be used, including solvents, degreasers, lubricants, paints, and other coatings. However, the proposed car wash system is designed so that all runoff from vehicle washing is captured and treated on-site through. All hazardous materials used onsite would be stored, handled, and disposed of in accordance with federal, state, and local regulations, ensuring minimal risk to public health and safety.

Adherence to these regulations, along with the project's compliance with policies outlined in the General Plan, would ensure that impacts related to hazardous materials are less than significant. The project's location in an infill area supports the conclusions drawn in the Master EIR regarding hazardous materials.

The changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to development assumed in the Master EIR, result in any new significant impacts related to hazards or hazardous materials that are peculiar to the proposed project or its site. There is no new information of substantial importance indicating that the proposed project would create unique or significant effects related to hazards and hazardous materials that were not previously analyzed in the Master EIR, nor are there previously examined impacts that would now be substantially more severe than those evaluated in the EIR. Additionally, no new feasible mitigation measures or alternatives are identified that would significantly reduce impacts without having been previously adopted by project proponents. For

these reasons, impacts to hazards and hazardous materials from the proposed project would not require further environmental review.

References

California State Water Resources Control Board. (2025). *GeoTracker Database*. Available at <https://geotracker.waterboards.ca.gov/>. Accessed September 23, 2025.

California Department of Toxic Substances Control. (2025). *EnviroStor Database*. Available at <https://www.envirostor.dtsc.ca.gov/public/>. Accessed September 23, 2025.

City of Sacramento. (2024). *Sacramento 2040 General Plan and Climate Action & Adaptation Plan Master Environmental Impact Report*. SCH No. 2019012048. Available at <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan>. Accessed September 23, 2025.

3.10 Hydrology and Water Quality

<u>Issues (and Supporting Information Sources):</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in EIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in EIR</i>
X. HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				<input checked="" type="checkbox"/>
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The Master EIR for the Sacramento 2040 General Plan analyzed potential impacts on hydrology and water quality from new developments and determined that these impacts would be less than significant (City of Sacramento, 2024). The Quick Quack Car Wash project complies with the General Plan policies related to water quality, drainage, and flood protection, ensuring that the development would not introduce new significant hydrological impacts.

Drainage

The proposed project would comply with the policies outlined in the General Plan, particularly those requiring adequate stormwater drainage. Based on the site plan and updated drainage features, the proposed project is designed to meet drainage and stormwater management standards outlined in the General Plan. New storm drainage features are planned throughout the project site, which would connect to the existing stormwater infrastructure. This ensures that stormwater is properly managed and minimizes potential impacts on the surrounding drainage system. General Plan Policy ERC-1.4 requires construction activities to implement erosion and

sediment control measures and prevent water quality degradation during ground-disturbing activities. Additionally, General Plan Policy ERC-5.2 encourages project design measures to reduce storm runoff. Furthermore, General Plan Policy PFS-3.16 requires new development to submit drainage studies that adhere to City stormwater design requirements and incorporate measures to prevent on- or off-site flooding and improve runoff water quality. Compliance with these General Plan policies and the City of Sacramento Drainage Design Standards ensures there will be no new significant impacts related to drainage. Based on the above, project impacts related to drainage were adequately addressed in the Master EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review.

Operational Water Quality

The proposed project would comply with all relevant water quality regulations, including the National Pollutant Discharge Elimination System (NPDES) requirements and the Stormwater Pollution Prevention Plan (SWPPP). These regulations are designed to prevent nonpoint-source pollutants from entering local waterways through stormwater runoff. The proposed project would implement best management practices, such as filtering stormwater and controlling erosion, to ensure that water quality is preserved during both the construction and operational phases. These measures align with the Sacramento 2040 General Plan policies that aim to protect water quality and minimize environmental impacts (City of Sacramento, 2024; EPA, 2023). Based on the above, project impacts related to water quality were adequately addressed in the Master EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review.

Risk of Flooding

The project site is confirmed to be outside the 100-year floodplain based on current FEMA floodplain maps. The project site is within the Moderate Flood Hazard Area of Zone X, which is protected by levees from one-percent annual chance of flood.

The proposed project would incorporate appropriate grading and site design strategies to manage stormwater effectively and reduce any potential flood risks. These measures comply with the General Plan Policies ERC-6.1, ERC-6.6, and ERC-6.7 which are focused on protection from flood hazards and flood hazard risk evaluation. The flood hazard policies require developments to implement sufficient drainage and stormwater management systems, ensuring the proposed project aligns with the City's flood protection guidelines (FEMA, 2012; City of Sacramento, 2024). Based on the above, project impacts related to risk of flooding were adequately addressed in the Master EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review.

Conclusion

The changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to development assumed in the Master EIR, result in any new significant impacts that are peculiar to the proposed project or its site. There is no new information of substantial importance indicating that the proposed project would create unique or

significant effects related to hydrology and water quality that were not previously analyzed in the Master EIR, nor are there previously examined impacts that would now be substantially more severe than those evaluated in the EIR. Additionally, no new feasible mitigation measures or alternatives are identified that would significantly reduce impacts without having been previously adopted by project proponents. For these reasons, impacts to hydrology and water quality from the proposed project would not require further environmental review.

References

- City of Sacramento. (2024). *Sacramento 2040 General Plan*. Available at <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan>. Accessed October 8, 2024.
- Environmental Protection Agency (EPA). (2025). National Pollutant Discharge Elimination System (NPDES). Available at: <https://www.epa.gov/npdes>. Accessed December 4, 2025.
- Federal Emergency Management Agency (FEMA). (2024). FEMA's National Flood Hazard Layer (NFHL) Viewer. Available at: <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd>. Accessed December 4, 2025.

3.11 Land Use and Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in EIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in EIR</i>
XI. LAND USE AND PLANNING — Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The Master EIR for the Sacramento 2040 General Plan evaluated land use changes associated with new developments and concluded that no significant adverse impacts would arise related to the division of established communities or conflicts with applicable land use plans, policies, or regulations (City of Sacramento, 2024). The EIR found that infill development would enhance connectivity and revitalization in urban areas, aligning with the City’s goals for efficient land use without causing disruptions to existing community structures.

The proposed Quick Quack Car Wash site is zoned General Commercial (C-2) under Chapter 17 of the Sacramento Municipal Code, and a vehicle wash use is permitted subject to a Conditional Use Permit and Site Plan & Design Review. The site is within an urbanized commercial corridor and represents infill development on an underutilized parcel, consistent with the General Plan’s focus on reinvestment and corridor revitalization. This project is also consistent with the City’s vision for compatible land use and urban revitalization, contributing positively to the area’s development objectives. Specifically:

- LUP-1 (Growth & Change): Redevelops an underutilized parcel within an established urban corridor using existing infrastructure (supports infill/reinvestment).
- LUP-2 (Compatibility & Transitions) and LUP-2.5 (Design for Connectivity): Vehicle-wash commercial service is compatible with surrounding corridor commercial uses and supports connected site/corridor design.

Although not a land use policy, the project’s compliance with Title 24, City Code requirements, and the City’s Climate Action & Adaptation Plan supports broader sustainability goals.

The proposed Quick Quack Car Wash project is compatible with surrounding land uses, which are predominantly commercial along the Florin Road and Franklin Boulevard corridors. The project would not disrupt adjacent residential neighborhoods or other commercial developments. Its placement within an urbanized area and alignment with the City’s General Plan ensure that it complements the existing urban fabric. The project is expected to serve the local community and contribute positively to corridor reinvestment and site activation.

As part of the City of Sacramento's Site Plan & Design Review process for new commercial developments, the project is evaluated against applicable design guidelines, landscaping standards, parking requirements, and other site-specific criteria that promote a coordinated and functional site layout. This structured review ensures the project meets all necessary planning criteria and integrates cohesively with surrounding corridor uses without creating land use conflicts.

The Quick Quack Car Wash project would be consistent with the described goals and policies of the Sacramento 2040 General Plan. As an infill commercial development, it aligns with the Plan's objectives to promote sustainable growth, minimize land use conflicts, and revitalize urban corridors. The project would not introduce significant new land use or planning impacts beyond those analyzed in the Master EIR; therefore, its land use impacts are considered less than significant.

The changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to development assumed in the Master EIR, result in any new significant impacts that are peculiar to the proposed project or its site. There is no new information of substantial importance indicating that the proposed project would create unique or significant effects related to land use and planning that were not previously analyzed in the Master EIR, nor are there previously examined impacts that would now be substantially more severe than those evaluated in the EIR. Additionally, no new feasible mitigation measures or alternatives are identified that would significantly reduce impacts without having been previously adopted by project proponents. For these reasons, impacts to land use and planning from the proposed project would not require further environmental review.

References

- City of Sacramento. (2024). *Sacramento 2040 General Plan*. Available at <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan>. Accessed October 6, 2025.
- City of Sacramento Municipal Code. (2023). *Chapter 17, Zoning Code*. Sacramento Municipal Code. Available at <https://www.qcode.us/codes/sacramento/>. Accessed October 3, 2025.
- California Department of Conservation. (2023). *Williamson Act Program Information*. Available at <https://www.conservation.ca.gov/dlrp/wa>. Accessed October 3, 2025.

3.12 Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in EIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in EIR</i>
XII. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The Master EIR did not determine that implementation of the Sacramento 2040 General Plan would result in any significant impacts related to mineral resources in the plan area. The EIR did not identify significant impacts related to quarrying, mining, dredging, or extraction of locally important mineral resources, nor did it anticipate the depletion of any nonrenewable natural resources (City of Sacramento, 2024).

The project site and surrounding area are designated as Mineral Resource Zone 1 (MRZ-1) by the California Geological Survey. This designation indicates that no significant mineral deposits are present in the area. The project site is not a mineral resource recovery site and would not require quarrying, mining, dredging, or extraction of locally important mineral resources or the depletion of nonrenewable natural resources on-site. Therefore, there would be no impact on mineral resources (California Department of Conservation, 2025).

The Quick Quack Car Wash development would take place on a previously developed, vacant lot and is consistent with the infill development objectives of the General Plan, which prioritize urban revitalization without impacting mineral resources. The project would not result in the extraction or loss of any mineral resources designated as significant or locally important. Based on these considerations, the proposed project would have no impact on mineral resources.

References

California Department of Conservation. (2025). *Mineral Resource Zones in California*. Retrieved from <https://www.conservation.ca.gov/cgs>. Accessed Sep 29, 2025.

City of Sacramento. (2024). *Sacramento 2040 General Plan Environmental Impact Report*. Retrieved from <https://www.cityofsacramento.org>. Accessed Sep 29, 2025.

3.13 Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in EIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in EIR</i>
XIII. NOISE — Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The Master EIR for the Sacramento 2040 General Plan analyzed potential noise impacts from new development and determined that impacts would generally be less than significant (City of Sacramento, 2024). Policies such as NS-1.1.1 and NS-1.1.2 establish noise level thresholds, zoning ordinances, and noise buffers that reduce potential impacts from new developments. These policies ensure that noise impacts from construction, traffic, and other operational sources are managed and kept within acceptable limits.

The proposed Quick Quack Car Wash project would be developed in accordance with the General Plan’s Urban Center Low land use designation and the City’s General Commercial (C-2) zoning. The project site, located adjacent to Florin Road near Franklin Boulevard within an established commercial corridor (e.g., grocery/retail and planned convenience fueling uses), experiences ambient noise typical of urban commercial zones. The project site is substantially buffered to noise sensitive uses by existing commercial development on all sides of the project site.

Construction Noise

As noted in the Master EIR, construction-related noise from new development is typically temporary and can be managed through adherence to local noise ordinances and General Plan Policy NS-1.1.13 (Construction Noise Management). The City’s Code (Section 8.68.080) exempts noise generated from construction activities, provided that construction occurs between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday, provided that equipment is properly maintained. The project would involve limited demolition to remove the existing pavement on portions of the project site. Other construction activities associated with the project would involve standard construction activities, such as grading and building construction. As noted in the MEIR, compliance with the specified hours presented in the City Code lessen any impacts related to construction-generated noise. In circumstances where construction activities could take place outside these time periods or the use

of particularly noisy equipment, such as the use of pile drivers, the General Plan Mitigation Measure NOI-1 would reduce temporary noise impacts related to construction to a less than significant impact. The proposed project would not include construction outside the construction hours described above and would utilize pile driving or other methods known to generate substantial construction noise. Therefore, noise generated from construction of the proposed project would be consistent with anticipated development within the C-2 zone analyzed in the MEIR and would not be peculiar to the project.

Operational Noise

The proposed project would include the operation of an automated car wash facility and associated features on a currently undeveloped site. Car wash operations would include a car wash tunnel with various automated car washing equipment, blow dryers positioned to the north of the car wash tunnel, and vacuum canopies positioned to the eastern portion of the site. All mechanical equipment associated with the car wash tunnel would be contained within the building so as to minimize noise associated with car wash operations. However, the opening on the north side of the structure would allow for noise from the blow dryers to leave the structure. The proposed car wash facility would operate during daytime hours from 7:00 a.m. to 7:00 p.m. daily during normal business hours, with extended operations (7:00 a.m. to 9:00 p.m.) during summer hours.

Human response to noise varies considerably from one individual to another. Effects of noise at various levels can include interference with sleep, concentration, and communication, and can cause physiological and psychological stress and hearing loss. Given these effects, some land uses are considered more sensitive to ambient noise levels than others. In general, residences, schools, hospitals, and nursing homes are considered to be the most sensitive to noise. Places such as churches, libraries, and cemeteries (where people tend to pray, study, and/or contemplate) are also sensitive to noise. Commercial and industrial uses are considered the least noise sensitive. Existing noise sensitive receptors in the vicinity include single family residents located on Green Tree Drive approximately 500 feet to the northeast and multi-family residences located on Munson Way approximately 700 feet to the southwest.

Noise levels generated from the vacuum canopy located to the east of the car wash tunnel is expected from the proposed project. The City's 2040 General Plan policy ERC-10.1 establishes exterior noise level standards for various land uses in accordance with the General Plan's Table ERC-1. For single-family residential land uses, the City limits exterior noise to 60 dBA L_{dn} . For multi-family residential land uses, the City limits exterior noise to 65 dBA L_{dn} . For office building (business, commercial, and professional) land uses, the City limits exterior noise to 65 dBA L_{dn} .

Operational noise would be characteristic of a modern, express car wash: an enclosed wash tunnel with equipment located indoors, exit dryers operating briefly per vehicle, and vacuum stations operating intermittently. Peak operational noise from the project will be from the exit dryers. Noise generation from this equipment was modeled for another Quick Quack Car Wash project at Mack Road within the City of Sacramento and determined to emit approximately 79 dB L_{MAX} at a distance of 50 feet with no assumed structural attenuation (MD Acoustics, 2022). These levels

would be reduced to 59 dB L_{MAX} at 500 feet from the exit dryers, which is the distance of the proposed project to the nearest sensitive receptor. This would be within the City's 60 dBA L_{dn} limit for exterior noise. Further, site design, enclosure, equipment orientation, and standard manufacturer shielding/muffling are relied on to reduce off-site sound. Thus, the distance of the project to noise-sensitive receptors, in combination with design elements would minimize impacts to those receptors. Operations would occur during daytime/early-evening business hours and remain subject to the City's nuisance and noise compliance provisions. Because the nearest residences are separated by intervening commercial development and major roadways, and the site is within a planned commercial corridor, operational noise would meet applicable City standards and would not be new or more severe than impacts contemplated by the Master EIR.

Groundborne Vibrations

Compliance with General Plan Policy ERC-10.7 requires that construction equipment and activities be managed to minimize potential groundborne vibration impacts. Additionally, the 2040 General Plan includes Policy ERC-10.5 which requires construction activities anticipated to generate excessive vibration levels use appropriate methods to ensure acceptable interior vibration levels at nearby residential and commercial land uses are maintained, based on the Federal Transit Administration (FTA) vibration criteria. The FTA uses a screening distance of 100 feet for high vibration sensitive buildings (e.g., hospital with vibration sensitive equipment) and 50 feet for residential uses. When vibration-sensitive uses are located within those distances of a site generating vibrations, an impact analysis may be warranted. With respect to structures, vibration-sensitive receptors generally include historic buildings with construction susceptible to damage, buildings in poor structural condition, and uses that require precision instruments (e.g., hospital operating rooms or scientific research laboratories).

Construction activities generate varying degrees of ground vibration, depending on the construction procedures and the construction equipment used. Construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. Project construction would primarily generate groundborne construction vibration during site preparation and earthmoving activities. The Project would not involve substantial demolition activities, a common source of construction vibration. Furthermore, the Project's construction would not involve heavy equipment or activities, such as pile driving, that would generate excessive ground vibration. The Project's site surrounding uses would not be within the FTA's screening distances of 100 feet for any high vibration sensitive buildings or within 50 feet of residential uses. Therefore, the use of standard construction practices would ensure that vibration levels remain within acceptable limits, resulting in less than significant impact.

Project operations would include typical commercial-grade stationary mechanical and electrical equipment, none of which would result in substantial operational groundborne vibration at vibration sensitive receptor locations. Therefore, this impact would be less than significant.

Proximity to Airport

The Project site is located approximately 1.5 miles southeast of the Sacramento Executive Airport. According to the Sacramento Executive Airport Comprehensive Land Use Plan (SACOG

1998), the Project site is not within the airport’s 65 dB CNEL noise contour. Therefore, the Project would not expose people to excessive noise levels related to aircraft operations, and no impacts related to airport noise are anticipated.

Conclusion

The changes introduced by the project and/or new circumstances relevant to the proposed project would not, as compared to development assumed in the Master EIR, result in any new significant impacts related to noise or vibration that are peculiar to the proposed project or its site. There is no new information of substantial importance indicating that the proposed project would create unique or significant noise or vibration effects that were not previously analyzed in the Master EIR, nor are there previously examined impacts that would now be substantially more severe than those evaluated in the EIR. Additionally, no new feasible mitigation measures or alternatives are identified that would significantly reduce impacts without having been previously adopted by project proponents. For these reasons, impacts to noise and vibration from the proposed project would not require further environmental review.

References

- City of Sacramento. (2024). *Sacramento 2040 General Plan*. Available at <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan>. Accessed September 2025.
- MD Acoustics, 2022. Quick Quack Car Wash (Store #26-069) – Mack Road Noise Impact Study. August 17, 2022.
- Sacramento Area Council of Governments (SACOG), 1998. *Sacramento Executive Airport Comprehensive Land Use Plan*. Available at <https://www.sacog.org/home/showpublisheddocument/1750/638376325699370000> . Accessed September 2025.

3.14 Population and Housing

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in EIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in EIR</i>
XIV. POPULATION AND HOUSING — Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The Master EIR evaluated the potential impacts of future development on population and housing and concluded that increased housing and population growth anticipated under the General Plan would not result in significant adverse effects such as displacement or inconsistency with adopted plans. It also identified that new developments could potentially conflict with existing neighborhood character due to increased density, but policies such as LUP-2 (Compatibility & Transitions) and H-2.2 (Compatible Housing Forms) ensure that these developments would maintain consistency with Sacramento’s established communities (City of Sacramento, 2024).

However, the proposed Quick Quack Car Wash would not involve the addition of any housing units. The project site is located in the General Commercial (C-2) zoning district and is designed to provide an automated car wash and associated commercial uses without contributing to population growth or new housing development. The project would attract customers to the area but would not affect the housing stock or displace existing residents. The project site itself is within an already urbanized area, although residential uses could occur in the C-2 zone under certain circumstances, no residential development is proposed as part of this project. The project is an infill development consistent with the Sacramento 2040 General Plan and its land use designations. It would not conflict with any existing residential uses and would not result in any unanticipated population increases.

The changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to development assumed in the Master EIR, result in any new significant impacts related to population or housing that are peculiar to the proposed project or its site. There is no new information of substantial importance indicating that the proposed project would introduce any residential units or result in population growth. As such, it would not alter conclusions regarding population and housing impacts as discussed in the Master EIR. There is no new or substantial information indicating that the project would have unique or significant effects on population and housing that were not previously evaluated, nor are there any examined impacts that would now be more severe than analyzed in the Master EIR. Additionally, no feasible mitigation measures or alternatives have been identified that would reduce impacts but were previously dismissed or unadopted. Based on these considerations, impacts to population and housing from the proposed project would not require further environmental review.

References

City of Sacramento. (2024). *Sacramento 2040 General Plan*. Available at <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan>. Accessed October 8, 2025.

3.15 Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in EIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in EIR</i>
XV. PUBLIC SERVICES —				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The Master EIR analyzed potential impacts to public services, including law enforcement, fire protection, and school services, and determined that resulting impacts would be less than significant under buildout of the 2040 General Plan (City of Sacramento, 2024). New development under the General Plan would not require police or fire protection that exceeds current service capacity, and any potential increases would be mitigated through the application of General Plan Policies PFS-3.1 (Fire and Emergency Response), PFS-3.2 (Police Services), and PFS-3.3 (Emergency Medical Response), which ensure adequate service capacity for new development.

The proposed Quick Quack Car Wash project would develop a portion of a 14.2-acre commercial site with a single-story automated car wash facility and associated site improvements. As a non-residential commercial service use, the project would not introduce new residents and would not substantially increase demand for public services beyond levels analyzed in the Master EIR.

Fire and Police Protection

The Sacramento Police Department and Sacramento Fire Department provide services to the project site. The nearest fire station, Fire Station 7 (6500 Wyndham Drive), is located approximately 2 miles southwest of the site, and the Sacramento Police Department’s South Command (Joseph E. Rooney Police Facility, 5303 Franklin Boulevard) is approximately 2 miles north.

The project would be served by these nearby facilities, and the proposed development would not necessitate the construction of new fire or law enforcement facilities. The site is located in an urban, General Commercial (C-2) zoning district and is not within a Very High Fire Hazard

Severity Zone; accordingly, fire protection needs would remain within the capacity evaluated in the Master EIR (CAL FIRE, 2023). The project would comply with applicable City standards and policies for emergency access, water supply, hydrant placement, and Fire Code requirements through Site Plan and Design Review and building permitting.

Schools

The Master EIR found that impacts related to school services from new development would be less than significant. Since the proposed project does not involve residential development, it would not introduce new student enrollment or affect the capacity of local schools. The nearest schools to the project site include St. Patrick Academy at 5945 Franklin Boulevard, located approximately 0.6 mile north, and Luther Burbank High School at 3500 Florin Road, located approximately 2.5 miles west. Given that the Quick Quack facility is a commercial service project, its operation would not generate a significant demand for school services.

Parks

Impacts related to parks and recreational facilities from the project are addressed in the Recreation section below. As a commercial service use, the Quick Quack Car Wash project would not result in substantial physical deterioration of parks or recreational facilities. The closest parks to the site include Florin Creek Park (7468 Persimmon Avenue), located approximately 1.1 miles west, and Jack N. Sheldon Park (6000 Orange Avenue), located approximately 1.2 miles west-northwest. These parks would continue to serve local residents, and the project would not lead to substantial physical deterioration of these facilities.

Other Public Facilities

The Quick Quack Car Wash project would be served by nearby branches of the Sacramento Public Library system, including the Martin Luther King, Jr. Library at 7340 24th Street Bypass, located approximately 2 miles west of the site, and the Southgate Library at 6132 66th Avenue, located approximately 3 miles east-southeast of the site. As a non-residential commercial service use, the project would not significantly increase demand for library services.

Conclusion

The changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to development assumed in the Master EIR, result in any new significant impacts related to public services that are peculiar to the proposed project or its site. Located in an already urbanized and commercially zoned area of Sacramento, the Quick Quack Car Wash project aligns with the Sacramento 2040 General Plan's infill development assumptions. The project's minimal demands for public services, including fire, police, educational facilities, and recreational amenities, are well within the capacity of existing services analyzed in the Master EIR. Since the project does not include residential development, it further reduces any potential strain on public services in the area. There is no new information of substantial importance indicating that the proposed project would create unique or significant effects not previously analyzed in the Master EIR, nor are there previously examined impacts that would now be more severe than those evaluated in the EIR. Additionally, no new feasible

mitigation measures or alternatives are identified that would significantly reduce impacts without having been previously adopted by project proponents. For these reasons, impacts to public services from the proposed project would not require further environmental review.

References

City of Sacramento. (2024). *Sacramento 2040 General Plan*. Available at <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan>. Accessed October 8, 2025.

CAL FIRE. (2023). *Fire Hazard Severity Zones*. Retrieved from CAL FIRE FHSZ. Accessed October 6, 2025.

3.16 Recreation

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in EIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in EIR</i>
XVI. RECREATION —				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The Master EIR found that implementation of the General Plan could increase demand for parks and recreation services due to population growth, as discussed in Impact 4.15-a. The proposed Quick Quack Car Wash project would be consistent with these findings and would not result in new significant impacts to parks and recreational facilities in the project area (City of Sacramento, 2024).

The Quick Quack Car Wash is a commercial service rather than a recreation facility. It would not include residential units and, therefore, would not generate population-based demand on existing parkland or recreational facilities. Customer visits would be short in duration and would not shift recreational use patterns toward nearby public parks. As such, no additional public recreational facilities would be required to accommodate the project, and construction of such facilities would not be necessary. Additionally, the project site is located within proximity to several existing parks and open spaces, including Camellia Park, Nielsen Park, and Jack N. Sheldon Park, all within approximately 1 to 2 miles of the site. These parks currently serve surrounding residential neighborhoods and have sufficient capacity to accommodate ongoing use.

The project would remain consistent with applicable policies in the Sacramento General Plan (e.g., Policies PR-1.1 and PR-3.1) that guide parks and recreation standards and support a balanced network of public and private spaces. Given the project’s nonresidential nature and urban commercial setting, it would not result in substantial physical deterioration of existing parks or recreational facilities (City of Sacramento, 2024).

The changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to development assumed in the Master EIR, result in any new significant impacts related to recreation that are peculiar to the proposed project or its site. The proposed Quick Quack Car Wash project, located within an urbanized, commercial area of Sacramento, aligns with the General Plan’s goals for infill development and revitalization. Designed to operate as a commercial service without introducing new residential units, the project would not generate additional demands on local parks and recreational facilities typically associated with housing developments. Given its location and use, there is no new information

indicating significant impacts to recreation beyond those previously analyzed in the Master EIR. For these reasons, the proposed project's impacts to recreation would not require further environmental review.

References

City of Sacramento. (2024). *Sacramento 2040 General Plan*. Available at <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan>. Accessed October 8, 2024.

3.17 Transportation

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in EIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in EIR</i>
XVII. TRANSPORTATION — Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The Master EIR for the Sacramento 2040 General Plan analyzed potential impacts related to transportation and concluded that new development could result in increased traffic that might exceed Level of Service (LOS) standards at some intersections within the city. To mitigate these impacts, General Plan Policies M-1.1 (Complete Streets) and M-2.1 (Transportation Demand & VMT Reduction) address roadway improvements, transit infrastructure, and alternative transportation options, ensuring transportation impacts from new projects are minimized (City of Sacramento, 2024).

Conflicts with Circulation System Programs, Ordinances, or Policies

The proposed project would generate increased localized traffic and introduce new trips to the circulation system, primarily from employees traveling to and from the project site. However, the proposed project would introduce an automated carwash facility which serves customers through a subscription-based model. Thus, customers that would utilize the proposed project are presumed to be currently using other Quick Quack carwash facilities or other car wash facilities at more distant locations. The proposed project would be considered a local-serving commercial use. Customer trips to the proposed project would be anticipated to be trips that would otherwise drive greater distances to access such services.

The proposed project is consistent with the infill growth assumptions of the Sacramento 2040 General Plan, which designates the project site for commercial development. The existing circulation system surrounding the project site includes adequate roadways, and pedestrian and bicycle access, which would be enhanced in compliance with General Plan policies. Vehicle and pedestrian access would be provided directly from Florin Road, which connects to Highway 99, minimizing any potential conflicts with traffic regulations. The proposed project is not anticipated to conflict with any applicable plans or regulations governing the circulation system.

Vehicle Miles Traveled (VMT)

The General Plan includes policies that consider VMT impacts for development projects and provides guidelines for reducing transportation-related emissions and traffic. Specifically, General Plan Policy M-2.3 requires evaluation of CEQA impacts to use VMT or other metrics as determined by the City.

The proposed project would result in less VMT compared to other land uses allowed under the C-2 (General Commercial) zoning designation. Alternative uses, such as office buildings or retail stores, would likely generate higher VMT due to regular daily commutes and employee traffic. Additionally, new retail development often redistributes trips rather than creating new travel demand. The California Governor's Office of Land Use and Climate Innovation (LCI) recommends that lead agencies analyze the net change in VMT to indicate the transportation impact of retail projects (LCI, 2018). The potential for VMT impacts, according to this approach, hinges on whether the project can be considered local-serving or regional. By adding retail opportunities within existing neighborhoods, local-serving projects can shorten trips and reduce overall VMT. In contrast, regional destination retail projects would draw customers from larger trade areas, potentially substituting for shorter trips and increasing VMT. The LCI guidance suggests that any retail projects including stores larger than 50,000 square feet might be considered regional serving retail. The proposed project would provide approximately 3,337 square feet of car wash tunnel with two covered vacuum canopy areas (approximately 1,621 square feet with 13 stalls and 1,192 square feet with 12 stalls), which fits the LCI classification of a local-serving project. Furthermore, there are two other car wash facilities within a 0.75-mile radius of the project site. Thus, non-pass-by trips to the project site would be anticipated to primarily originate from nearby locations as there are a variety of similar services provided in the project vicinity.

Therefore, the VMT generated by the proposed project is expected to be less than the VMT typically associated with office or retail developments, and the proposed project would not result in a significant VMT impact under City thresholds. Additionally, the proposed project is included among the infill growth assumptions of the General Plan and would not alter the impact conclusions for transportation relative to those discussed in the Master EIR.

Increased Hazards and Emergency Access

The proposed project would include the construction of a parking lot, driveway, and internal drive aisles which would be designed according to Sacramento's safety standards, including requirements found in the Sacramento City Code Title 17 (Planning and Development Code), Chapter 17.608 (Parking Regulations), and Chapter 17.508 (Driveways). These codes establish specific design criteria for private parking lots, driveways, and internal circulation, ensuring safe and efficient access for emergency vehicles. These circulation features would be reviewed by the City's transportation engineers to ensure that no design feature introduces potential hazards or unsafe conditions. Emergency access would be provided via a driveway on Florin Road which would allow for efficient emergency vehicle ingress and egress. The project site is surrounded by fairly traveled roadways including Florin Road, which directly connects to major roadways such as Highway 99 and would facilitate emergency vehicles in the project area. The proposed project

would incorporate design features to ensure unobstructed access for emergency responders, including appropriate turning radii and lane widths. Based on the above, project impacts related to hazards and emergency access were adequately addressed in the Master EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review.

Construction Traffic

During the construction phase, the proposed project would generate temporary traffic from the transportation of materials, equipment, and construction workers to and from the project site. A construction traffic management plan would be implemented to minimize disruptions to local traffic. This plan would include strategies such as scheduling deliveries and heavy equipment movement during off-peak hours to avoid peak traffic congestion. Coordination with local traffic authorities would also ensure safe and efficient traffic flow around the construction area. Based on the above, project impacts related to construction traffic were adequately addressed in the Master EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review.

Operational Traffic

Once operational, the Quick Quack Car Wash facility would attract customers traveling by car. However, given the project site's location near Highway 99 and within an established commercial area, the project site would be well-served by the existing road infrastructure. The proposed project would also provide sufficient parking capacity to meet customer and employee demand, with approximately 23 parking spaces on-site (19 covered vacuum stalls available to customers and 3 striped employee/ADA stalls). Traffic signal timing adjustments at nearby intersections, if necessary, would be minor and would ensure smooth traffic flow. Based on the above, project impacts related to operational traffic would not require additional CEQA analysis because LOS effects are not a CEQA significance standard under SB 743, and the proposed project would not result in any peculiar effects that would require further CEQA review.

Conclusion

The changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to development assumed in the Master EIR, result in any new significant impacts that are peculiar to the proposed project or its site. The Quick Quack Car Wash project aligns with the General Plan's focus on efficient land use and development that leverages existing infrastructure. The proposed project is anticipated to generate customer traffic consistent with the commercial nature of the surrounding area and is accessible from major transportation routes. Additionally, the project's urban infill location supports a reduction in Vehicle Miles Traveled (VMT) by promoting local accessibility and encouraging shorter trips. The project site is well-connected to nearby public transit stops, supporting alternative transportation options and reducing potential traffic congestion. Onsite parking would be designed to accommodate expected customer levels, further ensuring that no adverse impacts to local transportation networks would arise. There is no new information indicating that project-specific effects would be more severe than assessed in the EIR, nor are any feasible mitigation measures or alternatives newly identified that would reduce transportation impacts but remain

unimplemented. For these reasons, impacts related to transportation from the proposed project would not require further environmental review.

References

City of Sacramento. (2024). *Sacramento 2040 General Plan*. Available at <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan>. Accessed October 8, 2024.

Governor's Office of Land Use and Climate Innovation. (2018). *Technical Advisory on Evaluating Transportation Impacts in CEQA*. Available at: https://lci.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf. Accessed December 4, 2025.

3.18 Tribal Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in EIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in EIR</i>
XVIII. TRIBAL CULTURAL RESOURCES —				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The Master EIR analyzed the impacts to tribal cultural resources from implementation of the 2040 General Plan. To comply with state law, the City conducted consultation with Native American Tribes, pursuant to compliance with Assembly Bill 52 (AB 52), as summarized in pages 4.15-2 and 4.15-6 of the Draft Master EIR. In December 2018, the City received requests for consultation from the United Auburn Indian Community (UAIC) and Wilton Rancheria. AB 52 includes provisions protecting the confidentiality of the consultation process, which is conducted on a government-to-government basis. In January 2020, the City provided the tribes with copies of the City’s archaeological sensitivity maps used for the General Plan updates to solicit feedback on possible updates to the maps. Individual consultation meetings occurred in May between the City and Wilton Rancheria (May 17) and the City and UAIC (May 25). On August 16, 2021, the City provided draft policy proposals for archaeological resources and tribal cultural resources (TCRs) to both the UAIC and Wilton Rancheria and on September 7, 2021, UAIC submitted several suggestions to the policies.

With consideration of feedback from consulting Native American tribes, the City determined that because compliance with relevant state and federal regulation, and the 2040 General Plan policies, would not prevent the loss of every known or unanticipated TCR in the Planning Area, this impact is considered significant.

Compliance with the required tribal notification and consultation requirements and 2040 General Plan policies (HCR-1.14 and HCR-1.17), along with the implementing action (HCR-A.8) aimed at protecting TCRs would help reduce the significance of the impact. However, because there is

no feasible mitigation available to ensure damage or destruction of a TCR would not occur, the impact was determined to remain significant and unavoidable.

The proposed project is included within the City's infill development area, and no known TCRs have been identified at the project site. Page 6-58 of Technical Background Report for the 2040 General Plan includes Figure 6-9, Archaeological Sensitivity, which provides a Planning Area-wide summary of areas classified as high, moderate, or low archaeological sensitivity. The project site is not located in an area considered to be of high or moderate sensitivity and is identified as being in an area of low sensitivity for archaeological resources.

Consistent with the Master EIR and the City's Historic and Cultural Resources (HCR) policies in the 2040 General Plan, the proposed project's infill setting and disturbance history indicate a low potential for Tribal Cultural Resources (TCRs). Construction would involve limited ground disturbance, including trenching for new water, sewer, and storm drain connections, installation of electrical and communications conduits, minor excavation for foundations and flatwork, and construction of on-site stormwater features such as bioretention. These activities would occur primarily within previously paved and disturbed soils, which reduces the likelihood of intact TCRs. Under CEQA Guidelines §15183, this analysis relies on the Master EIR's programmatic framework and adopted City policies and standards unless an inadvertent discovery indicates the need for site-specific treatment.

If a potential TCR is encountered during trenching or excavation, the contractor will immediately halt work within the vicinity of the find and notify the City. The City will retain a qualified archaeologist to evaluate the find under Public Resources Code §§21074 and 21083.2 and CEQA Guidelines §15064.5, and will implement measures to avoid, minimize, or mitigate impacts consistent with Master EIR implementing action HCR-A.8 (Conditions for Resource Discovery) and related HCR policies. If human remains are discovered, work will stop and treatment will proceed under Health and Safety Code §7050.5 and PRC §5097.98 (including Most Likely Descendant procedures).

In this §15183 context, with the project's infill characteristics, prior disturbance, and adherence to the City's HCR policies and inadvertent discovery protocols, the project would not result in new or more severe TCR impacts than those addressed programmatically in the Master EIR. No additional project-specific technical study is required unless an inadvertent discovery identifies a need for site-specific treatment.

The changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to development assumed in the Master EIR, result in any new significant impacts related to tribal cultural resources that are peculiar to the proposed project or its site. While the project site is situated within the area identified by tribes as part of the broader Sacramento River Tribal Cultural Landscape, no character-defining features associated with this landscape are present on-site. There is no new information of substantial importance indicating that project-specific impacts on TCRs would be significant or more severe than previously analyzed. Furthermore, no feasible mitigation measures or alternatives have been identified that would substantially reduce TCR impacts beyond what was analyzed in the EIR.

For these reasons, impacts to TCRs from the proposed project would not require further environmental review.

--

References

City of Sacramento. (2024). *Sacramento 2040 General Plan*. Available at <https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan>. Accessed October 8, 2024.

3.19 Utilities and Service Systems

<u>Issues (and Supporting Information Sources):</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in EIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in EIR</i>
XIX. UTILITIES AND SERVICE SYSTEMS —				
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The Master EIR concluded that new development within the plan area would not exceed the capacity of existing utility service providers and would result in less-than-significant impacts related to water supply, wastewater generation, solid waste, and electricity demand (City of Sacramento, 2024). The Quick Quack Car Wash project would connect to existing City and County infrastructure in the Florin Road/Franklin Boulevard corridor, and no substantial off-site utility extensions are anticipated. As a C-2 commercial infill use, the project’s utility demands are within the growth assumptions evaluated in the Master EIR.

Water Supply

Water service would be provided by the City of Sacramento via a new connection to the existing water main in Florin Road. On-site car-wash systems would recycle process water, with only a portion discharged to sewer after clarification. Domestic and landscape irrigation demands would be typical of a small commercial use and would comply with City water conservation requirements. Based on the City’s planning assumptions in the Master EIR, the project would result in a less-than-significant impact on water supply.

Wastewater

Wastewater would consist primarily of clarified process water from the automated car-wash tunnel and limited domestic wastewater from an employee restroom. Flow would connect to the City’s sanitary system via a new 6-inch lateral to the existing 18-inch sewer main in Florin Road. A water clarifier/grease interceptor would be installed ahead of discharge consistent with City standards. Given the project’s scale and recycling system, generated wastewater would be within the volumes anticipated for commercial development in the Master EIR; no new or expanded treatment facilities are required. Impacts would be less than significant.

Solid Waste

Operational solid waste would be typical of a small commercial service use (e.g., office/maintenance refuse, limited customer waste at vacuum/trash stations). Collection would occur through City/County-served solid waste providers in accordance with the Sacramento Integrated Waste Management Plan and applicable recycling/organics ordinances. The project would not substantially increase demand on regional disposal or diversion capacity; solid waste impacts would be less than significant.

Electricity

Electrical service would be provided by the Sacramento Municipal Utility District (SMUD). The facility would be constructed in compliance with California Title 24 energy standards and applicable SMUD interconnection requirements. Given the modest load associated with an automated car wash (conveyors, pumps, blowers, lighting) and conformance with energy-efficient equipment specifications, the project would not exceed utility service capacity or require off-site electrical infrastructure improvements. Electricity impacts would be less than significant.

Stormwater Drainage

Runoff from new impervious areas would be captured by on-site inlets and treated in three bioretention basins prior to discharge to existing 12-inch City storm drains located west and east of the site. The project would implement Sacramento’s Stormwater Quality Improvement Plan (SQIP) and City post-construction standards, including source control and low-impact development (LID) features, to manage peak flows and improve water quality. With these measures and use of existing municipal infrastructure, stormwater impacts would be less than significant.

Conclusion

The changes introduced by the proposed project and/or new circumstances relevant to the proposed project would not, as compared to development assumed in the Master EIR, result in any new significant impacts related to utilities and service systems that are peculiar to the proposed project or its site. The project aligns with the General Plan’s infill development goals, utilizing existing infrastructure without imposing significant new demand on utilities or service systems. The Quick Quack Car Wash project would operate within the capacity limits and service provisions already analyzed in the Master EIR, including water, wastewater, and stormwater

systems. No new information indicates any peculiar impacts to utility systems beyond those already anticipated, nor are there feasible mitigation measures or alternatives newly identified that would reduce utility impacts but remain unimplemented. For these reasons, impacts to utilities and service systems from the proposed project would not require further environmental review.

References

City of Sacramento. (2024). *Sacramento 2040 General Plan*. Retrieved from <https://www.cityofsacramento.org/Community-Development/Planning/Long-Range/General-Plan>. Accessed October 5, 2025.

Sacramento Municipal Utility District (SMUD). (2024). *Energy Services Overview*. Retrieved from <https://www.smud.org>. Accessed October 5, 2025.

3.20 Wildfire

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in EIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in EIR</i>
XX. WILDFIRE — If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The Master EIR determined that new development under the General Plan would not be subject to significant wildfire risks due to its location within an urbanized area (City of Sacramento, 2024). The proposed Quick Quack Car Wash project site is located at the northwest corner of Florin Road and Franklin Boulevard in the City of Sacramento, which is not classified within the Very High Fire Hazard Severity Zone (VHFHSZ) as mapped by the California Department of Forestry and Fire Protection (CAL FIRE). Per Government Code Sections 51175-51189, CAL FIRE identifies VHFHSZs within Local Responsibility Areas (LRAs) (CAL FIRE, 2025). Therefore, the proposed project would have no impact related to wildfire hazard.

References:

CAL FIRE. (2025). *Fire Hazard Severity Zones*. Available at <https://www.fire.ca.gov/programs/fire-prevention/wildfire-preparedness/fire-hazard-severity-zones/>. Accessed September 15, 2025.

City of Sacramento. (2024). *Sacramento 2040 General Plan*. Available at <https://www.cityofsacramento.org/Community-Development/Planning/Long-Range/General-Plan>. Accessed September 15, 2024.

4.0 Environmental Determination

As established in the discussions above regarding the potential project-specific impacts of the Quick Quack Car Wash Project, none of the criteria described in Section 15183 of the CEQA Guidelines has occurred, for which the City would be required to prepare a subsequent EIR (or negative declaration) under CEQA.

- **Section 15183(b)(1).** The proposed Quick Quack Car Wash Project would not result in any significant environmental effects which are peculiar to the project or the parcel on which the project would be located.
- **Section 15183(b)(2).** The proposed project would not result in any significant environmental effects which were not analyzed as significant effects in the Sacramento 2040 Master EIR.
- **Section 15183(b)(3).** The proposed project would not result in any significant off-site impacts or cumulative impacts which were not discussed in the Sacramento 2040 Master EIR.
- **Section 15183(b)(4).** There would be no previously identified significant effects which, as a result of substantial new information not known at the time the Sacramento 2040 Master EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

This document satisfies the criteria described in Section 15183 of the CEQA Guidelines. An Environmental Checklist is the appropriate CEQA document for the current circumstances relevant to the Sacramento 2040 Master EIR, as none of the conditions described in Section 15183 calling for preparation of a subsequent EIR have occurred.

Having considered the analysis set forth in this document, the City of Sacramento has grounds to conclude that the analyses conducted and the conclusions reached in the Master EIR remain relevant and valid. Based on the record, there is no substantial evidence to support a fair argument that the Quick Quack Car Wash may result in significant environmental impacts not previously studied in the Master EIR and, accordingly, the project changes would not result in any conditions identified in CEQA Guidelines Section 15183. Thus, a subsequent EIR is not required for the changes to the project, and no further environmental analysis is required for the proposed project. The proposed project remains subject to all applicable previously required mitigating policies of the Sacramento 2040 General Plan.