

ADMINISTRATIVE DRAFT

Prepared for:

City of Plymouth
9426 Main Street
Plymouth, California 95669

Initial Study/Mitigated Negative Declaration
**ARCO Commercial Center and
Car Wash Project**

Prepared by:



CSG CONSULTANTS
3707 W. Garden Grove Boulevard,
Suite 100
Orange, California 92868
Contact: Glenn Lajoie, AICP

JANUARY 2024

TABLE OF CONTENTS

SECTION	PAGE
Acronyms and Abbreviations.....	v
1 Introduction and Purpose.....	1
1.1 Project Overview	1
1.2 Statutory Authority and Requirements.....	1
1.3 Purpose of the Initial Study	1
1.4 California Environmental Quality Act Compliance	2
1.5 California Environmental Quality Act Review and Comment.....	2
1.6 Organization of the Initial Study	3
2 Project Location and Environmental Setting.....	5
2.1 Project Location.....	5
2.2 Existing Site and Area Characteristics	5
2.3 Surrounding Land Uses.....	5
2.4 General Plan Designation and Zoning Designation	6
3.0 Project Description	15
3.1 Project Characteristics.....	15
3.2 Phasing and Construction.....	17
3.3 Permits and Approvals	17
4 Environmental Checklist.....	19
4.1 Aesthetics	22
4.2 Agriculture and Forestry Resources	34
4.3 Air Quality.....	36
4.4 Biological Resources	47
4.5 Cultural Resources.....	61
4.6 Energy.....	66
4.7 Geology and Soils	71
4.8 Greenhouse Gas Emissions	78
4.9 Hazards and Hazardous Materials.....	86
4.10 Hydrology and Water Quality.....	94
4.11 Land Use and Planning	100
4.12 Mineral Resources.....	102
4.13 Noise.....	104
4.14 Population and Housing	132
4.15 Public Services	133
4.16 Recreation	137
4.17 Transportation.....	139
4.18 Tribal Cultural Resources.....	178

4.19	Utilities and Service Systems.....	181
4.20	Wildfire.....	186
4.21	Mandatory Findings of Significance	189
5	References and Preparers	191
5.1	References Cited	191
5.2	List of Preparers.....	193

TABLES

4.3-1	Air Quality Thresholds.....	39
4.3-2	Project-Generated Construction Emissions	40
4.3-3	Project-Generated Operational Emissions	41
4.4-1	Special-Status Species in the Project Vicinity*.....	49
4.8-1	Estimated Greenhouse Gas Emissions.....	79
4.8-2	Consistency with the Best Management Practices.....	81
4.8-3	Consistency with the 2022 Scoping Plan: AB 32 Inventory Sectors.....	82
4.9-1	Environmental Database Listings at the Project Site.....	91
4.13-1	City of Plymouth General Plan Noise Level Thresholds.....	104
4.13-2	Summary of Long-Term Ambient Noise Survey Results June 20-22, 2023	106
4.13-3	Existing Traffic Noise Levels at Nearest Receptors and Distances to DNL Contours.....	109
4.13-4	Predicted Off-Site Traffic Noise Level Increases at Existing Noise-Sensitive Receptors – Existing No Project vs. Existing Plus Project Conditions	111
4.13-5	Predicted Off-Site Traffic Noise Level Increases at Existing Noise-Sensitive Receptors – Opening Year No Project vs. Opening Year Plus Project Conditions	112
4.13-6	Predicted Off-Site Traffic Noise Level Increases at Existing Noise-Sensitive Receptors – Cumulative No Project vs. Cumulative Plus Project Conditions	113
4.13-7	PDQ LaserWash 360 Integrated Dryer System Reference Noise Levels.....	115
4.13-8	Predicted Car Wash Drying Noise Levels at Nearby Land Uses	116
4.13-9	Predicted Vacuum Equipment Noise Levels at Nearby Land Uses	119
4.13-10	Predicted On-Site Passenger Vehicle Circulation Noise Levels at Nearby Land Uses	120
4.13-11	Predicted On-Site Truck Circulation Noise Levels at Nearby Land Uses	121
4.13-12	Predicted Truck Delivery Activity Noise Levels at Nearby Land Uses.....	122
4.13-13	Predicted Air/Water Unit Noise Levels at Nearby Land Uses	122
4.13-14	Predicted HVAC Equipment Noise Levels at Nearby Land Uses	123
4.13-15	Calculated Cumulative On-Site Operations Noise Levels at Nearby Land Uses.....	124
4.13-16	Reference and Projected Noise Levels for Typical Construction Equipment.....	125
4.13-17	Reference and Projected Construction Equipment Vibration Source Amplitudes.....	128
4.13-18	Significance of Changes in Cumulative Noise Exposure	129
4.13-19	Caltrans Guidance for Building Structure Vibration Criteria	129
4.13-20	Caltrans Guidance for Vibration Annoyance Potential Criteria	130

4.17-1	HCM Level of Service	143
4.17-2	Study Intersection LOS Performance Criteria	143
4.17-3	ITE Trip Generation Rates for Proposed Project	144
4.17-4	Trip Generation Summary of Proposed Project.....	149
4.17-5	Cumulative Projects Trip Generation Summary.....	150
4.17-6	Existing (2023) Conditions Study Intersection Peak Hour LOS Analysis Summary.....	161
4.17-7	Existing (2023) With Project Conditions Study Intersection Peak Hour LOS Analysis Summary.....	162
4.17-8	Opening Year (2025) Without Project Conditions Study Intersection Peak Hour LOS Analysis Summary	164
4.17-9	Opening Year (2025) With Project Conditions Study Intersection Peak Hour LOS Analysis Summary	164
4.17-10	Existing Conditions & Existing With Project Conditions Study Intersection Peak Hour 95th Percentile Vehicular Queuing Analysis Summary	168
4.17-11	Opening Year (2025) Without Project & Opening Year (2025) With Project Conditions Study Intersection Peak Hour 95th Percentile Vehicular Queuing Analysis Summary.....	170
4.17-12	3-Year Collision History for SR-49 / Main Street Intersection & Vicinity	176

FIGURES

4.1-1a	Existing Site Views, South-Facing from Middle of Current Property	23
4.1-1b	Existing Site Views, South-Facing from State Route 49	23
4.1-1c	Existing Site Views, South-Facing from Main Street	23
4.1-1d	Existing Site Views, South-Facing from Mill Street	23
4.1-2a	Existing Site Views, East-Facing from Middle of Current Property	24
4.1-2b	Existing Site Views, East-Facing from State Route 49	24
4.1-2c.	Existing Site Views, East-Facing from Main Street	24
4.1-2d	Existing Site Views, East-Facing from Mill Street	24
4.1-3a	Existing Site Views, West-Facing from Middle of Current Property	25
4.1-3b	Existing Site Views, West-Facing from State Route 49	25
4.1-3c.	xisting Site Views, West-Facing from Main Street	25
4.1-3d	Existing Site Views, West-Facing from Mill Street	25
4.1-4a	Existing Site Views, North-Facing from Middle of Current Property	26
4.1-4b	Existing Site Views, North-Facing from State Route 49	26
4.1-4c	Existing Site Views, North-Facing from Main Street	26
4.1-4d	Existing Site Views, North-Facing from Mill Street	26
4.1-5a	Signage Plans – Front Facing	28
4.1-5b	Signage Plans – Rear Facing	28
4.17-1a	Project Access 1 / Main Street Driveway. Looking West onto Main Street.....	175
4.17-1b	Project Access 1 / Main Street Driveway Looking East onto Main Street	175
4.17-1c	SR-49 / Project Access 2 (North). Looking North onto SR-49.....	175

4.17-1d SR-49 / Project Access 2 (North). Looking South onto SR-49.....175
4.17-1e SR-49 / Project Access 3 (South). Looking North onto SR-49.....176
4.17-1f SR-49 / Project Access 3 (South). Looking South onto SR-49.....176

EXHIBITS

2-1 Regional Vicinity 7
2-2 Project Site Vicinity..... 9
2-3 Existing Lot Line, GP and Zoning Designations11
2-4 Proposed Lot Line, GP, and Zoning Designations13
4.1-1 Key View Locations29
4.4-1 Potential Special-Status Species55
4.13-1 Noise Survey Locations107
4.13-2 Project Preliminary Site Plan117
4.17-1 Study Intersection Locations.....141
4.17-2 Existing Study Intersection Lane Geometry and Traffic Control.....145
4.17-3 Existing Conditions Traffic Volumes147
4.17-4 Project Forecast Percent Trip Distribution.....151
4.17-5 Project Traffic Volumes.....153
4.17-6 Existing Plus Project Conditions Traffic Volumes.....155
4.17-7 Opening Year Without Project Conditions Traffic Volumes.....157
4.17-8 Opening Year With Project Conditions Traffic Volumes.....159
4.17-9 Fuel Truck Turning Maneuvers173

APPENDICES

A Project Description Information – Applicant Provided
B Air Quality and Greenhouse Gas Emissions Modeling Results
C Biological Resources Assessment
D Cultural Resources Study
E Phase I ESA
F Noise Study
G Transportation Study
H Tribal Consultation Letters

ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
AB	Assembly Bill
ACRA	Amador County Recreation Agency
ACSO	Amador County Sheriff's Office
ACUSD	Amador County Unified School District
ADD	Amador Air District
ADT	Average Daily Traffic
AFPD	Amador Fire Protection District
BACT	Best Available Control Technology
BAU	Business As Usual
BMPs	Best Management Practices
BRA	Biological Resources Assessment
CA 49/SR 49	State Route/Highway 49
CALFIRE	California Department of Forestry and Fire Prevention
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CalEPA	California Environmental Protection Agency
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERS	California Environmental Reporting System
CESA	California Endangered Species Act
CGS	California Geological Survey
City	City of Plymouth
CNDDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	Carbon Monoxide
CPUC	California Public Utilities Commission
CWA	Clean Water Act
CUPA	Certified Unified Program Agency
CVRWQCB	Central Valley Regional Water Quality Control Board
DNL	Day-Night Average Levels
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
ECHO	Enforcement and Compliance History Online
EDR	Environmental Database Reports
EIR	Environmental Impact Report
(US)EPA	Environmental Protection Agency

ARCO COMMERCIAL CENTER AND CAR WASH PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Acronym/Abbreviation	Definition
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FGC	California Fish and Game Code
FHWA	Federal Highway Administration
FICON	Federal Interagency Commission on Noise
FINDS	Facility Index System
FTA	Federal Transit Administration
GHG	Greenhouse Gas
GP	General Plan
HC	Highway Commercial Zoning Designation
HCM	Highway Capacity Manual
HDM	Caltrans Highway Design Manual
HWTS	Hazardous Waste Tracking System
HVAC	Heating, Ventilation, and Air Conditioning
IEPR	Integrated Energy Policy Report
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
IS/MND	Initial Study/Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
LOS	Level of Service
LPG	Liquefied Petroleum Gas
LTQT	Late Quaternary
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MGD	Million gallons per day
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
MPH	Miles Per Hour
MRZ	Mineral Resource Zone
MT	Metric Ton
NAHC	Native American Heritage Commission
NAICS	North American Industry Classification System
NCIC	North Central Information Center
ND	Negative Declaration
NMFS	National Marine Fisheries Service
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
OHP	Office of Historic Preservation
PRD	Permit Registration Documents
Project	ARCO Commercial Center and Car Wash Project
RCRA	Resource Conservation and Recovery Act

Acronym/Abbreviation	Definition
RGA LUST	Recovered Government Archive Leaking Underground Storage Tank
ROG	Reactive Organic Gases
RPW	Relatively Permanent Waters
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SC	Suburban Commercial General Plan Designation
SCAQMD	South Coast Air Quality Management District
SF	Square feet
SJVAPCD	San Joaquin Valley Air Pollution Control District
SMAQMD	Sacramento Metropolitan Air Quality Management District
SWP	Stormwater Mitigation Plan
SWPPP	Stormwater Pollution Prevention Program
SWRCB	State Water Resources Control Board
TAC	Toxic Air Containment
TNW	Traditional Navigable Waters
TPA	Transit Priority Area
TS	Plymouth ARCO Gas Station Project Transportation Study
TWTP	Tanner Water Treatment Plant
UC	Urban Commercial
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
UST	Underground Storage Tank
VC	Village Commercial Zoning Designation
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WDR	Waste Discharge Requirements

INTENTIONALLY LEFT BLANK

1 INTRODUCTION AND PURPOSE

1.1 Project Overview

Following a preliminary review of the proposed ARCO Commercial Center and Car Wash Project (hereinafter referred to as the “project”), the City of Plymouth (City) determined that the project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study (IS) addresses the direct, indirect, and cumulative environmental effects associated with the project, as proposed.

The project site is located at 18725 State Route 49 (CA 49/SR 49) and involves development on the southern portion of a partially occupied lot, based on a proposed parcel line reconfiguration to accommodate a new southern parcel, a General Plan designation change to Suburban Commercial, and a Zoning designation change to Highway Commercial. The Project Applicant is proposing to establish a new 1.02-acre southern parcel for an ARCO gas station, AM/PM retail facility, and car wash. The proposed development, once operational, would have approximately 12 to 15 employees at various hours in a given week. The facility would operate as a fueling station with 12 vehicle fueling positions and would require the installation of 3 underground storage tanks. The convenience store would include pre-packaged grocery items, drinks, tobacco products, sundries, and automobile-related convenience items, and would operate 24 hours per day.

There are two businesses currently occupying the existing two lots; Fig Barn Coffee is located on the western parcel, and the Plymouth Trading Post, a gas station, is located on the eastern parcel. The proposed parcel line adjustment would reconfigure the lot such that the Fig Barn Coffee business and Plymouth Trading Post building will remain, allowing for the gas station development on the proposed southern parcel. The required entitlements would include a General Plan Amendment, Zone Change, Major Design Review, Administrative Use Permit, and Lot Line Adjustment. Section 3.0, Project Description, provides a detailed description of the project.

1.2 Statutory Authority and Requirements

In accordance with the California Environmental Quality Act of 1970, as amended (California Public Resources Code, Section 21000-21177) and pursuant to the State CEQA Guidelines (Title 14, California Code of Regulations [CCR], Chapter 3, Section 15063), the City, acting in the capacity of the Lead Agency, is required to undertake the preparation of an IS to determine if the project would have significant environmental impacts. The environmental document is intended as informational, undertaken to provide an environmental basis for subsequent discretionary actions on the project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits, and other discretionary approval would be required.

The environmental documentation and supporting analysis will be subject to a public review period. During this review, public comments on the documentation should be addressed to the City. Following the review of any comments received pertaining to the CEQA review, the City will consider these comments as part of the project’s environmental review and determination. The comments will be included in the IS document for consideration by the City of Plymouth’s Planning Commission and City Council.

1.3 Purpose of the Initial Study

The purpose of the Initial Study (IS) is to: (1) identify environmental impacts; (2) provide the Lead Agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Mitigated Negative Declaration (MND) or Negative Declaration (ND); (3) enable a Lead Agency or Applicant to modify a project, mitigating potential adverse impacts before an EIR is prepared; (4) facilitate an environmental assessment early in the design of a project; (5) provide documentation of the factual basis for the finding in an MND or ND that a project would

not have a significant environmental effect; (6) eliminate needless EIRs; (7) determine whether a previously prepared EIR could be used for a project; and (8) assist in the preparation of an EIR, if required, by focusing the EIR on the effects determined to be significant, identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects would not be significant.

Section 15063 of the State CEQA Guidelines identifies specific disclosure requirements for inclusion in an IS. Pursuant to those requirements, an IS must include the following: (1) a description of the project, including the location of the project; (2) an identification of the environmental setting; (3) an identification of environmental effects by use of a checklist; (4) a discussion of ways to mitigate significant effects identified, if any; (5) an examination of a project's compatibility with existing zoning, plans, and other applicable land use controls; and (6) the name of the person or persons who prepared or participated in the preparation of this IS.

1.4 California Environmental Quality Act Compliance

In accordance with CEQA and the State CEQA Guidelines, this IS has been prepared for the proposed project and its associated discretionary approvals. The IS indicates that the potentially significant impacts of the project can be reduced to less than significant levels with implementation of mitigation measures, and therefore, the project requires preparation of an Initial Study/Mitigated Negative Declaration (IS/MND).

The IS/MND serves as the environmental document that presents the analysis of project impacts on each of the environmental topic areas in the CEQA Environmental Checklist provided in Section 4.0. This document will serve to inform City decision makers, representatives of affected trustee and responsible agencies, and other interested parties of the potential environmental effects that may occur with approval and implementation of the proposed project.

1.5 California Environmental Quality Act Review and Comment

This IS/MND has been submitted to potentially affected agencies and individuals. Notices of the availability of the IS/MND for review and comment, as well as the environmental documentation, are available on the City of Plymouth's website [Planning | City of Plymouth](#) for review.

A 30-day public review period has been established for the IS/MND in accordance with Section 15073 of the State CEQA Guidelines. During review of the IS/MND, affected public agencies and the interested public should focus on the document's adequacy in identifying and analyzing the potential environmental impacts and the ways in which the potentially significant effects of the project can be avoided or mitigated. Comments on the IS/MND and the analysis contained herein must be received by 4:00 PM on Monday, February 26, 2024, and should be addressed to:

City of Plymouth
Magda Gonzalez, Senior Planner
9426 Main Street
Plymouth, CA 95669
mgonzalez@4leafinc.com

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the City will determine whether any substantial new environmental issues have been raised. If so, further documentation – such as an EIR or an expanded IS/MND – may be required. If not, the project and the environmental documentation are tentatively scheduled to be submitted to the Plymouth Planning Commission and City Council for consideration.

1.6 Organization of the Initial Study

The IS/MND is organized into sections, as described below:

- **Section 1.0: Introduction and Purpose.** This section provides an introduction, project summary, and overview of the conclusions in the IS/MND.
- **Section 2.0: Project Location and Environmental Setting.** This section provides a brief description of the project location, relevant background information, and a description of the existing conditions of the project site and vicinity.
- **Section 3.0: Project Description.** This section provides a description of the proposed project, a statement of purpose and need, and necessary discretionary approvals.
- **Section 4.0: Environmental Checklist.** The completed Environmental Checklist Form from the State CEQA Guidelines provides an overview of the potential impacts that may or may not result from project implementation. The Environmental Checklist Form also includes “mandatory findings of significance”, as required by CEQA. The analysis concludes the significance of impacts and standard conditions, regulatory requirements, and mitigation measures to reduce potentially significant impacts.
- **Section 5.0: References.** This section identifies the references used to prepare the IS/MND and lists the preparers of the document.

INTENTIONALLY LEFT BLANK

2 PROJECT LOCATION AND ENVIRONMENTAL SETTING

2.1 Project Location

The proposed project is located at 18725 State Route 49 in the City of Plymouth (City), in Amador County, California; refer to Exhibit 2-1, Regional Vicinity. The subject parcel is 1.91 acres, however, the Project Applicant is proposing to reconfigure the parcel lines to create a 1.02-acre southern parcel, for which the existing condition is unimproved. The existing lot line configuration establishes a 0.65-acre eastern parcel and a 1.26-acre western parcel; the proposed change would re-orient the northern parcel to be 0.89-acre in size.

The proposed project site is situated south of Main Street, west of CA 49, and east of Mill Street. Surrounding uses include single family residences to the west of Mill Street, north of Main Street, and east of SR 49 on the southern end of its span that borders the project site. Commercial uses are situated immediately north of the project site, on the two existing north-south parcels for which the parcel line reconfiguration is proposed, and include the Plymouth Trading Post (gas station) to the northeast, and the Fig Barn Coffee Café to the northwest. Commercial uses are also located northeast of and adjacent to the project site, across CA 49. The project site is located in the center of the City of Plymouth and is approximately 280-feet from the roundabout that serves as the main traffic junction within the City.

2.2 Existing Site and Area Characteristics

On-site conditions for the proposed southern parcel are unimproved; the southern portion of the proposed lot has several trees, some of which are oak trees, scattered across the site, with grassy mounds and holes. The northern portion of the proposed lot is covered in gravel, with the exception of a portion of a paved access road/driveway that connects Main Street to SR 49 across the proposed northern parcel, between the two existing commercial uses.

The proposed project site is currently separated into two parcels via a north-south line that separates the existing commercial uses in an east-west manner. The existing property line is drawn from the existing northern driveway on Main Street, diagonally across the site, to the southeastern edge of the site along SR 49. A paved access road crosses the site between the two commercial uses and connects Main Street to SR 49 in the northeastern section of the site. The Plymouth Trading Post is located on paved ground at the northeast corner of the site. There is no landscaping on-site. Site access is currently provided via a driveway off of Main Street on the northern edge of the proposed northern parcel, and two driveways off of SR 49 along the eastern edge of the site, near the location of the proposed new property line.

2.3 Surrounding Land Uses

The project site is located within an area of the City that includes residential and commercial uses. As shown in Exhibit 2- 2, Project Site Vicinity, the site is bordered by SR 49 to the east, and a mixture of commercial, residential, and public uses immediately east of SR 49. The site is bordered by a small area of open space to the south, as well as residential uses. To the west, the project site is bordered by Mill Street, and residential and commercial uses are located immediately west of Mill Street. As mentioned, there are two existing commercial uses immediately north of the proposed project site, on the same lot as the proposed project. Fig Tree Café is located at the northwest corner of the western property and the Plymouth Trading Post, a gas station, is located at the northeast corner of the eastern property. Main Street is located immediately north of these two commercial uses, and the properties immediately north of Main Street consist of both residential and commercial uses. Additional uses beyond the immediate areas of the site are summarized below:

- **North:** Two commercial use buildings, including Fig Tree Café to the northwest, and Plymouth Trading Post to the northeast. Main Street borders the lot to the north. Uses to the north of Main Street include commercial and single family residential, and one village residential area.
- **South:** Mill Street and SR 49 join at the southern boundary of the site. Uses south of the project site include open space. At the intersection of Mill Street and SR 49, uses to the south and west include open space and residential, and uses to the east include residential and suburban commercial.

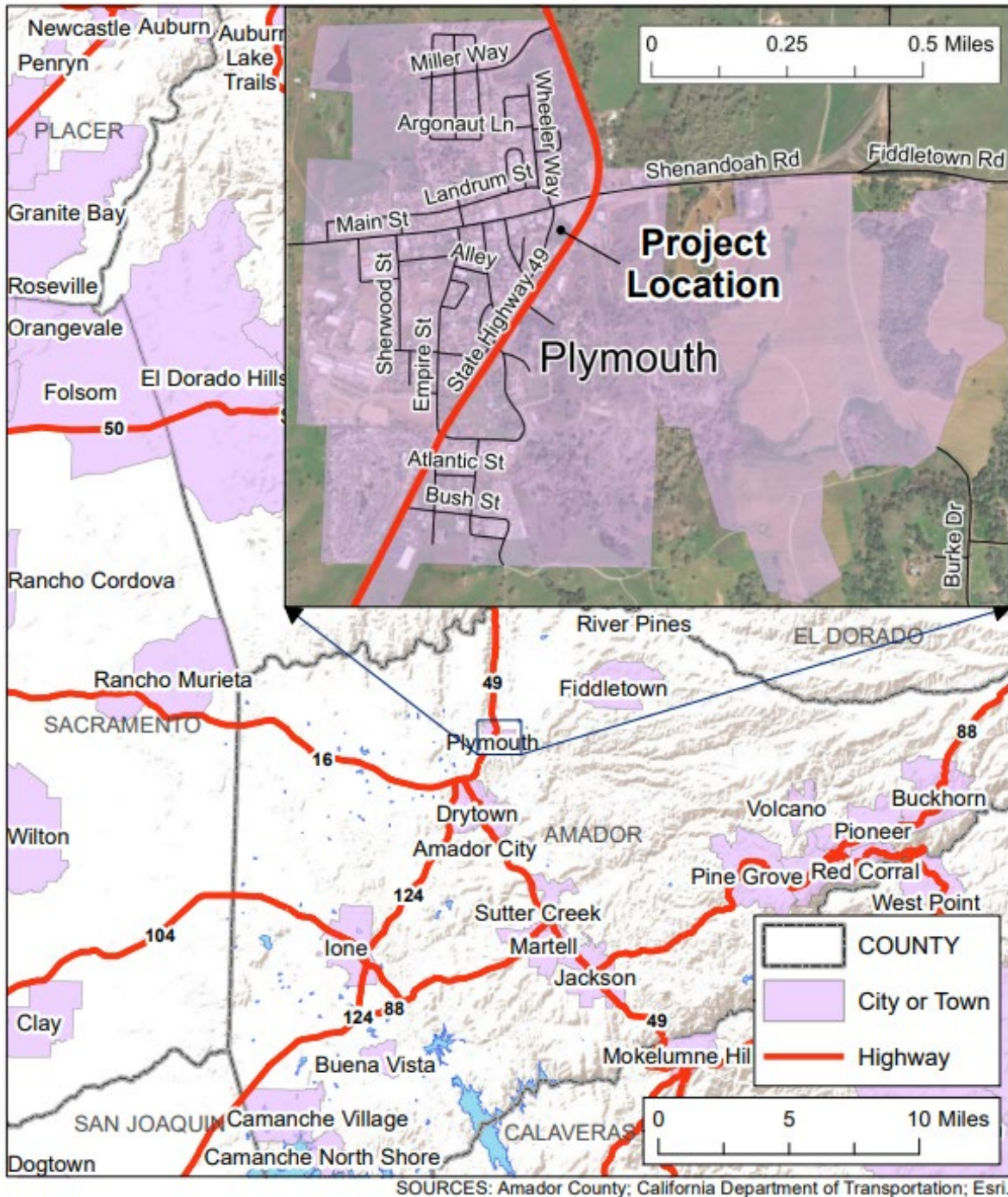
- **East:** The project site is bordered by SR 49 to the east. East of SR 49 are public, residential, village commercial, and suburban commercial uses. Amador 360, a wine store, is located southeast of the project site, and a bank, general store, and clothing store are located northeast of the project site.
- **West:** The project site is bordered by Mill Street to the west. Uses west of Mill Street include single family residential uses, and commercial uses are located to the northwest at the intersection of Mill Street and Main Street and along Main Street. City Hall, Lava Dog Fire and Police Supply, and Fate Wines are among the uses west of Mill Street.

2.4 General Plan Designation and Zoning Designation

The project site currently has a General Plan (GP) land use designation of Urban Commercial. This designation applies to both the west and east parcels, as they are delineated currently. The current Zoning is Village Commercial (VC), Historic Downtown Overlay District. The City of Plymouth GP describes the Urban Commercial designation as including high intensity business, retail and entertainment uses, pedestrian-oriented and historic areas. The current Zoning of Village Commercial accommodates mixed-uses including upper-floor residential in the downtown area and is intended to retain the historic character of the buildings around Downtown.

The proposed project would include a change to the General Plan designation to accommodate the proposed parcel line reconfiguration. Upon delineation of the new, northern parcel, the proposed project would maintain the existing GP and Zoning designations, Urban Commercial and Village Commercial, respectively, for the uses currently present on-site. The proposed project involves an application to change the GP designation of the newly established southern lot to Suburban Commercial, and to change the Zoning designation to Highway Commercial; refer to Exhibit 2-3, Existing Lot Line, GP, and Zoning Designations, and Exhibit 2-4, Proposed Lot Line, GP, and Zoning Designations. The City of Plymouth GP describes the Suburban Commercial designation as providing the highest mix of commercial uses. The Highway Commercial designation accommodates uses that are automobile-oriented and may be included in overlay zones.

Exhibit 2-1 Regional Vicinity



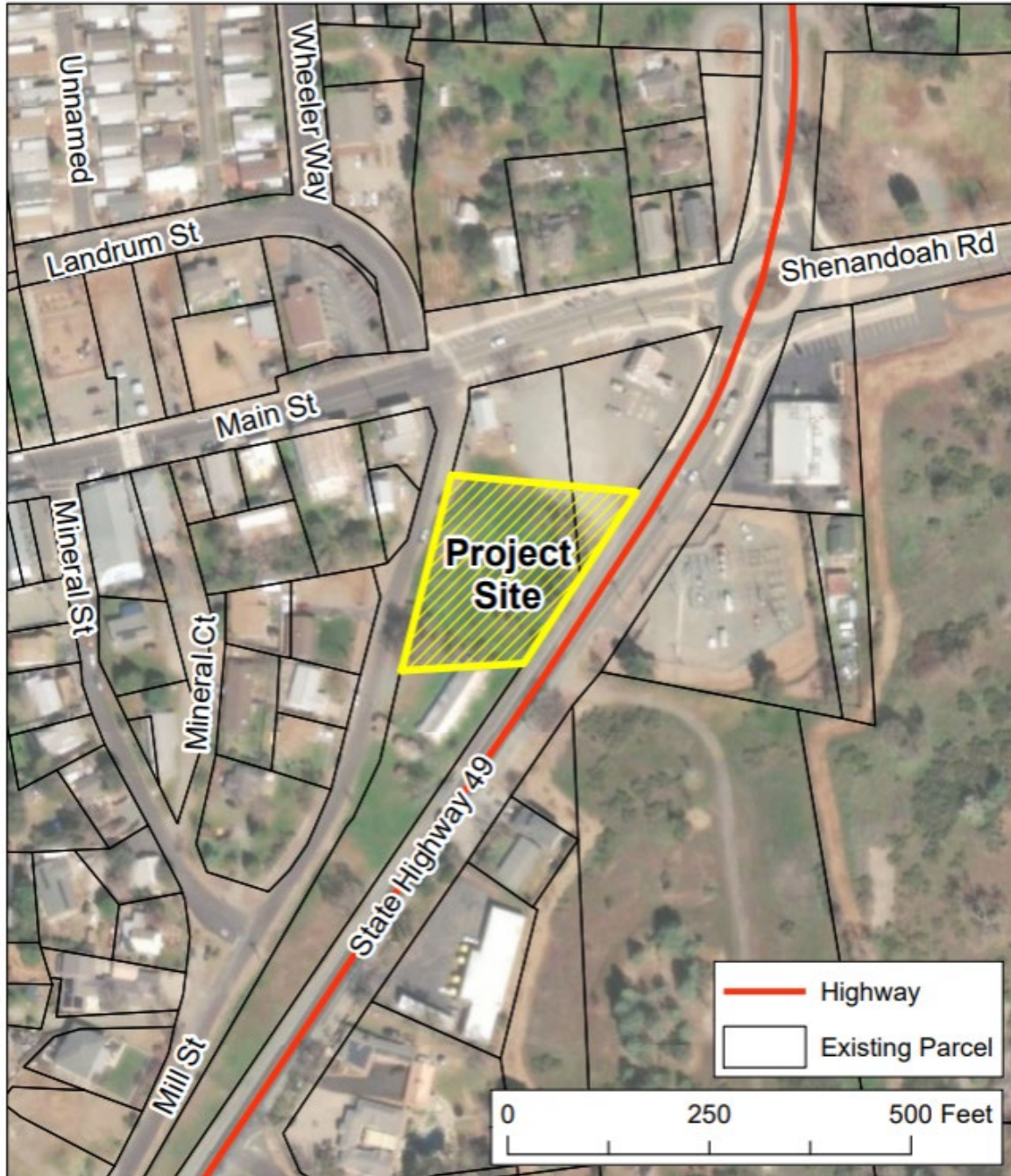
SOURCES: Amador County; California Department of Transportation; Esri.

EXHIBIT 2-1
Regional Vicinity

ARCO Commercial Center and Car Wash Project Initial Study/Mitigated Negative Declaration.

INTENTIONALLY LEFT BLANK

Exhibit 2-2 Project Site Vicinity



SOURCES: Amador County; California Department of Transportation; Esri.



EXHIBIT 2-2
Project Site Vicinity

ARCO Commercial Center and Car Wash Project Initial Study/Mitigated Negative Declaration.

INTENTIONALLY LEFT BLANK

Exhibit 2-3 Existing Lot Line, GP and Zoning Designations



Prepared by Sutton & Associates, Inc.

EXHIBIT 2-3
Existing Lot Line, General Plan, and Zoning Designations

ARCO Commercial Center and Car Wash Project Initial Study/Mitigated Negative Declaration.

INTENTIONALLY LEFT BLANK

INTENTIONALLY LEFT BLANK

3.0 PROJECT DESCRIPTION

3.1 Project Characteristics

The project proposes to reconfigure the parcel line of an existing 1.91-acre site at 18725 CA 49, in Plymouth, California. The existing parcel is currently improved with a gas station, the Plymouth Trading Post, located in the northeast corner. The southern section of the parcel is unimproved and consists partially of a gravel lot, and primarily of an empty, vegetated area. An adjacent parcel, west of the subject property, contains the Fig Barn Café. The parcel line reconfiguration would reorient the parcel line in an east-west fashion, instead of north-south, to create a new, 1.02-acre southern parcel on the unimproved site, and retain the existing Plymouth Trading Post structure and the café on the new, northern parcel. The elements of the Plymouth Trading Post fueling facility would be removed, including tanks and piping, and a new ARCO gas station, with an AM/PM convenience store component, and a car wash, would be constructed on the new southern parcel.

The existing lot lines configure lot frontage on Main Street, with Parcel 1 occupying 0.65-acre on the east side and Parcel 2 occupying 1.26-acres on the west side. The adjusted lot lines would change the lot frontage along Mill Street and Main Street, with the northern parcel occupying 0.89-acre, and the southern parcel occupying 1.02-acre.

Contingent on approval of the lot line adjustment, the new northern parcel would maintain the existing General Plan and Zoning designations, which are Urban Commercial and Village Commercial, respectively, and the new southern lot would include an application to change the General Plan and Zoning designations to Suburban Commercial and Highway Commercial, respectively.

The proposed project would involve construction of an ARCO fueling facility consisting of an AM/PM convenience store and a car wash on the southern vacant lot. The convenience store would be 3,400 square-feet (SF), with a height of 30 feet, and the automatic car wash would be 22 feet 9 inches in height and would occupy 1,152 SF on a 24-by-48-foot section of the parcel. The gas station would include a 49-by-94-foot fuel canopy (4,606 SF) with a height of 18 feet 6 inches and six (6) multi-product dispensers that would create a total of twelve (12) vehicle fueling positions. The fueling facility would require the installation of three (3) underground storage tanks, one with a single compartment for unleaded fuel, and a second with two compartments, one for premium fuel and one for diesel.

ARCHITECTURE AND DESIGN

The proposed buildings' architecture would be contemporary, with exterior building materials consisting of stucco, aluminum composite material in multiple colors, panelized stone veneer, clear anodized aluminum, steel awning, wood lap siding, pre-finished metal cornice, and metal roofing. The materials and color schemes used for the convenience store would be duplicated, as applicable, with the car wash. The buildings' exterior would include a combination of colors, including Great Plains Gold, Brandy Cream, pewter, orange, rustic walnut, and "Alaskan sunset". The fueling station would include pearl, yellow, warm gray, and white, with a printed bullnose decal, with blue LED light.

Standalone outdoor parking lot lights would be provided around the parking spaces for the convenience store, and wall-mounted LED fixtures would be situated around the exterior of the buildings. The canopy of the fueling station would be wrapped in a blue LED light band and have an illuminated logo on the north, east, and west sides. Each of the six proposed fuel dispensers would be illuminated. Canopy head clearance signs would be located on the north and south sides of the fueling canopy. Each fuel dispenser would also have a placard displaying the dispenser numbering system. The car wash would have two windows on the west side of the wash bay and two faux windows on the north and south sides of the structure. Vinyl letters would be displayed to label the car wash on the west and east sides, and the entrance and exit on the south and north sides, respectively. A blue vinyl decal would be applied behind the letters and around the trim of the structure. A "no entry" sign would be installed on the north side, and an instructional sign panel would be installed at the entrance on the south side.

The convenience store would have wall posters on the left and right sides of the northern side of the structure and would be illuminated by six wall mounted sign lights. A large, internally illuminated, surface mounted wall sign would be located on the north side, and a duplicate sign would also be located on the southern side. A portable propane tank display would be located at the east side of the building. Faux windows would be installed in the tower of the structure on the north and south elevations, and twelve additional faux windows would be installed on the far edges of each side of the building, four per north and south side, and two per east and west side, for a total of fourteen faux windows. The south side of the building would have approximately 11 faux windows across the storefront, and the northern side would have approximately 26 faux windows across the storefront and around the entrance. The main entrance would be located on the north side, and one additional door would be installed on the west side.

SITE ACCESS AND PARKING

The project would provide a total of 27 parking stalls, including 12 at the fuel island, 11 in front of the convenience store, including an ADA accessible stall, 2 vacuum stalls at the west property line, and two electric vehicle charging station stalls at the west property line. All parking areas would utilize concrete pavement. A bicycle rack capable of storing four (4) bicycles would be installed on the eastern side of the convenience store.

Site access would be provided from a full-access, 35-foot-wide shared driveway from CA 49, approximately 174 feet south of the roundabout, and a full-access existing drive from Main Street, approximately 176 feet west of the roundabout. An easement for access rights to the shared driveway and existing driveway would be granted to the southern parcel. The car wash would be located parallel to the eastern property line, fronting CA 49.

The circulation route for the car wash would require vehicles to enter the site and drive counterclockwise around the fuel canopy area; the entrance to the car wash would be from a dedicated drive aisle located near the western property line and approximately 60 feet west of the fuel canopy. The car wash entrance would be at the southeast corner of the site, and vehicles would exit from the north side of the car wash. Fuel tankers would enter the site traveling northbound on CA 49 and turn left into the site, then left to travel around the fuel canopy and line up for a right-side discharge of fuel into the underground storage tanks. The tankers would exit the same driveway on the east side of the site and turn right to leave southbound on CA 49. A new sidewalk would be constructed along the project's CA 49 frontage with an accessible path from the public right-of-way to the project site.

AMENITIES

The convenience store would provide typical elements and merchandise associated with convenience retail at ARCO/AM/PM locations. Items sold would include pre-packaged convenience grocery items, sundries, hot and cold drinks, tobacco products, beer and wine, and automobile-related convenience items. Cold storage facilities and limited on-site dry storage would be provided to support both retail sales and food service. Food preparation would be limited to warming (re-heating) and packaging for re-sale.

A propane exchange station would be installed on the eastern side of the proposed convenience store, along with a bicycle storage rack for up to four bicycles. An air/water unit would also be located adjacent to the western-most parking stall. The convenience store, fuel canopy, and car wash would have solar panels installed in accordance with the 2022 California Building Code.

The proposed project would include a 12-foot by 18-foot trash enclosure located adjacent to the car wash entrance. It would have sufficient space for regular waste receptacles and recycling receptacles. The trash enclosure would include a 6-foot-tall concrete wall with a metal gate and would match the colors of the convenience store and car wash.

OPERATIONS

The convenience store would operate 24 hours a day, 7 days a week. The car wash would typically operate between 6:00 AM and 10:00 PM. The car wash, fueling station, and convenience store would collectively have approximately 12 to 15 employees throughout a given week. Each employee would work 3, 8-hour shifts, and some employees would be part-time while others would be full-time. Approximately 2,000 customers are anticipated per day. It is projected that 1,860 vehicle trips to the commercial site would occur per day, and vendors who would serve the business would be expected to make 2 to 4 visits per day. Fuel deliveries would occur 5 times per week. There would be no recurring special events or activities outside of daily operations.

LANDSCAPING

Landscaping would be provided at an overall coverage of 32%, or 13,710 SF. The proposed project would include perimeter landscape planters in widths varying from 10 feet to 20 feet. Trees would be provided at the rate of one shade tree for every ten parking stalls. The project would not include any fencing.

UTILITIES AND SERVICES

The following utilities and services would serve the project site:

- **Water:** The City of Plymouth would provide water to the project site. The City purchases its potable water wholesale from the Amador Water Agency.
- **Wastewater:** The City of Plymouth Public Works Department owns and operates the City's sewer system network and provides wastewater treatment services. would provide wastewater services to the project site. The proposed project would connect sewer lines to existing nearby pipelines.
- **Solid Waste:** The proposed business would contract with a local waste management company to provide solid waste removal services once per day.
- **Dry Utilities:** Pacific Gas and Electric would provide electricity services to the project site.
- **Public Services:** The project site would be served by the Amador Fire Protection District and the Amador Sheriff's Office.

3.2 Phasing and Construction

Project construction would occur in a single phase over a duration of approximately six (6) months. Construction of the project would include grading, building construction, and architectural coating. The proposed earthwork would involve approximately 1,130 cubic yards of cut and approximately 3,410 cubic yards of fill. Approximately 2,280 cubic yards of soil import would be required.

3.3 Permits and Approvals

This IS/MND is intended to serve as the primary CEQA environmental document for all actions associated with the proposed project, including all other approvals beyond the City's authority needed to implement the project. The following discretionary approvals are required for project approval.

GENERAL PLAN LAND USE AMENDMENT

The project applicant has filed for a General Plan Amendment to designate the proposed southern parcel as Suburban Commercial (SC). Per the City's Municipal Code Section 19.60, the land use designation of Suburban Commercial is designed to be compatible with a neighborhood environment; it limits the floor area ratio to 1:0 and requires a landscape surface ratio of forty (40) percent. The Suburban Commercial designation permits a variety of neighborhood-

serving goods and services, provided on a building scale that allows for both auto and pedestrian ease of access. Design standards for Suburban Commercial developments ensure compatibility with residential and other commercial uses.

ZONE CHANGE

The Project Applicant has filed for a Zone Change (Section 19.26.040) to Highway Commercial (HC). Per the City's Municipal Code Section 19.60, the Highway Commercial designation accommodates commercial areas adjacent to corridors and major intersections. This designation requires a landscape surface ratio of at least twenty (20) percent, for enhancement of the street edge, parking lot screening, and buffering of adjacent uses. Uses in a Highway Commercial zone must adequately address vehicular and truck access and services while maintaining a visually pleasant image of the City. This zone type also permits limited drive-through and other auto-oriented commercial retail activities with shared access curb cuts.

PARCEL MAP

The Project Applicant has filed for a Lot Line Adjustment in order to reconfigure the existing north-south lot line to be oriented east-west and create separate northern and southern parcels. The proposed project would be located on the southern parcel.

TREE REMOVAL

A Tree Removal Permit must be approved for the removal of significant and/or native trees on-site, pursuant to Section 9.20 of the City of Plymouth Municipal Code.

CONDITIONAL USE PERMIT

The Project Applicant has filed for a Conditional Use Permit. Per Section 19.14.040 of the Plymouth Municipal Code, the Conditional Use Permit provides a process for Planning Commission review and determination of requests for uses and activities whose effects on adjacent sites and surroundings need to be evaluated in terms of a specific development proposal. It is anticipated that uses qualifying for a Conditional Use Permit are not minor in nature, may have an impact on immediately adjacent properties and the community, and can be modified and/or conditioned to ensure compatibility.

MITIGATED NEGATIVE DECLARATION

In compliance with the State CEQA Guidelines, the City of Plymouth would adopt an MND, prior to approval of the project. The MND serves as a finding that the project would not have a significant effect on the environment, with the incorporation of mitigation measures, as appropriate.

MINISTERIAL APPROVALS

The following ministerial permits would be sought from the City of Plymouth:

- Grading Permit;
- Building Permits; and
- Sign Permits.

The project would require coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit from the State Water Resources Control Board (SWRCB).

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials |
| <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

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

Magda Gonzalez
Signature

January 24, 2024
Date

EVALUATION OF ENVIRONMENTAL IMPACTS

- a) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- b) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- c) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.
- d) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
- e) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- f) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- g) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- h) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- i) The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significance.

4.1 Aesthetics

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

The City of Plymouth is located in the foothills of the Sierra Nevada Mountains, in the heart of the Shenandoah Valley wine country. The City encompasses a total of 2.602 square miles and is characterized as a rural community. The project site is most undeveloped and vegetated. Portions of the northeast and southwest corners have been developed with vegetation clearing and/or gravel. Mature trees, including oaks, shrubs, and groundcover are located throughout the central section of the property. The site is bound by State Route (SR) 49 to the east and Mill Street to the west. Commercial uses occur to the north of the project site. There are currently no features at the site. A shared access driveway is located on the eastern edge of the project site, off of SR 49. The project site is located adjacent to the intersection of Main Street and SR 49 and is in the Downtown Plymouth area. Commercial and residential uses surround the project site. Refer to Figures 4.1-1a through 4.1-4d, Existing Site Views, which provide photographs from several vantage points and depict the overall existing character of the site and adjacent areas.



Figure 4.1-1a. Existing Site Views, South-Facing from Middle of Current Property

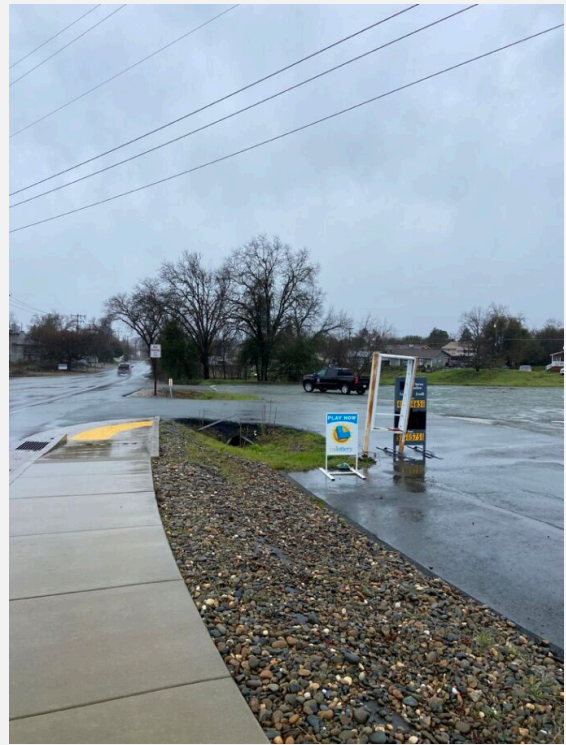


Figure 4.1-1b. Existing Site Views, South-Facing from State Route 49



Figure 4.1-1c. Existing Site Views, South-Facing from Main Street



Figure 4.1-1d. Existing Site Views, South-Facing from Mill Street



Figure 4.1-2a. Existing Site Views, East-Facing from Middle of Current Property



Figure 4.1-2b. Existing Site Views, East-Facing from State Route 49



Figure 4.1-2c. Existing Site Views, East-Facing from Main Street



Figure 4.1-2d. Existing Site Views, East-Facing from Mill Street



Figure 4.1-3a. Existing Site Views, West-Facing from Middle of Current Property



Figure 4.1-3b. Existing Site Views, West-Facing from State Route 49



Figure 4.1-3c. Existing Site Views, West-Facing from Main Street



Figure 4.1-3d. Existing Site Views, West-Facing from Mill Street



Figure 4.1-4a. Existing Site Views, North-Facing from Middle of Current Property



Figure 4.1-4b. Existing Site Views, North-Facing from State Route 49



Figure 4.1-4c. Existing Site Views, North-Facing from Main Street

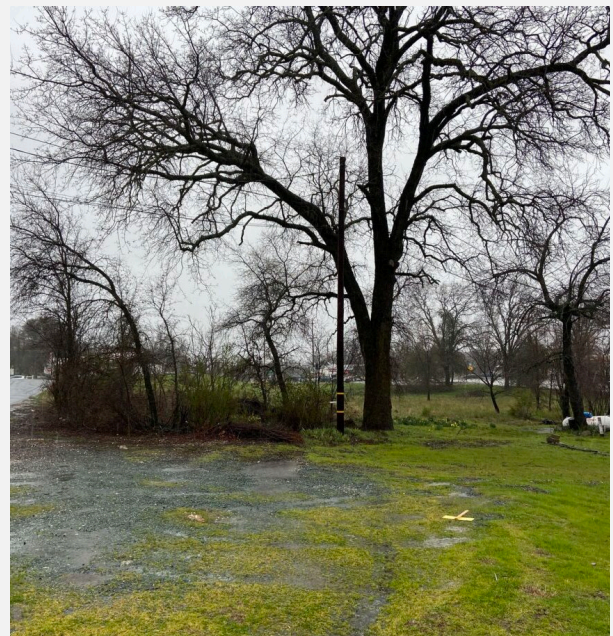


Figure 4.1-4d. Existing Site Views, North-Facing from Mill Street

IMPACT ANALYSIS**a) *Would the project have a substantial adverse effect on a scenic vista?***

Less Than Significant Impact. The City of Plymouth is located within the foothills of the Sierra Nevada Mountains, and is known for expansive open space areas, steep slopes and bordering ridgelines, stands of vegetation, and natural features, like the Arroyo Ditch. The Plymouth General Plan does not identify any scenic vistas; however, the General Plan Land Use and Community Characteristics Chapter addresses the protection of open space areas that include scenic ridgeline views. The ridgelines are identified as being mostly on the periphery of the community. The project site is located within the Downtown area, in the heart of Plymouth, and is not located near any ridgeline. The project site is also located more than 0.5-mile from the nearest designated open space or vegetation area within the City. Therefore, project implementation would not adversely affect a scenic vista and impacts would be less than significant. No mitigation is required.

b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

Less Than Significant Impact. According to the City's General Plan, the Amador County General Plan, and the Caltrans California State Scenic Highways List, there are no officially designated scenic highways within Plymouth. The entirety of State Route 49 (SR 49), through Amador County, including the section immediately east of the project site, is listed as Eligible for State Scenic Highway designation. However, Amador County has not officially designated SR 49. The nearest officially designated scenic highway is a portion of State Route 88 in eastern Amador County, from the Dew Drop Fire Station to the Alpine County line. This section of highway is located approximately 20 miles east of the project site. Since SR 49 is not officially designated, it does not receive the same level of scenic resource protection and regulations assigned to officially designated State Scenic Highways. State Route 49 is recognized for aesthetic quality at this time. The section of SR 49 adjacent to the project site, and the project site itself, are not located within the City of Plymouth Scenic Corridor Overlay District, the Amador County Scenic Highway Corridor Overlay District, or the Amador County Scenic Highway Ordinance area. Therefore, the project would not result in significant impacts to trees, rock outcroppings, and historic buildings within a State Scenic Highway. Impacts would be less than significant, and no mitigation is required.

c) *In non-urbanized areas, would the project 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?*

Less Than Significant Impact. The project site is located in a rural community and is surrounded by residential uses to the west, south, and north, and commercial uses to the north and east. The existing commercial development near the project site contains a mix of white, red, and beige color palette. The proposed convenience store, gas station, and car wash would have similar tones of gold, cream, blue, red, brown, and white, as shown in Figures 4.1-5a and 4.1-5b, Signage Plans, as the surrounding uses. The convenience store and car wash would be painted in multiple colors, including brown, beige, and cream, and would be composed of a variety of materials, including stucco, steel, aluminum, and stone. Refer to Exhibit 4.1-1, Key View Locations, and Figures 4.1-6a through 4.1-6d for before and after view perspectives of the project site that demonstrate how the proposed project would fit into the surrounding area.



Figure 4.1-5a. Signage Plans – Front Facing



Figure 4.1-5b. Signage Plans – Rear Facing

Furthermore, the project site is located within the City of Plymouth Historic Downtown Overlay District and is therefore subject to specific design standards and guidelines that are intended to maintain the integrity and character of the historic Downtown area. The proposed project is required to undergo review by the City Planning Commission to determine its consistency with other design styles in the area. The project would also be reviewed under the design guidelines checklist to determine conformity with the Overlay District’s established design guidelines. The Planning Commission shall make the final decision on compatibility with the adopted design standards. If the project is consistent with the design standards, then it would not substantially degrade the existing visual character or quality of the site and its surroundings. The Commission shall determine consistency and can establish conditions of approval to ensure compliance with the design standards.

Exhibit 4.1-1 Key View Locations



Prepared by Michael Baker International. Date provided by Google Earth Pro, October 2023.

EXHIBIT 4.1-1
Key View Locations

ARCO Commercial Center and Car Wash Project Initial Study/Mitigated Negative Declaration.

INTENTIONALLY LEFT BLANK



Figure 4.1-6a. Viewpoint 1 Before Project



Figure 4.1-6b. Viewpoint 1 After Project



Figure 4.1-6c. Viewpoint 2 Before Project



Figure 4.1-6d. Viewpoint 2 After Project

The proposed project includes applications for a General Plan Amendment and Zoning Change to change the land use designation of the proposed southern parcel to Suburban Commercial, and the zoning to Highway Commercial. The project would be required to comply with the City’s Municipal Code, Section 19.60.020, which has requirements for design and operational standards, such as orientation of buildings and uses, parking, traffic, and landscaping. Adherence to the Plymouth Municipal Code and the Historic Downtown Overlay District Design Guidelines would ensure that the design of the project uses would be compatible with the surrounding land uses and the General Plan requirements. With approval of the General Plan Amendment and Zone Change request for the project, the proposal would not conflict with applicable zoning or the General Plan and would comply with City regulations. Impacts would be less than significant, and no mitigation is required.

d) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Less Than Significant Impact. The proposed project would result in new and increased sources of nighttime lighting and illumination including building display and store lighting, signs, streetlights, and lights associated with vehicular travel. Chapter 19.80, Lighting, of the Plymouth Municipal Code establishes limits on the types of fixtures and size of bulbs used in all aspects of development. The project is required to comply with this ordinance, which is verified as part of the building permit application process and again prior to occupancy during building and site inspections of the site to ensure that the project’s lighting would not create significant impacts. Consistent with the City’s lighting standards, all proposed exterior light fixtures must have full downward shielding to reduce light and glare impacts on trespass to adjoining properties and public rights-of-way. All exterior lighting must be automatically controlled from dusk to dawn to turn off or lower light levels during inactive periods. All proposed lighting for the project would be designed to shield and confine light throw. Therefore, the project would not adversely affect day or nighttime views in the area, and the project would not contribute to night sky pollution. Therefore, impacts would be less than significant, and no mitigation is required.

REGULATORY REQUIREMENTS

LOCAL

Plymouth General Plan

Project design would be required to comply with the Downtown Plymouth Combined Zone Design Review, Standards, and Guidelines, for the Historic Downtown Overlay District.

Plymouth Municipal Code

Exterior lighting for the project shall be designed and constructed in compliance with Chapter 19.80, Lighting, of the Plymouth Municipal Code.

MITIGATION MEASURES

Project implementation would not result in significant impacts related to aesthetics; therefore, no mitigation measures are required.

4.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. 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"/>

IMPACT ANALYSIS

- a) ***Would the project 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?***

No Impact. Based on a review of the California Department of Conservation Farmland Mapping and Monitoring Program, there are no lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on or near the project site.¹ Therefore, no impact would occur, and no mitigation is required.

- b) ***Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

No Impact. According to the City of Plymouth General Plan, the current Land Use designation is Urban Commercial. The site is not within a Williamson Act contract and would not conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, no impact would occur, and no mitigation is required.

- c) ***Would the project 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))?***

No Impact. Forest land does not exist on the project site and the site is not zoned for forest or timberland use. The proposed project would not conflict with existing zoning or cause rezoning of forest land, pursuant to Public Resources Code Section 12220(g), timberland, pursuant to Public Resources Code Section 4526, or timberland zoned Timberland Production, pursuant to Government Code Section 51104(g). Therefore, no impact would occur, and no mitigation is required.

- d) ***Would the project result in the loss of forest land or conversion of forest land to non-forest use?***

No Impact. As noted in Section 4.2(c), forest land does not exist on-site and thus, there would not be a conversion of forest land to non-forest land. Therefore, no impact would occur, and no mitigation is required.

- e) ***Would the project 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?***

No Impact. The proposed project does not involve converting Farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, no impact would occur, and no mitigation is required.

REGULATORY REQUIREMENTS

None required.

MITIGATION MEASURES

Project implementation would not result in significant impacts related to agriculture and forest resources. Therefore, no mitigation measures are required.

¹ California Department of Conservation. 2020. *California Important Farmland Finder*. Accessed 11 May 2023. <https://maps.conservation.ca.gov/DLRP/CIFF/>.

4.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

IMPACT ANALYSIS

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The California Environmental Quality Act (CEQA) requires agencies to determine whether a project is consistent with all applicable air quality plans. Under the existing state and federal environmental regulatory structure, the federal government’s Environmental Protection Agency is granted primary authority to establish health based ambient air quality standards and specific technology and emission requirements for sources of air pollution, regulate selected sources of air pollution, and mandate that states comply with these requirements. The federal government has the authority to withhold transportation funds from the state if certain requirements are not met. Under the State of California regulatory structure, the state’s California Air Resources Board maintains primary authority to regulate mobile sources of air pollution (e.g., establish vehicle and engine emission standards), and possess regulatory oversight authority over local and regional air pollution control agencies. Local and regional agencies maintain primary authority to regulate stationary sources of air pollution (e.g., permitting industry activities and regulating open burning).

The project is located in the Mountain Counties Air Basin in the City of Plymouth, Amador County and is under the jurisdiction of Amador Air District (AAD). Amador County is currently designated as nonattainment for the Federal and State ozone standards and is designated as attainment or unclassified for all other Federal and State ambient air quality standards. The nonattainment status for ozone was recently applied to the County, and an air quality plan has not been adopted. The project would require a lot line adjustment. Contingent on approval of the lot line adjustment, the north parcel would keep the existing General Plan and Zoning designations, which are Urban Commercial and Village Commercial, respectively, and the new southern lot would include an application to change the General Plan and Zoning designations to Suburban Commercial and Highway Commercial, respectively. With the approval of the General Plan Amendment and Zoning Change, the

project would be consistent with the project site's land use and zoning designations. Additionally, as discussed in 3.3(b) the project would be under the thresholds during construction and operation. This impact would be less than significant, and no mitigation is required.

- b) *Would the project 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?***

Less Than Significant Impact.

CRITERIA POLLUTANTS

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone (O₃). O₃ occurs in two layers of the atmosphere. The layer surrounding the Earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratosphere (the "good" ozone layer) extends upward from about 10 to 30 miles and protects life on Earth from the sun's harmful ultraviolet rays. "Bad" O₃ is a photochemical pollutant, and needs volatile organic compounds (VOCs), NO_x, and sunlight to form; therefore, VOCs and NO_x are O₃ precursors. To reduce O₃ concentrations, it is necessary to control the emissions of these O₃ precursors. Significant O₃ formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O₃ concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O₃ in the upper atmosphere (stratosphere) protects the Earth from harmful ultraviolet radiation, high concentrations of ground-level O₃ (in the troposphere) can adversely affect the human respiratory system and other tissues. O₃ is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O₃. Short-term exposure (lasting for a few hours) to O₃ at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO₂). NO_x are a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone and react in the atmosphere to form acid rain. NO₂ (often used interchangeably with NO_x) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO₂ occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO₂ can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO₂ concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO₂ may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM₁₀). PM₁₀ refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM₁₀ arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM₁₀ scatters light and significantly reduces visibility. In addition, these particulates penetrate lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter (PM_{2.5}). Due to recent increased concerns over health impacts related to PM_{2.5}, both State and Federal PM_{2.5} standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new PM_{2.5} standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards. On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Mountain Counties Air Basin as an unclassified/attainment area for Federal PM_{2.5} standards. On June 20, 2002, the California Air Resources Board (CARB) adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised and established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO₂). SO₂ is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. SO₂ is often used interchangeably with SO_x. Exposure of a few minutes to low levels of SO₂ can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O₃ to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include CO, CO₂, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O₃, which is a criteria pollutant. The terms VOC and ROG are often used interchangeably (see below).

Reactive Organic Gases (ROG). Similar to VOC, ROG are also precursors in forming O₃ and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_x react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O₃, which is a criteria pollutant.

THRESHOLDS

The AAD does not have thresholds of significance or CEQA guidance of its own and instead recommends using guidance from adjacent air districts. Due to its proximity to Sacramento County, the City of Plymouth is applying the Sacramento Metropolitan Air Quality Management District's (SMAQMD) recommended thresholds of significance to assess the projects' air quality impacts. Sacramento County is currently designated as nonattainment for the Federal and State ambient air quality standards for ozone, the Federal PM_{2.5} standard, and the State PM₁₀ standard. Therefore, application of the SMAQMD's recommended thresholds provides a conservative analysis of the project's potential air quality impacts.

SMAQMD’s screening criteria for construction projects generally considers projects less than 35 acres in size to be less than significant for construction air quality emissions. However, the SMAQMD’s criteria states that projects should not be screened if they include demolition activities, major trenching activities, and involve cut-and-fill operations, therefore construction emissions were quantified for the project.

SMAQMD does not recommend a threshold for ozone but has regional thresholds of significance for project-emitted NO_x and ROG, refers to Table 4.3-1, Air Quality Thresholds. In developing thresholds of significance for air pollutants, SMAQMD considered the emissions levels for which a project’s individual emissions would be cumulatively considerable, resulting in significance adverse air quality impacts to the region’s existing air quality conditions.

**Table 4.3-1
Air Quality Thresholds**

Pollutant	Construction Threshold (pounds/day)	Operational Threshold (pounds/day)
NO _x (ozone precursor)	85	65
ROG (ozone precursor)	NONE	65
PM ₁₀ ¹	80	80
PM _{2.5} ¹	82	82

Source: Sacramento Metropolitan Air Quality Management District, SMAQMD Thresholds of Significance Table, April 2020.

¹ SMAQMD recommends a threshold of zero for construction and operational PM10 and PM2.5. However, if all feasible Best Available Control Technology (BACT)/ Best Management Practices (BMPs) are applied, then SMAQMD recommends a non-zero threshold. The thresholds reflected in this table are the non-zero thresholds based on application of BACT/BMPs.

CONSTRUCTION

The project involves construction activities associated with demolition, grading, building construction, paving, and architectural coating applications. The project would be constructed over approximately eight months and require approximately 2,280 cubic yards of soil import. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2022.1 (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared utilizing CalEEMod. Refer to Appendix B, Air Quality/Greenhouse Gas Emissions Modeling Results, for the CalEEMod outputs and results. Table 4.3-2 presents the anticipated daily short-term construction emissions.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from grading, excavation and construction is expected to be short-term and would cease upon project completion. Most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

**Table 4.3-2
Project-Generated Construction Emissions**

Emissions Source	Pollutant (pounds/day) ^{1,2}			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Year 1 Construction Emissions ²	2.42	23.2	3.39	1.99
Year 2 Construction Emissions ²	11.0	16.5	3.00	1.70
Maximum Daily Emissions³	2.87	23.2	3.39	1.99
<i>SMAQMD Thresholds</i>	—	85	80	82
Threshold Exceeded?	No	No	No	No

Source: Refer to Appendix B for assumptions used in this analysis.

Notes:

- ¹ Emissions were calculated using CalEEMod version 2022.1. Higher emissions between summer and winter are presented as a conservative analysis.
- ² Modeling assumptions includes compliance with all feasible Best Available Control Technology (BACT)/ Best Management Practices (BMPs): properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces twice daily; cover stockpiles with tarps; water all haul roads twice daily.
- ³ SMAQMD recommends a threshold of zero for construction and operational PM₁₀ and PM_{2.5}. However, if all feasible Best Available Control Technology (BACT)/ Best Management Practices (BMPs) are applied, then SMAQMD recommends a non-zero threshold. The thresholds reflected in this table are the non-zero thresholds based on application of BACT/BMPs.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM₁₀ generated as a part of fugitive dust emissions. PM₁₀ poses a serious health hazard alone or in combination with other pollutants. PM_{2.5} is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. PM_{2.5} is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_x and SO_x combining with ammonia. PM_{2.5} components from material in the Earth’s crust, such as dust, are also present, with the amount varying in different locations.

The project would water the construction area twice daily to reduce PM₁₀ and PM_{2.5} concentrations. As depicted in Table 4.3-2, total PM₁₀ and PM_{2.5} emissions would not exceed the SMAQMD thresholds during construction. Thus, PM₁₀ and PM_{2.5} emissions impacts associated with project construction would be less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, employee commutes to the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in Table 4.3-2, construction equipment and worker vehicle exhaust emissions (i.e., ROG, NO_x, PM₁₀, and PM_{2.5}) would not exceed the established SMAQMD thresholds for all criteria pollutants. Therefore, impacts in this regard would be less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O₃ precursors. SMAQMD does not establish threshold for ROG emissions during construction, and therefore ROG emissions associated with the proposed project would be less than significant; refer to Table 4.3-2.

Total Daily Construction Emissions

As indicated in Table 4.3-2, criteria pollutant emissions during construction of the proposed project would not exceed the SMAQMD significance thresholds. Thus, total construction related air emissions would be less than significant.

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*², serpentinite and ultramafic rocks are not known to occur within the project area. Thus, no impacts would occur in this regard.

OPERATIONS

Long-term operational air quality impacts consist of mobile source emissions generated from project-related traffic and emissions from stationary area and energy sources. As a conservative analysis, the emissions of existing uses are not deducted from the proposed project emissions. Emissions associated with each source are detailed in Table 4.3-3, Project-Generated Operational Emissions, and discussed below.

**Table 4.3-3
Project-Generated Operational Emissions**

Emissions Source	Pollutant (pounds/day) ^{1,2}			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Project Summer Emissions				
Mobile	17.00	18.40	14.00	3.78
Area	0.32	<0.01	<0.01	<0.01
Energy	0.00	0.00	0.00	0.00

² Department of Conservation Division of Mines and Geology. 2000. *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*. August 2000. Accessed 25 September 2023. https://ww3.arb.ca.gov/toxics/asbestos/ofr_2000-019.pdf.

**Table 4.3-3
Project-Generated Operational Emissions**

Emissions Source	Pollutant (pounds/day) ^{1,2}			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Total Summer Emissions²	17.32	18.40	14.00	3.78
<i>SMAQMD Threshold</i>	65	65	80	82
Threshold Exceeded?	No	No	No	No
Project Winter Emissions				
Mobile	14.60	20.90	14.00	3.78
Area	0.25	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00
Total Winter Emissions²	14.85	20.90	14.00	3.78
<i>Significance Threshold</i>	65	65	80	82
Threshold Exceeded?	No	No	No	No

Source: Refer to Appendix B for assumptions used in this analysis.

Notes:

- ¹ Emissions were calculated using CalEEMod version 2022.1.
- ² The numbers may be slightly off due to rounding.

Area Source Emissions

Area source emissions include those generated by architectural coatings, consumer products, and landscape maintenance equipment associated with the development of the proposed project. As shown in Table 4.3-3, area source emissions during both summer and winter would not exceed established SMAQMD thresholds. Impacts would be less than significant in this regard.

Energy Source Emissions

Energy source emissions would be generated as a result of energy usage associated with the proposed project. The project would not consume natural gas on-site. The primary use of electricity by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. Criteria air pollutant emissions from electricity use were not quantified since criteria pollutants emission occur at the site of power plant, which is off-site. Therefore, energy source emissions from electricity usage would be zero. Energy source emissions would not exceed SMAQMD recommended thresholds; refer to Table 4.3-3. Impacts in this regard would be less than significant.

Mobile Source

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern (NO_x and ROG react with sunlight to form O₃ [photochemical smog], and wind currents readily transport PM₁₀, and PM_{2.5}). Project-generated vehicle emissions were estimated using CalEEMod. According to the *Plymouth ARCO Gas Station Project Transportation Study* prepared by MAT Engineering, Inc. (dated August 25, 2023), the proposed project would generate 1,871 average daily trips, including 136 trips during the a.m. peak hour and 158 trips during the p.m. peak hour. As shown in Table 4.3-3, mobile source emissions for both summer and winter would not exceed established SMAQMD thresholds. Therefore, impacts in this regard would be less than significant.

Total Operational Emissions

As shown in Table 4.3-3, the total operational emissions for both summer and winter would not exceed established SMAQMD thresholds. Therefore, impacts in this regard would be less than significant.

AIR QUALITY HEALTH IMPACTS

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individuals [e.g., age, gender]). In particular, O₃ precursors VOCs and NO_x affect air quality on a regional scale. Health effects related to ozone are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of non-attainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the South Coast Air Quality Management District (SCAQMD),³ the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD),⁴ SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from ozone, as an example is correlated with the increases in the ambient level of ozone in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's 2012 Air Quality Management Plan, a reduction of 432 tons (864,000 pounds) per day of NO_x and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce ozone levels at the highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health impacts caused by NO_x or VOC emissions from relatively small projects due to photochemistry and regional model limitations.

Similarly, an attempt to quantify O₃-related health impacts caused by NO_x or VOC emissions from an individual project (i.e., the proposed Gas Station project) in ADD would be highly speculative. For the purpose of this analysis, as the project would not exceed SMAQMD regional thresholds for operational air emissions, the project would be assumed to result in less than significant impact with regards to air quality health impacts as well. No mitigation is required.

c) ***Would the project expose sensitive receptors to substantial pollutant concentrations?***

Less Than Significant Impact.

³ South Coast Air Quality Management District, *Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, 2014.

⁴ San Joaquin Valley Air Pollution Control District, *Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, 2014.

SENSITIVE RECEPTORS

To assess the potential for long-term operational and short-term emission impacts, the closest receptor location was identified as representative locations for analysis. Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illnesses, and athletes and others who engage in frequent exercise. Structures that house these people or places where they gather to exercise are defined as “sensitive receptors;” they are also known to be locations where an individual can remain for 24 hours.

The closest sensitive receptors are residential uses located 45 feet west of the project site. Other sensitive receptors in the study area at greater distances than those identified would experience lower air impacts due to additional particle dispersion from a distance and the shielding of intervening structures.

TOXIC AIR CONTAMINANTS

Construction

If a project has the potential to result in toxic air contaminant (TAC) emissions with a cancer risk greater than 10 in 1 million or substantial non-cancer risk, the project would be deemed to have a potentially significant impact. Project construction activities are anticipated to involve the operation of diesel-powered equipment, which would emit Diesel Particulate Matter (DPM). In 1998, the CARB identified diesel exhaust as a TAC. Cancer health risks associated with exposures to diesel exhaust typically are associated with chronic exposure, in which a 30-year exposure period often is assumed. The project would construct mixed-use buildings while complying with the California Code of Regulations (CCR), Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. Implementation of these regulations would reduce the amount of DPM emissions from the construction of the project.

The nearest sensitive receptor to the project site is a single-family residence located 45 feet west of the project boundary. However, health impacts on sensitive receptors associated with exposure to DPM from project construction are anticipated to be less than significant because construction activities are expected to occur well below the 30-year exposure period used in health risk assessments. Additionally, emissions would be short-term and intermittent in nature, and therefore would not generate TAC emissions at high enough exposure concentrations to represent a health hazard. Therefore, construction of the proposed project is not anticipated to result in an elevated cancer risk to nearby sensitive receptors and the impact would be less than significant.

Operations

The project would involve operation of a gas station with convenient store and car wash, including convenient store and car wash operation, occasional truck trips for vendor delivery and trash pickups, and landscaping maintenance operations. Refueling at gasoline dispensing facilities releases benzene into air, which is a toxic air contaminant and may cause health risk to nearby sensitive receptors. The risk level for a gasoline facility with a throughput of 3.6 million gallons per year is 10 per million at a distance of 50 feet from fence line, which is the SMAQMD significance threshold for health risk.⁵ According to data found on California Energy Commission, the City of Angels Camp, a rural City near Plymouth, sold 1,471,478 gallons of gas in 2022.⁶ The

⁵ California Air Resource Board, *Air Quality and Land Use Handbook: A Community Health Perspective*, April 2005.

⁶ California Energy Commission, *CEC-A15 Gasolines Sales by Cities*, <https://www.energy.ca.gov/media/5869>, accessed September 28, 2023.

City of Angels Camp has three times the population of the City of Plymouth and is located at the intersection of two highways.⁷ As such, throughput of the proposed gas station in the City of Plymouth would be significantly below 3.6 million per year due to its size and location, which would not cause health risk over 10 per million. Additionally, a gas station already exists at the project site. The proposed project would have upgraded emission control systems, which would decrease emissions of benzene by more than 90 percent compared with an uncontrolled facility.⁸ Therefore, operation of the proposed project is not anticipated to result in an elevated cancer risk to nearby sensitive receptors. Impacts would be less than significant in this regard.

CARBON MONOXIDE HOTSPOTS

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

Amador County and Sacramento County are designated as attainment areas for the Federal and State CO standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. Nationwide estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions.⁹ CO emissions have continued to decline since this time. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A potential CO hotspot may occur at any location where the background CO concentration already exceeds 20 parts per million (ppm), which is the 1-hour California ambient air quality standard. The closest monitoring station to the project site that monitors CO concentration is the Sacramento - Bercut Drive Monitoring Station, and the maximum CO concentration was measured at 2.092 ppm in 2022.¹⁰ Given that the background CO concentration does not currently exceed 20 ppm, a CO hotspot would not occur at the project site. Therefore, CO hotspot impacts would be less than significant in this regard. No mitigation is required.

d) *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

Less Than Significant Impact. Land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified as being associated with odors. However, the gas station would release chemicals with odor during fueling. The odors from gasoline products could be noticeable in the immediate vicinity of the site. The nearest sensitive receptors consisting of existing residential are located 100 feet from the gas pumps. It is unlikely that the odors from the pumps would be distinguishable at this distance, as odors generated from proposed uses would quickly dissipate and

⁷ State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023*, May 2023.

⁸ California Air Resource Board, *Air Quality and Land Use Handbook: A Community Health Perspective*, April 2005.

⁹ United States Environmental Protection Agency, *Carbon Monoxide Emissions*, https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10, accessed by September 26, 2023.

¹⁰ California Air Resources Board, *Air Quality and Meteorological Information*, <https://www.arb.ca.gov/aqmis2/aqdselect.php?tab=specialrpt>, accessed September 27, 2023.

be reduced with increasing distance from the source. As such, the project would not generate objectionable odors, and impacts would be less than significant.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimize the idling time of construction equipment either by requiring equipment to be shut off when not in use or limiting idling time to no more than five minutes. Compliance with these existing regulations would further reduce the detectable odors from heavy-duty equipment exhaust. Any odor impacts to existing adjacent land uses would be short-term and negligible. As such, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant in this regard.

REGULATORY REQUIREMENTS

None required.

MITIGATION MEASURES

Project implementation would not result in significant impacts related to air quality; therefore, no mitigation measures are required.

4.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 Wildlife 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 checked="" type="checkbox"/>	<input 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"/>

SETTING

The information in this section is based on the Biological Resources Assessment (BRA), prepared by Hunting Environmental LLC, dated October 16, 2023, and included in Appendix C. The purpose of the BRA was to determine whether development of the proposed project could potentially affect sensitive biological resources located on or adjacent to the site. The BRA analyzed potential effects on sensitive biological resources and jurisdictional areas associated with the proposed project based on a field survey of the site and a review of existing documentation, topographic maps, aerial photographs, soil surveys, special-status species databases, and local goals and policies.

According to the BRA, the project site is characterized by two vegetative communities: urban/disturbed and ruderal. The northeast and southwest corners of the project site are considered disturbed, and the remainder of the project site is considered ruderal.

Urban/Disturbed

Urban communities are classified as areas that have been heavily modified by humans, including roadways, existing buildings, and structures, as well as recreation fields, lawns, and landscaped vegetation found in residential yards. Because of the high degree of disturbance in these areas, they generally have low habitat value for wildlife; however, migratory birds may find limited nesting and foraging opportunities in trees and shrubs scattered throughout urban areas. Typically, the species composition in urban areas consists of a mix of native and non-native trees, shrubs, flowers, and turf grass. Wildlife adapted to living in heavily urbanized areas may also be found in this type of environment. The project site contains 0.200 acres of urban / disturbed community.

Ruderal

Ruderal communities occur in areas of disturbances such as along roadsides, trails, parking lots, etc. These communities are subjected to ongoing or past disturbances (e.g., vehicle activities, mountain bikes, mowing). Ruderal habitat in disturbed areas supports a diverse weedy flora. The project site includes ruderal vegetation along roadways and trails and within undeveloped areas. A distinguishing characteristic of urban and ruderal habitats is the mixture of native and exotic plant species. Native and introduced animal species that are tolerant of human activities often thrive in urban and ruderal habitats. Birds and mammals that occur in these areas typically include introduced species adapted to human habitation. Some native species persist in commercial development lands. The project site contains 0.821 acres of ruderal community.

Regional Species and Habitats of Concern

The U.S. Fish and Wildlife Service (USFWS), California Natural Diversity Database (CNDDDB), and California Native Plant Society (CNPS) database queries identified a few special-status species with the potential to be in the BRA study area. Exhibit 4.4-1, Potential Special-Status Species, depicts CNDDDB occurrence data within one mile of the BRA study area. Table 4.4-1 provides a summary of all species identified in the database queries, a description of the habitat requirements for each species, and conclusions regarding the potential for each species to occur at the project site.

**Table 4.4-1
Special-Status Species in the Project Vicinity***

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	Habitat	Impacts Analyzed	Rationale
Plants							
<i>Eryngium pinnatisectum</i>	Tuolumne button-celery	—	—	1B.2	Broadleaved upland forest, chaparral, cismontane woodland, lower montane coniferous forest; often on clay soils, cliffs, or near drainages; at elevations between 260 and 1,085 feet.	N	The site is ruderal previously graded and does not provide suitable habitat for this species; This plant was not observed on the site. The site is outside of the elevation range of the species.
Was abnsects							
<i>Danaus plexippus</i>	Monarch Butterfly	Candidate	—	N/A	Milkweed and flowering plants are needed for monarch habitat. Adult monarchs feed on the nectar of many flowers during breeding and migration, but they can only lay eggs on milkweed plants. For overwintering monarchs, habitat with a specific microclimate is needed for protection from the elements, as well as moderate temperatures to avoid freezing. These conditions vary between populations Monarchs living west of the Rocky Mountain range in North America primarily overwinter in California at sites along the Pacific Coast, roosting in eucalyptus, Monterey pines and Monterey cypress trees.	N	The site does not contain milkweed.
Amphibians							
<i>Rana boylei</i>	Foothill yellow-legged frog	PE	SE	N/A	Frequents rocky streams and rivers with rocky substrate and open, sunny banks, in forests, chaparral, and woodlands. Sometimes found in isolated pools, vegetated backwaters, and deep, shaded, spring-fed pools. From sea level to 6,700 feet (2,030m).	N	Suitable habitat not present. There are no streams, pools, or ephemeral waters with nearby woodlands on-site.

**Table 4.4-1
Special-Status Species in the Project Vicinity***

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	Habitat	Impacts Analyzed	Rationale
<i>Rana draytonii</i>	California red-legged frog	FT	SSC	N/A	Found mainly near ponds in humid forests, woodlands, grasslands, coastal scrub, and streamsides with plant cover. Most common in lowlands or foothills. Frequently found in woods adjacent to streams. Breeding habitat is in permanent or ephemeral water sources; lakes, ponds, reservoirs, slow streams, marshes, bogs, and swamps. Ephemeral wetland habitats require animal burrows or other moist refuges for estivation when the wetlands are dry. From sea level to 5,000 ft (1,525 m).	N	Suitable habitat not present. There are no streams, pools, or ephemeral waters with nearby woodlands on-site.
Reptiles							
<i>Actinemys marmorata</i>	Western Pond Turtle	Status Under Review	SSC	N/A	Occurs in ponds, lakes, rivers, streams, creeks, marshes, and irrigation ditches, with abundant vegetation, and either rocky or muddy bottoms, in woodland, forest, and grassland. In streams, prefers pools to shallower areas. Logs, rocks, cattail mats, and exposed banks are required for basking. May enter brackish water and even seawater.	N	Aquatic habitats are not present in the BRA study area.

Source: CDFW 2023a, USFWS 2023a

Notes:

Federal & State Status

- (FC) Federal Candidate
- (FD) Federally Delisted
- (FE) Federal Endangered
- (FP) Fully Protected
- (FT) Federal Threatened
- (PT) Proposed Threatened
- (SCE) State Candidate Endangered
- (SCT) State Candidate Threatened
- (SE) State Endangered
- (SR) State Rare
- (SSC) State Species of Special Concern
- (ST) State Threatened
- (X) Federally Designated Critical Habitat

CNPS Rare Plant Rank

Rareness Ranks

- (1A) Presumed Extinct in California
- (1B) Rare, Threatened, or Endangered in California and Elsewhere
- (2B) Rare, Threatened, or Endangered in California, But More Common Elsewhere

Threat Ranks

- (0.1) Seriously threatened in California
- (0.2) Fairly threatened in California
- (0.3) Not very threatened in California

IMPACT ANALYSIS

- a) *Would the project 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 Wildlife or U.S. Fish and Wildlife Service?*

Less Than Significant With Mitigation Incorporated. The project site does not support Federally and State-listed species, but the project site contains many native and nonnative mature trees which provide suitable nesting habitat for raptors and migratory birds. All native breeding birds (except game birds during the hunting season), regardless of their listing status, are protected under the Migratory Bird Treaty Act. As a result, vegetation clearing during the nesting season could result in direct impacts to nesting birds should they be present. The removal of trees during the nesting season could potentially have a significant adverse effect on nesting raptors. Noise and other human activity may result in nest abandonment if nesting birds are present on-site.

In order to reduce potential impacts to a less than significant level, implementation of Mitigation Measure BIO- 1 is required. Implementation of this measure would reduce impacts to nesting birds in the area by requiring preconstruction surveys and avoidance if necessary. Following compliance with Mitigation Measure BIO-1, impacts to candidate, sensitive, or special-status species would be less than significant.

MITIGATION MEASURES

MM-BIO-1: If clearing and/or construction activities would occur during the bird nesting season (January 15–August 31), preconstruction surveys to identify active migratory bird and raptor nests shall be conducted by a qualified biologist within 14 days of construction initiation. Preconstruction surveys must be performed by a qualified biologist for the purposes of determining presence/absence of active nest sites in the project area and a 200-foot (500-foot for raptors) buffer. If no active nests are found, no further mitigation is required. Surveys shall be repeated if construction activities are delayed or postponed for more than 30 days.

If active nest sites are identified within 200 feet (500 feet for raptors) of project activities, the City shall impose an exclusionary buffer for all active nest sites prior to commencement of any project-related activities to avoid construction or access-related disturbances to nesting birds and/or raptors. An exclusionary buffer constitutes an area where project-related activities (i.e., vegetation removal, earth moving, and construction) would not occur, and shall be imposed within 100 feet (250 feet for raptors) of any active nest sites until the nest is deemed inactive by a qualified biologist.

- b) ***Would the project 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 Wildlife or U.S. Fish and Wildlife Service?***

No Impact. The BRA concluded that no riparian habitat or other sensitive communities are present on the project site. No impact would occur, and no mitigation is required.

- c) ***Would the project 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?***

No Impact. A preliminary jurisdictional determination concluded that there were no signs of wetlands or other waters on the project site. No impact would occur, and no mitigation is required.

- d) ***Would the project 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?***

No Impact. Available data on movement corridors and linkages was accessed via the CDFW BIOS Viewer (2023). Data reviewed included the Essential Connectivity Areas [ds623] layer and the Missing Linkages in California [ds420] layer. The project is not located within an identified corridor. In addition, the majority of the project site is either developed or has been disturbed by previous and ongoing tilling, grazing, or some other form of disturbance. Furthermore, the project site abuts urban uses which further impair any corridor function. As such, the project would have no impact on the movement of any native resident or migratory fish or wildlife species or wildlife corridor. No mitigation is required.

- e) ***Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

Less Than Significant Impact. There are five trees, including oak trees, slated for removal by the proposed project. These trees would be subject to the Plymouth Municipal Code, Chapter 8.20, Tree Preservation and Tree Removal Permits. Applicable provisions from Plymouth Municipal Code Chapter 8.20 include the following:

8.20.040 REMOVAL OF HERITAGE AND PROTECTED TREE - PERMIT

- A. Except as otherwise provided within this Chapter, any person desiring to remove, or significantly prune one or more Heritage or Protected Trees from any private or public property shall apply to the City Manager or his/her designee for a tree removal permit. The application for a tree removal permit shall be made on forms provided by the City and shall include a list of the number of tree(s) to be removed, with the species of each tree and its size measured dbh, a topographic map showing the location of the trees relative to any watercourses or natural drainage and manmade features, and explanation of the reason for the removal of each such tree. The application shall be signed by the owner of the land on which the tree is located.
- B. The Community Development Director shall review each application and shall determine:
 1. The condition of the tree or trees with respect to disease, danger of falling, proximity to existing or proposed structures, and interference with utility services based on the opinion of an Arborist;

2. The necessity to remove the tree or trees in order to construct any proposed improvements to allow economic development of the property;
 3. The topography of the land and the effect of the removal of the tree on erosion, soil retention, and diversion or increased flow of surface waters; and
 4. What level of review is required under the California Environmental Quality Act (“CEQA”).
- C. The Community Development Director shall make his/her recommendations to the City Manager. The application may be approved, denied, or conditionally approved by the City Manager or his/her designee after consultation with an Arborist, the cost of which shall be paid for by the applicant in advance. The City Manager or his/her designee shall give priority to any applications for the removal of trees based on hazard or danger of disease. of approval imposed by the approving body at the tree removal site. The permit, or the conditions of approval granted by the approving body, shall entitle the applicant to remove only the tree or trees approved for removal.

8.20.050 GRADING AND PAVING INVOLVING HERITAGE OR PROTECTED TREES - PERMIT

- A. Any person proposing to grade or pave within the Protected Zone of a Heritage or Protected Tree shall first apply to the City Manager or his/her designee for a tree removal permit. The application for a permit shall be made on forms provided by the City and shall indicate all protected zones in which the applicant wishes to grade and/or pave with the species of each tree and its size measured dbh, the amount of cut or fill in the protected zone, the location of the trees relative to any watercourses or natural drainage and manmade features, and explanation of the reason for the grading or paving. The application shall be signed by the owner of the land on which the tree is located. Upon request of the City Manager, the applicant shall provide a grading plan.
- B. The City Manager or his/her designee and the City Engineer shall review each application and shall impose limits based on the opinion of an Arborist, the cost of which opinion shall be paid for by the applicant in advance.
1. The extent of cut or fill in proximity to the tree which may be allowed without causing damage or death to the tree;
 2. The limit of any paving in proximity to the tree which may be allowed without causing damage or death to the tree.

8.20.060 TREE REMOVAL PERMITS FOR TREES ON UNDEVELOPED PROPERTY

- A. An application for a tree removal permit on undeveloped property must, in addition to the other required submissions, include a professionally prepared habitat analysis. A biologist shall be consulted as part of the required habitat analysis. Additional studies may also be required as determined by the City Manager or his/her designee. Sites which the City Manager, Registered Professional Forester/Arborist, or Community Development Director determines to be potential oak woodlands shall be analyzed for both individual tree condition as well as potential habitats.

With compliance with Plymouth Municipal Code Chapter 8.20, the proposed project would have a less than significant impact on local policies and ordinances protecting biological resources, including trees. No mitigation is required.

f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

No Impact. There are no conservation plans that include the proposed project site. No impact would occur, and no mitigation is required.

REGULATORY REQUIREMENTS

Federal

Endangered Species Act

The Endangered Species Act of 1973 (FESA), as amended, provides protective measures for federally listed threatened and endangered species, including their habitats, from unlawful take (16 United States Code [USC] Sections 1531–1544). FESA defines “take” to mean “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” Title 50, Part 222, of the Code of Federal Regulations (50 CFR Section 222) further defines “harm” to include “an act which actually kills or injures fish or wildlife. Such an act may include significant habitat modification or degradation where it actually kills or injures fish or wildlife by significantly impairing essential behavioral patterns including feeding, spawning, rearing, migrating, feeding, or sheltering.”

FESA Section 7(a)(1) requires federal agencies to utilize their authority to further the conservation of listed species. FESA Section 7(a)(2) requires consultation with the US Fish and Wildlife Service (USFWS) and/or the National Marine Fisheries Service (NMFS) if a federal agency undertakes, funds, permits, or authorizes (termed the federal nexus) any action that may affect endangered or threatened species, or designated critical habitat. For projects that may result in the incidental take of threatened or endangered species, or critical habitat, and that lack a federal nexus, a Section 10(a)(1)(b) incidental take permit can be obtained from the USFWS and/or the NMFS.

Clean Water Act

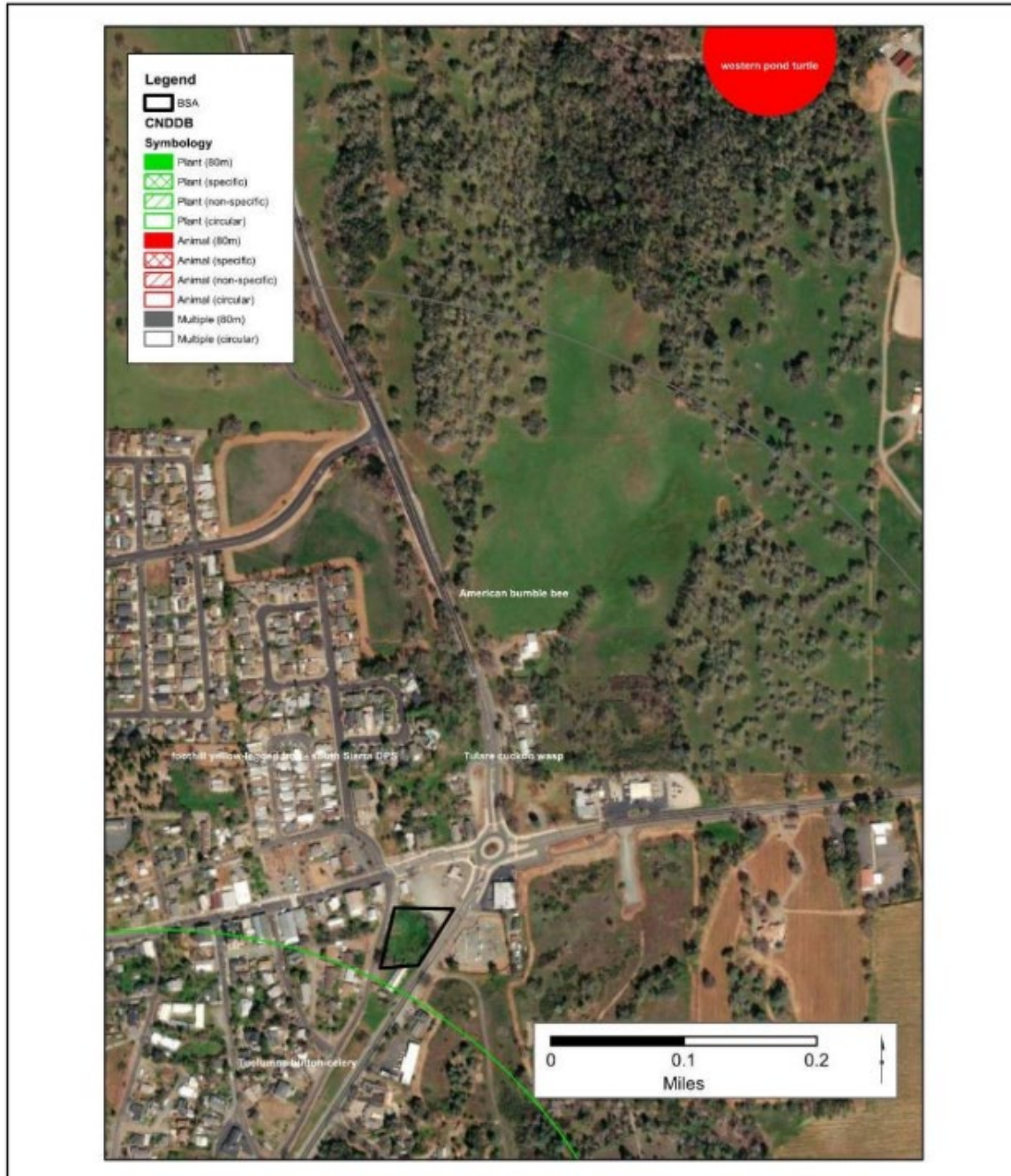
The basis of the Clean Water Act (CWA) was established in 1948; however, it was referred to as the Federal Water Pollution Control Act. The act was reorganized and expanded in 1972 (33 USC Section 1251), and the Clean Water Act became the act’s commonly used name. The basis of the CWA is the regulation of pollutant discharges into waters of the United States, as well as the establishment of surface water quality standards.

Section 404

CWA Section 404 (33 USC Section 1344) established the program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Under this regulation, certain activities within waters of the United States require the obtainment of a permit prior to initiation. These activities include, but are not limited to, placement of fill for the purposes of development, water resource projects (e.g., dams and levees), infrastructure development (e.g., highways and bridges), and mining operations.

The program’s primary objective is to ensure that the discharge of dredge or fill material is not permitted if a practicable alternative to the proposed activities exists that results in less impact to waters of the United States, or the proposed activity would result in significant adverse impacts to waters of the United States. To comply with these objectives a permittee must document the measures taken to avoid and minimize impacts to waters of the United States and provide compensatory mitigation for any unavoidable impacts.

Exhibit 4.4-1 Potential Special-Status Species



Prepared by Hunting Environmental. Date provided by Esri, Maxar, Earthstar Geographics, and the GIS User Community.

**EXHIBIT 4.4-1
Potential Special-Status Species**

ARCO Commercial Center and Car Wash Project Initial Study/Mitigated Negative Declaration.

INTENTIONALLY LEFT BLANK

The US Environmental Protection Agency (EPA) and the USFWS are assigned roles and responsibilities in the administration of this program; however, the US Army Corps of Engineers (USACE) is the lead agency in the administration of day-to-day activities, including issuance of permits. The agencies will typically assert jurisdiction over the following waters: (1) traditional navigable waters (TNW); (2) wetlands adjacent to TNWs; (3) relatively permanent waters (RPW) that are non-navigable tributaries to TNWs and have relatively permanent flow or seasonally continuous flow (typically three months); and (4) wetlands that directly abut RPWs. Case-by-case investigations are usually conducted by the agencies to ascertain their jurisdiction over waters that are non-navigable tributaries and do not contain relatively permanent or seasonal flow, wetlands adjacent to the aforementioned features, and wetlands adjacent to but not directly abutting RPWs (USACE 2007). Jurisdiction is not generally asserted over swales or erosional features (e.g., gullies or small washes characterized by low volume/short duration flow events) or ditches constructed wholly within and draining only uplands that do not have relatively permanent flows.

Section 401

Under CWA Section 401 (33 USC Section 1341), federal agencies are not authorized to issue a permit and/or license for any activity that may result in discharges to waters of the United States unless a state or tribe where the discharge originates either grants or waives CWA Section 401 certification. CWA Section 401 provides states or tribes with the ability to grant, grant with conditions, deny, or waive certification. Granting certification, with or without conditions, allows the federal permit/license to be issued and remain consistent with any conditions set forth in the CWA Section 401 certification. Denial of the certification prohibits the issuance of the federal license or permit, and waiver allows the permit/license to be issued without state or tribal comment. Decisions made by states or tribes are based on the proposed project's compliance with EPA water quality standards as well as applicable effluent limitations guidelines, new source performance standards, toxic pollutant restrictions, and any other appropriate requirements of state or tribal law. In California, the State Water Resources Control Board (SWRCB) is the primary regulatory authority for CWA Section 401 requirements.

Migratory Bird Treaty Act

Migratory birds are protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC Sections 703–711). The act makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Section 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR Section 21). Many of the birds found in the project vicinity are protected under the act.

State

California Endangered Species Act

Under the California Endangered Species Act (CESA), the California Department of Fish and Wildlife (CDFW) has the responsibility for maintaining a list of endangered and threatened species (California Fish and Game Code (FGC) Section 2070). The CDFW also maintains a list of “candidate species,” which are species formally noticed as being under review for potential addition to the list of endangered or threatened species, and a list of “species of special concern,” which serve as a species “watch lists.”

Pursuant to the requirements of CESA, an agency reviewing a proposed project within its jurisdiction must determine whether any state-listed endangered or threatened species may be present and determine whether the proposed project will have a potentially significant impact on such species. In addition, the CDFW encourages informal consultation on any proposed project that may impact a candidate species.

Project-related impacts to species on the CESA endangered or threatened list would be considered significant. State-listed species are fully protected under the mandates of CESA. Taking of protected species incidental to otherwise lawful management activities may be authorized under FGC Section 206.591. Authorization from the CDFW would be in the form of an incidental take permit.

California Fish and Game Code

Streambed Alteration Agreement

State and local public agencies are subject to FGC Section 1602, which governs construction activities that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated as waters of the state by the CDFW. Under FGC Section 1602, a discretionary Streambed Alteration Agreement must be issued by the CDFW to the Project proponent prior to the initiation of construction activities within lands under CDFW jurisdiction. As a general rule, this requirement applies to any work undertaken within the 100-year floodplain of a stream or river containing fish or wildlife resources.

Native Plant Protection Act

The Native Plant Protection Act (FGC Sections 1900–1913) prohibits the taking, possessing, or sale within the state of any plants with a state designation of rare, threatened, or endangered (as defined by the CDFW). An exception in the act allows landowners, under specified circumstances, to take listed plant species, provided that the owners first notify the CDFW and give that state agency at least 10 days to retrieve the plants before they are plowed under or otherwise destroyed (FGC Section 1913). Project impacts to these species are not considered significant unless the species are known to have a high potential to occur within the area of disturbance associated with construction of the proposed project.

Birds of Prey

Under FGC Section 3503.5, it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.

Fully Protected Species

California statutes also afford “fully protected” status to a number of specifically identified birds, mammals, reptiles, and amphibians. These species cannot be taken, even with an incidental take permit. FGC Section 3505 makes it unlawful to take “any egret or egret, osprey, bird of paradise, goura, numidi, or any part of such a bird.” FGC Section 3511 protects from take the following fully protected birds: (a) American peregrine falcon (*Falco peregrinus anatum*); (b) brown pelican (*Pelecanus occidentalis*); (c) California black rail (*Laterallus jamaicensis coturniculus*); (d) California clapper rail (*Rallus longirostris obsoletus*); (e) California condor (*Gymnogyps californianus*); (f) California least tern (*Sterna albifrons browni*); (g) golden eagle (*Aquila chrysaetos*); (h) greater sandhill crane (*Grus canadensis tabida*); (i) light-footed clapper rail (*Rallus longirostris levipes*); (j) southern bald eagle (*Haliaeetus leucocephalus leucocephalus*); (k) trumpeter swan (*Cygnus buccinator*); (l) white-tailed kite (*Elanus leucurus*); and (m) Yuma clapper rail (*Rallus longirostris yumanensis*).

FGC Section 4700 identifies the following fully protected mammals that cannot be taken: (a) Morro Bay kangaroo rat (*Dipodomys heermanni morroensis*); (b) bighorn sheep (*Ovis canadensis*), except Nelson bighorn sheep (subspecies *Ovis canadensis nelsoni*); (c) Guadalupe fur seal (*Arctocephalus townsendi*); (d) ring-tailed cat (genus *Bassariscus*); (e) Pacific right whale (*Eubalaena sieboldi*); (f) salt-marsh harvest mouse (*Reithrodontomys raviventris*); (g) southern sea otter (*Enhydra lutris nereis*); and (h) wolverine (*Gulo gulo*).

FGC Section 5050 protects from take the following fully protected reptiles and amphibians: (a) blunt-nosed leopard lizard (*Crotaphytus wislizenii silus*); (b) San Francisco garter snake (*Thamnophis sirtalis tetrataenia*); (c) Santa Cruz long-

toed salamander (*Ambystoma macrodactylum croceum*); (d) limestone salamander (*Hydromantes brunus*); and (e) black toad (*Bufo boreas exsul*).

FGC Section 5515 also identifies certain fully protected fish that cannot lawfully be taken even with an incidental take permit: (a) Colorado River squawfish (*Ptychocheilus lucius*); (b) thicketail chub (*Gila crassicauda*); (c) Mohave chub (*Gila mohavensis*); (d) Lost River sucker (*Catostomus luxatus*); (e) Modoc sucker (*Catostomus microps*); (f) shortnose sucker (*Chasmistes brevirostris*); (g) humpback sucker (*Xyrauchen texanus*); (h) Owens River pupfish (*Cyprinoden radiosus*); (i) unarmored threespine stickleback (*Gasterosteus aculeatus williamsoni*); and (j) rough sculpin (*Cottus asperimus*).

California Wetlands and Other Water Policies

The SWRCB and its various departments do not authorize or approve Projects that fill or otherwise harm or destroy coastal, estuarine, or inland wetlands. Exceptions may be granted if all of the following conditions are met:

1. The Project is water dependent.
2. No other feasible alternative is available.
3. The public trust is not adversely affected.

Porter-Cologne Water Quality Control Act

Porter-Cologne Water Quality Control Act of 1966 (California Water Code Section 13000 et seq.; California Code of Regulations Title 23, Chapter 3, Subchapter 15) is the primary state regulation that addresses water quality. The requirements of the act are implemented at the state level by the SWRCB and at the local level by the Regional Water Quality Control Board (RWQCB). The RWQCB carries out planning, permitting, and enforcement activities related to water quality in California. The act provides for waste discharge requirements and a permitting system for discharges to land or water. RWQCB certification is required for activities that can affect water quality.

Clean Water Act, Section 401 Water Quality Certification

CWA Section 401 (33 USC Section 1341) requires that any applicant for a federal license or permit that may result in a pollutant discharge to waters of the United States obtain a certification that the discharge will comply with EPA water quality standards. The state or tribal agency responsible for issuance of the Section 401 certification may also require compliance with additional effluent limitations and water quality standards set forth in state/tribal laws. In California, the SWRCB is the primary regulatory authority for CWA Section 401 requirements.

The Central Valley RWQCB is responsible for enforcing water quality criteria and protecting water resources in the Project area. In addition, the RWQCB is responsible for controlling discharges to surface waters of the state by issuing waste discharge requirements (WDR) or commonly by issuing conditional waivers to WDRs. The RWQCB requires that a Project proponent obtain a CWA Section 401 water quality certification for CWA Section 404 permits issued by the USACE. A request for water quality certification (including WDRs) by the RWQCB and an application for a General Permit for Storm Water Discharges Associated with Construction Activities are prepared and submitted following completion of the California Environmental Quality Act (CEQA) environmental document and submittal of the wetland delineation to the USACE.

Delegated Permit Authority

California has been delegated permit authority for the National Pollutant Discharge Elimination System (NPDES) permit program, including stormwater permits for all areas except tribal lands. Issuance of CWA Section 404 dredge and fill permits remains the responsibility of the USACE; however, the State actively uses its CWA Section 401 certification authority to ensure CWA Section 404 permits are in compliance with state water quality standards.

State Definition of Covered Waters

Under California state law, “waters of the state” means “any surface water or groundwater, including saline waters, within the boundaries of the state.” Therefore, water quality laws apply to both surface water and groundwater. After the US Supreme Court decision in *Solid Waste Agency of Northern Cook County v. US Army Corps of Engineers*, the Office of Chief Counsel of the SWRCB released a legal memorandum confirming the State’s jurisdiction over isolated wetlands. The memorandum stated that under the California Porter-Cologne Water Quality Control Act (Porter-Cologne), discharges to wetlands and other waters of the state are subject to state regulation, and this includes isolated wetlands. In general, the SWRCB regulates discharges to isolated waters in much the same way as it does for waters of the United States, using the Porter-Cologne Act rather than Clean Water Act authority.

NONGOVERNMENTAL AGENCY

California Native Plant Society

The California Native Plant Society (CNPS) is a nongovernmental agency that classifies native plant species according to current population distribution and threat level, in regard to extinction. The data is utilized by the CNPS to create and maintain a list of native California plants that have low numbers or limited distribution or are otherwise threatened with extinction. This information is published in the *Inventory of Rare and Endangered Plants of California* (CNPS 2015). Potential impacts to populations of CNPS-listed plants receive consideration under CEQA review.

The following identifies the definitions of the CNPS listings:

- **List 1A:** Plants believed to be extinct
- **List 1B:** Plants that are rare, threatened, or endangered in California and elsewhere
- **List 2B:** Plants that are rare, threatened, or endangered in California but are more numerous elsewhere

All of the plant species on Lists 1 and 2 meet the requirements of the Native Plant Protection Act Section 1901, Chapter 10, or FGC Section 2062 and Section 2067 and are eligible for state listing. Plants appearing on List 1 or 2 are considered to meet the criteria of CEQA Section 15380, and effects on these species are considered “significant.” Plants on List 3 (plants about which more information is needed) and/or List 4 (plants of limited distribution), as defined by the CNPS, are not currently protected under state or federal law.

LOCAL

Plymouth General Plan

The City’s General Plan identifies specific goals, objectives, and policies regarding natural resources. The General Plan serves as the overall guiding policy document for land use, development, and environmental quality for the City. Section 5 (Parks, Open Space, Conservation and Schools Element) of the General Plan includes goals and policies to preserve, protect, enhance, and promote the city’s valuable natural resources. The General Plan identifies specific goals and policies regarding biological and natural resources. The following policies are applicable to the proposed project:

Preservation of Natural Areas and Open Spaces

Relevant Goals

Goal 5H. Preservation of the oak woodlands that contribute to the natural beauty of Plymouth.

Goal 5I. Acquisition and conservation of sensitive areas and sites.

Relevant Recommended Actions

Action 5.11. Amend the subdivision regulations as follows: Include provisions requiring riparian buffers around all naturally occurring water bodies and wetlands. The standards should restrict septic systems within the buffer area and include requirements for planting indigenous plants and trees to enhance the buffer’s absorption and filtering potential. Incorporate resource protection standards providing for preservation of sensitive areas and mitigation of environmental impacts. Establish the allowable and limited uses of open space regarding buildings, structures, and impervious surfaces. Specify the means of ownership and maintenance of open spaces such as the use of homeowners’ associations, conservation easements in favor of the City, or dedication to a public agency or a City-approved private, non-profit organization. Require submittal of an open space landscape maintenance plan outlining both short- and long-term maintenance arrangements, timing for the completion of landscape improvements, and provisions for periodic inspection.

Action 5.12. Amend the tree preservation ordinance to include “champion” as well as heritage trees and to provide for avoidance and mitigation when other trees are proposed to be removed to clear land for development. The ordinance should include provisions for tree removal and replacement (including relocation of protected trees), tree maintenance standards, and strict penalties.

Action 5.13. Develop a “land bank” program whereby owners of flood-prone property may deed land to the “bank” for long-term conservation. Non-profit organizations that specialize in land acquisition and establishment of conservation easements can assist with such initiatives.

Action 5.14. Work with agencies such as the Trust for Public Land¹ and the California State Parks’ Land and Water Conservation Fund program to identify and acquire valued open space areas in and around the community.

Action 5.15. Through the subdivision process work with development applicants to locate parks to incorporate and maximize the presence of natural amenities while preserving environmental resources and site features.

Action 5.16. Utilize open space areas for low impact recreation opportunities. Depending on the specific characteristics of a site, open space areas may be used as recreational amenities and developed with multipurpose trails, interpretive signage, and wildlife and nature viewing amenities.

MITIGATION MEASURES

Refer to Mitigation Measure BIO-1.

4.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SETTING

The information in this section is based on the Cultural Resources Study, prepared by Michael Baker International, dated October 4, 2023, and included in Appendix D. The Study included a California Historical Resources Information System records search at the North Central Information Center (NCIC), Native American Heritage Commission (NAHC) Sacred Lands File search, local historical society consultation, literature, historical map, and aerial photo review, pedestrian survey, and archaeological buried site sensitivity analysis. These efforts were completed to determine whether the project could result in significant impacts to historical and archaeological resources, as defined by California Environmental Quality Act (CEQA) Section 15064.5(a).

North Central Information Center

NCIC staff conducted a cultural resources records search (File No. AMA-23-20) of the project area and a half-mile search radius on July 14, 2023. The NCIC at California State University, Sacramento, is part of the California Historical Resources Information System, an affiliate of the California Office of Historic Preservation (OHP). The NCIC is the official state repository of cultural resources records and reports for Amador County. This review was supplemented with a review of the online Built Environment Resources Directory. As part of the records search and background research, the following federal and state inventories were reviewed:

- National Register of Historic Places (National Park Service 2023)
- Built Environment Resources Directory for Amador County (OHP 2023a). The directory includes resources reviewed for eligibility for the National Register and the California Historical Landmarks programs through federal and state environmental compliance laws, and resources nominated under federal and state registration programs, including the National Register, California Register of Historical Resources, California Historical Landmarks, and California Points of Historical Interest
- California Historical Resources (OHP 2023b)

The NCIC records search identified two resources within the project area and nine resources within the half-mile buffer. These included historic commercial and residential buildings and water conveyance structures. The Built Environment Resources Directory was consulted only for the streets bounding the project area. A brief description of the resources within the project area is provided below and Table 2 in Appendix D summarizes the resources within the search area.

9506 Main Street Plymouth Post Office (03-000959): The modern commercial-style one-story concrete block building was constructed at 9506 Main Street for use as US Post Office for Plymouth in the mid-1950s. The building has a front gable roof clad in standing-seam aluminum and single-light wood frame windows. The primary entry is via a wood door having one light over one panel in the primary north facade; a secondary door is located on the west elevation. Two small shed-roof additions have been made to the west elevation. Post office operations were moved to another location in 1985 and this building was converted to commercial use. The building was evaluated and determined ineligible for

inclusion in the California Register and National Register (Marvin and Costello 2004; Campbell and Galvin 2009). It is not a historical resource as defined by CEQA Section 15064.5(a).

Plymouth Trading Post /Pool Brothers Garage/Gas Station (03-000960): The modern commercial-style simple one-story frame building with a rectangular mass was constructed at 18725 State Highway 49 in 1932 as a garage and gasoline station. The building has a nearly flat shed roof. Walls are clad in T-11 plywood siding with batts. Fenestration consists of single-light fixed aluminum-framed windows. The primary entry is via a modern glass and metal door in the primary east facade. The building was constructed on a concrete foundation. A flat-roofed canopy extends over the gasoline pumps. A shed-roof addition has been made to the west elevation. The front wall replaced the original garage door in 1980. Windows and restrooms on the west elevation were remodeled circa 1980. The building was evaluated and determined ineligible for inclusion in the California Register and National Register (Marvin and Costello 2004; Campbell and Galvin 2009). It is not a historical resource as defined by CEQA Section 15064.5(a).

Literature, Historical Map, and Aerial Photograph Review

The project area is depicted on the 1870 GLO plat as undeveloped land half a mile to the east of the town of “Pokerville,” and south of Potter’s House and a schoolhouse. The northwest corner of the project area (north corner of APN-010-062-002-501) was first developed during the mid-1870s (Marvin and Costello 2004). The 1890 Sanborn map depicts an L shape structure marked “Forest Hotel” at the corner of Main and Mineral Streets (now Mill Street). Forest Hotel burned down in 1877 and was rebuilt in 1878, and burnt again in 1911 (Marvin and Costello 2004). The property was sold following the 1911 fire and remained undeveloped into the mid-twentieth century. The location of the hotel appears vacant on the 1912 and 1930 Sanborn maps (GLO 1870; Sanborn Map Company 1890, 1912, and 1930). The property was leased to the US government, and a simple block building was constructed in the mid-1950s. The building served as the Plymouth post office between at least 1957 and 1985 and has since been converted into commercial use, currently occupied by the Fig Barn. The northwest portion of the project area where the existing Plymouth Trading Post is located (APN-010-062-001-000) was first developed in 1932 as the Pool Brothers garage and gasoline station; this property was leased by various oil companies over the years (Marvin and Costello 2004). The property was sold in 1952, in 1979, and in 1991. It has been operated as Plymouth Trading Post since then. Map review depicted no development within the southern half of the project area; this area has remained undeveloped vacant land until the present day (USGS 1889, 1897, 1902, 1941, 1941, 1944, 1957, 1962; Historicaerials.com 2023).

Sacred Lands File Search

Michael Baker International contacted the NAHC on July 13, 2023, and requested that the NAHC conduct a search of the Sacred Lands File for the project area. The NAHC responded on July 26, 2023, that Sacred Lands File search results were negative.

Local Historical Group Consultation

Michael Baker International prepared a letter and figures describing the project and sent a copy via email to the Amador County Historical Society on August 1, 2023. The letter requested information or concerns regarding historical resources within the project area. No response has been received.

Archaeological Survey

Michael Baker International conducted a pedestrian survey of the project area on August 3, 2023. The project area was surveyed in transects spaced no farther than 15 meters apart. The north half of the project area is developed. It encompasses the Plymouth Trading Post gas station, the Fig Barn building (formerly the Plymouth post office) a paved area, and a gravel parking lot. The southern half of the property is an undeveloped vacant lot. Ground surface visibility

in the undeveloped area was poor due to dense dry brush. Exposed soils observed within the undeveloped lot consist of silt loam. Disturbances noted within the southern undeveloped area of the project include modern refuse and several modern imported earth piles/push piles, disking, and vegetation clearance.

The entire project area has been subject to historical and modern development, including road construction and commercial development, construction, and maintenance of the fuel facilities such as underground storage and aboveground storage tanks and piping associated with the gas station. No prehistoric or historical archaeological deposits or features were identified during the survey. Sensitivity of the project area for buried prehistoric and historical archaeological resources is considered low.

IMPACT ANALYSIS

a) *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?*

Less Than Significant Impact. CEQA Guidelines Section 15064.5 defines “historic resources” as resources listed in the CRHR or determined to be eligible by the California Historical Resources Commission for listing in the CRHR. The criteria for eligibility are generally set by the Historic Sites Act of 1935, which established the NRHP and which recognizes properties that are significant at the Federal, State, and local levels. To be eligible for listing in the NRHP, a district, site, building, structure, or object must possess integrity of location, design, setting, materials, workmanship, feeling, and association relative to American history, architecture, archaeology, engineering, or culture. In addition, unless the property possesses exceptional significance, it must be at least 50 years old to be eligible.

According to the result of the NCIC records search; literature, map, and aerial photo review; NAHC Sacred Lands File search; historical society outreach; and archaeological survey, no historical resources as defined by CEQA Section 15064.5(a) were identified within the project area. Nine historic resources were identified within a 0.5-mile radius of the project boundaries. Of the nine resources, two are eligible for the National Register listing, including the (previous) Plymouth Trading Post at 9470 Main Street and Ming’s Store at 9130 Main Street. The site at 9470 Main Street is the No. 470 California Historical Landmark and is located approximately 330 feet west of the project site. The site located at 9130 Main Street is approximately one mile west of the project site. Activities related to construction and operation of the proposed project would not change the significance or otherwise result in impacts to these resources.

Additionally, because the site is currently undeveloped, there are no buildings or structures on-site that would qualify as a historical resource. Impacts would be less than significant in this regard, and no mitigation is required.

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?*

Less Than Significant Impact With Mitigation Incorporated. Sensitivity of the project area for buried prehistoric and historical archaeological resources is considered low. The NCIC records search, literature, and map review identified two previously recorded historic-period buildings within the project area—Plymouth Trading Post gas station (03-000960) and the former Plymouth post office (03-000959). Both buildings were evaluated and recommended ineligible for the California Register. The existing gas station was first developed in the 1930s and has been subject to disturbance through time, including the construction of underground and aboveground storage tanks, fuel piping, and other site improvements. Previous research and Sanborn map

review for the project area suggested the former Plymouth post office is the site where the Forest Hotel once existed. The Forest Hotel was built in the early 1870s and burnt down in 1911.

The potential to encounter subsurface deposits associated with the Forest Hotel is considered low, due to the alteration of the subsurface by the construction of the existing building, remodeling, and site improvements. Additionally, the current proposed project construction would not demolish or alter the existing buildings adjacent to the project area. Therefore, the potential to encounter historic-period archaeological deposits is low.

The NCIC records search, NAHC Sacred Lands File search, and archaeological survey identified no prehistoric archaeological sites within or immediately adjacent to the project area. Northern Miwok lone Triplet place named Yuleyumne was located to the southeast of the project area, with the Little Indian Creek and Dry Creek being the closest water sources. While this indicates potential for buried deposits, soils underlying the project area are composed of rocky silt loams. These soils are known to have a low potential for buried prehistoric deposits as they are composed of a shallow A horizon but do not contain a buried horizon and are abruptly underlain by the Mariposa Formation dating to 150 million years ago. The soils are derived from the erosion of shallow bedrock Mariposa formations. Additionally, the undeveloped southern portion of the project area has been subject to previous disturbance through clearing and landscaping and the potential for encountering prehistoric buried deposits is low.

However, there is a potential for disturbing previously unknown archaeological resources during project construction in native undisturbed soils. Impacts may be avoided or reduced to a less than significant level with adherence to the City of Plymouth General Plan EIR Mitigation Monitoring and Reporting Program (MMRP) requirements (City of Plymouth 2009: page 67-68):

MITIGATION MEASURES

MM-CUL-1: In the event that undiscovered cultural resources are found during construction activities on the project site, for example, during road or utility excavations, the responsible Site Development Project Manager shall order the discontinuation of all activities within a minimum of ten (10) meters of the discovery and promptly contact a qualified archaeologist to evaluate the find.

MM-CUL-2: Project construction personnel shall receive pre-construction orientation regarding cultural resources, their recognition, avoidance, and treatment in the event of fortuitous discoveries of cultural resources. A note to this effect shall be included on all project related plans including, but not limited to grading plans, improvement plans and final map.

c) *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

Less Than Significant Impact With Mitigation Incorporated. (Refer to response to Threshold b). The potential to encounter subsurface deposits at the project site is considered low, due to the alteration of the subsurface by the construction of the existing building, remodeling, and site improvements. Additionally, soils underlying the project area are composed of rocky silt loams. These soils are known to have a low potential for buried prehistoric deposits as they are composed of a shallow A horizon but do not contain a buried horizon and are abruptly underlain by the Mariposa Formation dating to 150 million years ago. The soils are derived from the erosion of shallow bedrock Mariposa formations. The undeveloped southern portion of the project area has been subject to previous disturbance through clearing and landscaping and the potential for encountering prehistoric buried deposits is low.

However, construction activities associated with project implementation would require grading and excavation of the site below the surface. Pursuant to California Health and Safety Code Section 70520.5, in the event of an accidental discovery or recognition of any human remains on the site, no further excavation or disturbance of the site shall be permitted until the coroner of the county is contacted and has conducted an investigation into the circumstances, manner, and cause of any death, and recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. The project would comply with existing law, and potential impacts to human remains would be less than significant with the implementation of Mitigation Measure CUL-3, pursuant to the City of Plymouth General Plan EIR Mitigation Monitoring and Reporting Program (MMRP) requirements (City of Plymouth 2009: page 67-68):

MITIGATION MEASURES

MM-CUL-3: In the event that human skeletal remains are discovered, however fragmentary they may be, or disturbed from their original context, the Amador County Coroner and the Native American Heritage Commission, Sacramento are to be notified immediately. All work within a minimum of ten (10) meters shall be discontinued until the representatives of these agencies have been consulted and a work plan has been identified.

REGULATORY REQUIREMENTS

Local

City of Plymouth General Plan Environmental Impact Report

The City of Plymouth General Plan EIR Mitigation Monitoring and Reporting Program requires mitigation measures to avoid or lessen impacts related to discovery of cultural resources and/or human remains. These mitigation measures are reflected in Mitigation Measures CUL-1 through CUL-3.

MITIGATION MEASURES

Refer to Mitigation Measures CUL-1 through CUL-3.

4.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IMPACT ANALYSIS

a) *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Less Than Significant Impact.

CONSTRUCTION

During construction, the project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction of the proposed project would require the use of construction equipment for grading, hauling, and building activities. Electricity used during construction would vary during different phases of construction – construction equipment during grading would be gas powered or diesel powered, and the later construction phases would require electricity-powered equipment, such as interior construction and architectural coatings. Construction also includes the vehicles of construction workers traveling to and from the project site and haul trucks for the export of materials from site clearing.

The surrounding area is already served by electricity and natural gas provided by Pacific Gas and Electric Company (PG&E). The proposed project would connect to existing utility lines adjacent to the project site.

The construction contractors would minimize idling of construction equipment during construction as required by State law. These required practices would limit wasteful and unnecessary electrical energy consumption. Furthermore, there are no unusual project characteristics that would necessitate the use of construction equipment that is less energy efficient than at comparable construction sites in other parts of the State. Therefore, the proposed short-term construction activities would not result in inefficient, wasteful, or unnecessary fuel consumption. Impacts would be less than significant.

Transportation

Transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. Construction equipment during grading would be gas-powered or diesel-powered, and the later construction phases would require electricity-powered equipment. Impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure. Impacts would be less than significant.

OPERATION

Operational use of energy would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems, security and control center functions, use of on-site equipment and appliances, and indoor, outdoor, and parking lot lighting. Additionally, the proposed project would result in commercial uses and would not result in an excessive consumption of energy compared to other similar uses.

Electricity

The project is expected to use approximately 421,941 kilowatt-hours per year (kWh/year) to serve operational demands. In 2022, the non-residential sector of the County of Amador consumed approximately 197.6 million kWh of electricity.¹¹ Therefore, the increase in electricity demand of approximately 0.21 percent from the proposed project is insignificant compared to the County's 2022 non-residential sector demand. The increased demand is expected to be adequately served by the existing PG&E electrical facilities. Projected electrical demand would not significantly impact PG&E's level of service.

Construction of the proposed project would be required to comply with the applicable requirements of the California Building Code, including the Energy Efficiency Standards and the Green Building Standards, thereby improving the energy efficiency of the buildings and the project site. Operational energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. Impacts would be less than significant.

Natural Gas

The project is not expected to use natural gas. There is no anticipated increase in natural gas demand as a result of the proposed project and impacts would be less than significant in this regard.

Renewable Energy

Pursuant to the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the Applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by PG&E. Regarding the State's Renewable Energy Portfolio Standards, the proposed project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CALGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. Additionally, the development of the proposed project would not interfere with the achievement of the 60 percent Renewable Portfolio Standard set forth in SB 100 for 2030 or the 100 percent standard for 2045. These goals apply to PG&E and other electricity retailers. As electricity retailers reach these goals, emissions from end user electricity use would decrease from current emission estimates.

The proposed project includes the installation of solar panels on the convenience store, gas station canopy, and car wash, in accordance with the 2022 California Building Code. Therefore, impacts would be less than significant in this regard.

¹¹ California Energy Commission. 2023. "Electricity Consumption by County." Accessed 26 October 2023. <https://ecdms.energy.ca.gov/elecbycounty.aspx>.

Fuel Consumption

Transportation energy use depends on the type and number of trips, vehicle miles traveled (VMT), fuel efficiency of vehicles, and travel mode. Transportation energy used during operation of the project would come from delivery vehicles, maintenance vehicles, and the general public, including refueling vehicles and vehicles using the car wash, that would primarily use diesel fuel and/or gasoline.

The proposed project would generate 1,871 trips per day. Trip generation generated by the proposed project would be consistent with other similar commercial uses of similar scale and configuration. Therefore, the proposed project would not propose uses or operations that would result in excessive and wasteful vehicle trips or vehicle energy consumption.

CONCLUSION

Energy consumption during both the construction and operation phases of the proposed project would not be considered inefficient, wasteful, or otherwise unnecessary. Impacts to energy resources would be less than significant in this regard, and no mitigation is required.

b) *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Less Than Significant Impact. The Amador County Energy Action Plan was designed to encourage residents and business owners countywide to adopt and implement energy efficiency measures to reduce the energy demand of the County. The Plan provides voluntary options and incentives for increasing energy efficiency. Some of the goals of the Plan include increasing the energy performance of new construction as well as renewable energy use.¹² The proposed project would be subject to the most recent version of the California Energy Code, which sets standards that improve energy efficiency of newly constructed buildings. The project would also be required to comply with CALGreen standards. In addition, the project would include the installation of solar panels on top of the convenience store, gas station, and car wash. Because the project would comply with the latest energy efficiency standards and would incorporate renewable energy, the project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Impacts would be less than significant, and no mitigation is required.

REGULATORY REQUIREMENTS

Energy efficiency is a priority for both the State of California and the City of Plymouth. The following are regulatory targets and requirements that are applicable to this project.

State

Senate Bill 100

Senate Bill (SB) 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours (kWh) of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; 60 percent by December 31, 2030; and 100 percent by December 31, 2045. SB 100 requires the California Public Utilities Commission (CPUC), California Energy Commission (CEC), State board, and

¹² Amador County, California. 2015. *Amador County Energy Action Plan*. 26 May 2015. Accessed 27 October 2023. <https://www.amadorgov.org/home/showpublisheddocument/23721/635993417890200000>.

all other State agencies to incorporate this policy into all relevant planning. In addition, SB 100 requires the CPUC, CEC, and State board to utilize programs authorized under existing statutes to achieve such renewable energy goals.

California Building Energy Efficiency Standards (Title 24)

The *2022 Building Energy Efficiency Standards for Residential and Nonresidential Buildings* (California Code of Regulations, Title 24, Part 6), commonly referred to as “Title 24”, became effective on January 1, 2023. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The standards require installation of energy efficient windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses. The 2022 Title 24 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, and more.

California Green Building Standards

The California Green Building Standards (CALGreen) is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed the green building standards to meet the goals of California’s landmark initiative Assembly Bill (AB) 32, which established a comprehensive program of cost-effective reductions of greenhouse gases (GHGs) to 1990 levels by 2020. CALGreen was developed to (1) reduce GHGs from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. The 2022 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2023. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning, and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicle charging infrastructure.

California Public Utilities Commission Energy Efficiency Strategic Plan

The CPUC prepared an *Energy Efficiency Strategic Plan* (Strategic Plan) in September 2008 with the goal of promoting energy efficiency and GHG reductions. In January 2011, a lighting chapter was adopted and added to the Strategic Plan. The Strategic Plan is California’s single roadmap to achieving maximum energy savings in the State from 2009 to 2020 and beyond. The Strategic Plan contains the practical strategies and actions to attain significant Statewide energy savings. The plan includes the following four strategies:

1. All new residential construction in California will be zero net energy by 2020;
2. All new commercial construction in California will be zero net energy by 2030;
3. HVAC will be transformed to ensure that its performance is optimal for California’s climate; and
4. All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

California Energy Commission Integrated Energy Policy Report

In 2002, the California State legislature adopted Senate Bill (SB) 1389, which requires the CEC to develop an Integrated Energy Policy Report (IEPR) every two years. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices, and use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the State’s economy, and protect public health and safety.

The 2020 IEPR Update provides the results of the CEC’s assessments of a variety of energy issues facing California, many of which will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. The Update identifies actions the State and others can take that would strengthen energy resiliency, reduce GHG emissions that cause climate change, improve air quality, and contribute to a more equitable future.

Local

City of Plymouth Energy Action Plan

The City of Plymouth adopted the *Plymouth Energy Action Plan* in January of 2015. The Plan was developed in partnership with the Sierra Business Council and Pacific Gas and Electric Company. The intent of the Plan is to:

- Inform residents and business owners how they can achieve greater energy efficiency in their homes and commercial buildings.
- Provide a roadmap for reducing the City’s energy usage.
- Provide the City with information to create inspiration and encouragement for residents and businesses to increase energy efficiency.

Allow the City to explore and implement energy efficiency programs that make the community more self-sufficient and economically resilient in the future.

MITIGATION MEASURES

Project implementation would not result in significant impacts related to energy; therefore, no mitigation measures are required.

4.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IMPACT ANALYSIS

a) Would the project 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.

No Impact. The project site is not located in an Alquist-Priolo Earthquake Fault Zone, and the nearest Alquist-Priolo Earthquake Fault Zone, the West Tahoe Fault, is located approximately 52 miles northeast.¹³ Faults that last slipped over 1.6 million years ago are considered Pre-Quaternary faults, faults that moved at some point in the Quaternary period (1.6 million years ago, or more recently) are called Quaternary faults, and faults that have slipped in the last 700,000 years are called Late Quaternary (LTQT) faults.

There are no active faults near the project site, however, nearby faults are part of the Foothills Fault System, which is considered an active zone. There are four pre-quaternary faults surrounding the project site, the closest of which is approximately 1,600 feet east. The nearest Late Quaternary Fault is the Lone Fault, which is located approximately 10 miles southwest. Another LTQT fault, the Poorman Gulch fault, is located

¹³ California Geological Survey. *Earthquake Zones of Required Investigation*. 31 May 2023. <https://maps.conservation.ca.gov/cgs/EQZApp/app/>.

approximately 12 miles south/southeast. There are three Quaternary faults approximately 10 miles south of the project site, including the Waters Peak, Youngs Creek, and Haupt Creek faults. The Rescue fault, a LTQT fault, is located approximately 17 miles northwest.

Seismically induced ground rupture is defined as the physical displacement of surface deposits in response to an earthquake's seismic waves. Ground rupture is most likely along active faults, and typically occurs during earthquakes of magnitude five or higher. Ground rupture only affects the area immediately adjacent to a fault. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The project site is outside of the Alquist-Priolo Earthquake Fault Zoning Map area and no known active faults are located nearby. Therefore, the potential for surface rupture at the project site is low and the project would not result in a substantial adverse effect, including the risk of loss, injury, or death, due to an Alquist-Priolo Earthquake Fault. No impact would occur, and no mitigation is required.

ii) *Strong seismic ground shaking?*

Less Than Significant Impact with Mitigation Incorporated. Plymouth is not considered a seismically active region; however, the project site is located in an area that has experienced ground shaking originating from faults in the Foothills Fault System and the San Andreas Fault System. There are no known active or potentially active faults on the project site, however, the Foothills Fault System is considered active, and nine earthquakes have occurred in the area since 1931. The probability of high magnitude earthquakes is low-moderate for the project vicinity. Nevertheless, earthquakes generated on either fault system can be expected to cause ground shaking in the project area.

In order to reduce the effects of ground shaking, the project is expected to be designed in accordance with all applicable current codes and standards utilizing the appropriate seismic design parameters to reduce seismic risk as defined by California Geological Survey (CGS) Chapter 2 of Special Publication 117a and the 2019 California Building Code (CBC) (RR GEO-1). Additionally, a geotechnical investigation of the project site, to be completed prior to construction, is required to determine appropriate seismic design that would reduce potential project impacts related to seismic ground shaking to a less than significant level. Compliance with the City of Plymouth grading and building requirements, the most current CBC, the CGS, and the recommendations that would be provided in the geotechnical investigation would mitigate site hazards. Implementation of Mitigation Measure GEO-1 requires the applicant to complete a geotechnical investigation and comply with the recommendations of the resulting report, which would stipulate appropriate seismic design. Potential project impacts related to seismic ground shaking would be reduced to a less than significant level.

Mitigation Measures:

MM-GEO-1a A geotechnical investigation shall be required by the Project Applicant to determine subsurface conditions and any potential threats to building stability and shall include a report that provides recommendations for grading, construction, and design operations appropriate for seismic conditions. All grading operations and construction shall be conducted in conformance with the recommendations included in the geotechnical report. Design, grading, and construction shall be performed in accordance with the requirements of the City of Plymouth Building Code and the California Building Code applicable at the time of grading, and appropriate local grading regulations, subject to review and approval by the City of Plymouth Building Official, or designee, prior to commencement of grading activities.

MM-GEO-1b A qualified Geotechnical Engineer shall be retained to perform the following tasks prior to and during construction:

- Review final grading, foundation, and drainage plans to verify that the recommendations contained in the geotechnical investigation have been properly interpreted and are incorporated into the project specifications.
- Observe and advise during all grading activities, including site preparation, foundation, and placement of fill, to confirm that suitable fill materials are placed upon component material and to allow design changes if subsurface conditions differ from those anticipated prior to the start of grading and construction.
- Observe the installation of proposed drainage devices.
- Test all fill placed for engineering purposes to confirm that suitable fill materials are used and properly compacted.

iii) Seismic-related ground failure, including liquefaction?

No Impact. Liquefaction and seismically induced settlement or ground failure is generally related to strong seismic shaking events where the groundwater occurs at shallow depth (generally within 50 feet of the ground surface) or where lands are underlain by loose, cohesion-less deposits. Liquefaction typically results in the loss of shear strength of a soil, which occurs due to the increase of pore water pressure caused by the rearrangement of soil particles induced by shaking or vibration. During liquefaction, soil strata behave similarly to a heavy liquid.

According to the California Geological Survey Seismic Hazards Program, the project site is located outside of the mapped potential liquefaction areas by the State of California.¹⁴ Therefore, seismic-related ground failure, including liquefaction, is not anticipated at the project site. No impact would occur in this regard.

iv) Landslides?

No Impact. The risk of landslides is typically associated with hillsides and steep slopes. The project site is located in a relatively flat, urbanized part of the City, and the surrounding area does not have steep slopes or hillsides that pose a risk of landslides on the project site. According to the California Department of Conservation, the project site has not been evaluated for seismic landslide hazards. However, the Amador County Local Hazard Mitigation Plan identifies the project site as being in an area with low landslide incidence and susceptibility, which indicates that less than 1.5% of the area is involved in land sliding.¹⁵ Therefore, development of the proposed project would not expose people or structures to landslide hazards. No impact would occur in this regard.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The project site is currently vacant and undeveloped. The proposed project would require ground-disturbing activities such as grading, excavation, and other earthmoving activities prior to and

¹⁴ California Geological Survey. 2022. *CGS Seismic Hazards Program: Liquefaction Zones*. State of California. 11 October 2017. 31 May 2023. <https://gis.data.ca.gov/datasets/cadoc::cgs-seismic-hazards-program-liquefaction-zones-1/explore?location=38.553953%2C-120.914823%2C10.70>.

¹⁵ Amador County. 2020. *Local Hazard Mitigation Plan*. Amador County. May 2020. 01 June 2023. https://amadorsheriff.org/images/Amador_County_LHMP_Update_Complete1.pdf.

during construction. These activities could have the potential to erode soils or result in the loss of topsoil if measures are not taken to prevent erosion and runoff during site construction.

CONSTRUCTION

Grading, earthwork, and landscape/hardscape installation activities associated with project construction could expose soils to potential short-term erosion by wind and water. The project site is relatively flat, with the exception of a small drop in elevation between the northern and southern sections of the site. Thus, significant erosion by water is unlikely. With construction improvements, including removal of vegetation, temporary soil erosion may occur due to rainfall and wind if unprotected soils are exposed during construction. Construction activities associated with the project would be required to implement construction best management practices (BMPs) to reduce urban runoff.

As the project site has over one acre of land area, it would be required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for construction activities. The Permit requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of erosion control, sediment control, tracking, waste management, and construction site maintenance BMPs to reduce the potential for soil and wind erosion during construction activities. Compliance with the NPDES General Construction Permit would minimize the potential of erosion and loss of topsoil at the project site during construction activities to a less than significant level.

OPERATIONS

The operation of the proposed project would not result in substantial erosion or loss of topsoil as the majority of the project site would be developed with a commercial building and car wash, and the remainder of the site would be paved. Following implementation of the proposed project, conditions on-site would not result in exposed soils. Project operations would not result in substantial soil erosion or loss of topsoil and no impact would occur in this regard.

With implementation of referenced standards and compliance with NPDES requirements, construction-related soil erosion would be less than significant. The project, once operational, would not result in substantial soil erosion or the loss of topsoil. Therefore, no mitigation is required.

- c) ***Would the project 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?***

Less Than Significant Impact With Mitigation Incorporated. The property may be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project. The subject site is relatively flat and there are no documented landslides within or adjacent to the project area. However, the project could be located on unstable or expansive soils that could result in lateral spreading, subsistence, or collapse.

As discussed in previous subsections above, the project site is not located in a potential liquefaction area. Therefore, it is anticipated that the project site would not be susceptible to liquefaction-induced lateral spreading.

Subsidence occurs when a large portion of land is displaced vertically, usually due to withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. There is no large-scale extraction of groundwater, gas, oil, or geothermal energy occurring or planned at the site or in the general site vicinity. However, according to the Phase I Environmental Site

Assessment, prepared by Light, Air and Space Construction, dated February 5, 2022, silt-clay soils were encountered at the project site.¹⁶ A geotechnical investigation is required to determine the degree to which the site may be susceptible to subsidence; refer to Mitigation Measures GEO-1a and GEO-1b.

Mitigation Measures: Refer to Mitigation Measures GEO-1a and GEO-1b.

d) *Would the project 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?*

Less Than Significant Impact With Mitigation Incorporated. The subject site may be located on expansive soil creating substantial risks to life or property. Expansive soils are predominantly comprised of clays, which expand in volume when water is absorbed and shrink when the soil dries. Expansion is measured by shrink-well potential, which is the volume change in soil with a gain in moisture. A geotechnical investigation is necessary to classify the expansiveness of on-site soils and to recommend appropriate design and grading measures to mitigate potential hazards due to expansive soils; refer to Mitigation Measures GEO-1a and GEO-1b. As discussed above, compliance with CBC standards would ensure recommended design and construction methods are implemented to reduce potential impacts due to expansive soils. The project would be required to establish a post-tensioned foundation system to be utilized for support of the proposed project structures; refer to CBC Section 1808.6.2, *Slab-On-Ground Foundations*. Remedial measures for expansive soils include over-excavation of expansive clays beneath proposed foundations and replacement with non-expansive sand, or construction of post-tension slabs-on-ground. Additional soil testing for potentially expansive soils would be completed during grading, as applicable, to prevent highly expansive soils from being placed directly beneath concrete foundations, if possible.

Compliance with applicable laws, standards, and guidelines, including the CBC, would ensure that project implementation does not expose people or structures to potential substantial adverse effects involving expansive soils. Impacts would be less than significant in this regard.

Mitigation Measures: Refer to Mitigation Measures GEO-1a and GEO-1b.

e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

No Impact. There is no evidence of septic tanks, wastewater, or alternative wastewater disposal systems at the project site. The use of septic tanks or alternative wastewater disposal systems is not proposed by the project. The proposed project would connect to the existing City sanitary sewer system nearby for wastewater disposal. Therefore, no impact would result, and no mitigation is required.

f) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less Than Significant Impact With Mitigation Incorporated. The project site is located in the central Sierra Nevada Geomorphic Province, which extends from the Cascade Range in the north to the Kern Plateau in the south. The province includes the Sierra Nevada Mountain Range and the Sierra Nevada foothills. According to geologic surveys conducted by the United States Geological Survey (1975), the project site is within an area of the Sierra

¹⁶ Light, Air and Space Construction. 2022. *Phase I Environmental Site Assessment for 9506 Main Street and 18725 Highway 49, Plymouth, CA 95669*. San Jose: Light, Air and Space Construction. 05 February 2022. 05 June 2023.

Nevada Range underlain by volcanic sedimentary rocks and marine stratified rocks of Jurassic Age.¹⁷ Ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface. Therefore, construction-related and earth-disturbing actions have the potential to damage or destroy fossils in these rock units resulting in a significant impact.

While paleontological resources are not anticipated to be discovered during earthwork activities, if unknown paleontological resources are encountered, implementation of Mitigation Measure GEO-2 would reduce this potential impact to a less than significant level. Therefore, impacts would be less than significant in this regard, with mitigation.

MITIGATION MEASURES

MM-GEO-2 In the event paleontological resources are encountered during construction, ground-disturbing activity shall cease. It is recommended that a Qualified Paleontologist be retained by the applicant to examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered. Criteria for discarding specific fossil specimens shall be made explicit. If a Qualified Paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project planning, then recovery may be applied. Actions may include recovering a sample of the fossiliferous material prior to construction; monitoring work and halting construction if an important fossil needs to be recovered; and/or cleaning, identifying, and cataloging specimens for curation and research purposes. The cost associated with recovery, salvage, and treatment shall be borne by the applicant. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the Qualified Paleontologist. Resources shall be identified and curated into an established accredited professional repository. The Qualified Paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource.

REGULATORY REQUIREMENTS

Local

City of Plymouth Municipal Code

The project would be required to comply with the 2022 California Building Code (or most recent version), which is adopted by reference in Chapter 15.05, Building Code, of the City of Plymouth Municipal Code.

MITIGATION MEASURES

Refer to Mitigation Measures GEO-1 and GEO-2.

¹⁷ Duffield, Wendell A., and Robert V. Sharp. 1975. *Geology of the Sierra Foothills Melange and Adjacent Areas, Amador County, California*. Washington D.C.: United States Government Printing Office. 05 June 2023. <https://pubs.usgs.gov/pp/0827/report.pdf>.

4.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

Global Climate Change

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 369.2 million metric tons of carbon dioxide equivalent (MMT_{CO₂e}) per year.¹⁸ Methane (CH₄) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth’s ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation will be required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO₂, CH₄, and nitrous oxide (N₂O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO₂ concentrations ranged from 180 to 300 parts per million (ppm). For the period from approximately 1750 to the present, global CO₂ concentrations increased from a pre-industrialization period concentration of 280 ppm to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range. As of September 2023, the highest monthly average concentration of CO₂ in the atmosphere was recorded at 424 ppm.¹⁹

IMPACT ANALYSIS

a) *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Less Than Significant Impact. Both the City and the Amador Air District (AAD) have not adopted a numerical significance threshold for assessing impacts related to GHG emissions. However, due to its proximity to Sacramento County, the City of Plymouth is applying the Sacramento Metropolitan Air Quality Management

¹⁸ California Air Resources Board, *California Greenhouse Gas Emissions for 2000 to 2020*, https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf, accessed September 21, 2023.

¹⁹ Scripps Institution of Oceanography, *Carbon Dioxide Concentration at Mauna Loa Observatory*, <https://scripps.ucsd.edu/programs/keelingcurve/>, accessed September 21, 2023.

District’s (SMAQMD) recommended thresholds of significance to assess the project’s greenhouse gas impacts. SMAQMD establishes a threshold of 1,100 MTCO₂e per year for construction emissions and no numerical thresholds for operation emissions.

Project-related GHG emissions include emissions from direct and indirect sources. Direct project-related GHG emissions include emissions from construction activities, area sources, mobile sources, and refrigerants, while indirect sources include emissions from energy consumption, water demand, and solid waste generation. The California Emissions Estimator Model version 2022.1 (CalEEMod) was used to calculate project-related GHG emissions. Table 4.8-1, Estimated Greenhouse Gas Emissions, presents the estimated CO₂, N₂O, and CH₄ emissions associated with the proposed project; refer to Appendix B, Air Quality/Greenhouse Gas Emissions Modeling Results for the CalEEMod outputs.

**Table 4.8-1
Estimated Greenhouse Gas Emissions**

Source	CO ₂	CH ₄	N ₂ O	Refrigerants	CO ₂ e
	Metric Tons/year ¹				
Construction Emissions					
Construction	97.6	<0.01	<0.01	0.03	178.70
Total Construction Emissions²	178.70 MTCO₂e				
SMAQMD Threshold	1,100 MTCO ₂ e/year				
Exceed Threshold?	No				
Operational – Direct Emissions					
Construction (amortized over 30 years)	5.91	<0.01	<0.01	<0.01	5.96
Mobile Source	2,845.00	0.17	0.19	5.58	2,911.00
Area Source	0.13	<0.01	<0.01	0.00	0.13
Refrigerants	0.00	0.00	0.00	314.00	314.00
<i>Total Direct Emissions²</i>	<i>2,851.04</i>	<i>0.17</i>	<i>0.19</i>	<i>319.58</i>	<i>3,231.09</i>
Operational – Indirect Emissions					
Energy	39.00	0.01	<0.01	0.00	39.40
Water Demand	0.17	0.01	<0.01	0.00	0.42
Solid Waste	0.85	0.08	0.00	0.00	2.96
<i>Total Indirect Emissions²</i>	<i>40.02</i>	<i>0.10</i>	<i><0.01</i>	<i>0.00</i>	<i>42.78</i>
Total Operational and Amortized Construction Project-Related Emissions²	3,273.87 MTCO₂e/year				

Notes:

Refer to Appendix B for detailed model input/output data.

¹ Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model.

² Totals may be slightly off due to rounding.

DIRECT PROJECT-RELATED SOURCES OF GREENHOUSE GASES

Construction Emissions

As shown in Table 4.8-1, the project would emit a total of 178.70 MTCO₂e during construction, which would not exceed the SMAQMD-recommended threshold of 1,100 MTCO₂e, and the impact would be less than significant.

Area Source

Area source emissions were calculated using CalEEMod and project-specific land use data. Project-related area sources include exhaust emissions from landscape maintenance equipment, such as lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the site as the project would provide 13,710 square feet of landscaping. The project would directly result in 0.13 MTCO₂e per year from area source emissions; refer to Table 4.8-1.

Mobile Source

CalEEMod relies upon trip generation rates from the *Plymouth ARCO Gas Station Project Transportation Study* (Transportation Study) prepared by MAT Engineering, Inc. (dated August 25, 2023), and project specific land use data to calculate mobile source emissions. Based upon the Transportation Study, the proposed project would generate 1,871 average daily trips. The project would result in approximately 2,911.00 MTCO₂e per year of mobile source generated GHG emissions; refer to Table 4.8-1.

Refrigerants

Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are HFCs or blends thereof, which can have high GWP values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime, and then derives average annual emissions from the lifetime estimate. The proposed project would result in 319.58 MTCO₂e per year of GHG emissions from refrigerants; refer to Table 4.8-1.

INDIRECT PROJECT-RELATED SOURCES OF GREENHOUSE GASES

Energy Consumption

Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Pacific Gas and Electric (PG&E) would provide electricity to the project site. The project would not consume natural gas on-site. The project would install high-efficiency lighting, energy efficiency appliances and solar ready roof, and generate renewable on-site. However, as a conservative analysis, the reduction from efficiency features and renewable energy are not accounted in the modeling. The project would indirectly result in 39.40 MTCO₂e per year due to energy consumption; refer to Table 4.8-1.

Solid Waste

Solid waste associated with operations of the proposed project would result in 2.96 MTCO₂e per year; refer to Table 4.8-1.

Water Demand

The project operations would result in a demand of approximately 0.4 million gallons of water per year. The project would install low-flow fixtures, use water-efficiency irrigation, and plant draught tolerant landscape. Emissions from indirect energy impacts due to water supply would result in 0.42 MTCO₂e per year; refer to Table 4.8-1.

TOTAL PROJECT-RELATED SOURCES OF GREENHOUSE GASES

As shown in Table 4.8-1, the total amount of project-related GHG emissions from direct and indirect sources combined would total 3,273.87 MTCO₂e per year. Impacts related to greenhouse gas emissions would be less than significant, and no mitigation is required.

b) *Would the project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Less Than Significant Impact.

CONSISTENCY WITH APPLICABLE GHG PLANS, POLICIES, OR REGULATIONS

The City and AAD both do not establish thresholds for GHG emissions. Due to its proximity to SMAQMD, the project would analyze the impact against SMAQMD thresholds ensuring consistency with Climate Change Scoping Plan by either implementing applicable Best Management Practices (BMP), or equivalent on-site or off-site mitigation. As such, the GHG plan consistency for the project is based on the project’s consistency with the SMAQMD BMPs and the CARB 2022 Scoping Plan. The 2022 Scoping Plan describes the approach the State will take to achieve carbon neutrality by 2045.

Consistency with Best Management Practices

As shown in Table 4.8-1, the project would emit 3,273.87 MTCO₂e per year which is more than 1,100 MTCO₂ per year. As such, the project would be required to implement all three applicable BMPs or equivalent on-site or off-site mitigation. As shown in Table 4.8-2, Consistency with Best Management Practices, the project would implement the three BMPs.

**Table 4.8-2
Consistency with the Best Management Practices**

Best Management Practices	Project Consistency Analysis
All projects must implement tier 1 BMPs (BMP1&2)	
BMP 1 – projects shall be designed and constructed without natural gas infrastructure.	Implemented. The project would not consume natural gas on-site. As such, the project would meet this requirement.
BMP 2 – projects shall meet the current CalGreen Tier 2 standards, except all electric vehicle capable spaces shall instead be electric vehicle ready.	Implemented. The project would install high-efficiency lighting and energy efficient appliances, generate renewable energy on-site, and install solar ready roof. Furthermore, the project would provide bicycle parking, electric vehicle charging station, and vanpool/carpool parking. Additionally, the project would install low-flow water fixtures, water-efficiency irrigation, and draught tolerant landscaping. The project would also recycle and compost solid waste. As such, the project would meet the current CalGreen Tier 2 standards or equivalent.

**Table 4.8-2
Consistency with the Best Management Practices**

Best Management Practices	Project Consistency Analysis
Project that exceeds 1,100 Metric Tons per year after implementing tier 1 BMPs must implement tier 2 BMP (BMP 3)	
BMP 3 – retail projects shall achieve a no net increase in total vehicle traveled to show consistency with SB 743.	Implemented. The proposed project would construct a new gas station with a convenience store and carwash to replace the existing trading post with two old gas pumps in the City of Plymouth. The proposed gas station would have more pumps and serve more variety of customers at the same time. According to the Transportation Study, the gas station is considered as a project that serves the local community and has the potential to reduce VMT. The newly proposed car wash would be the first automatic car wash in the City, which would reduce the VMT of residents driving further to wash cars. As such, the project would result in a no net increase in total VMT.

Source: Sacramento Metropolitan Air Quality Management District, SMAQMD Thresholds of Significance Table, April 2020.

Consistency with the 2022 CARB Scoping Plan

The 2022 Scoping Plan identifies reduction measures necessary to achieve the goal of carbon neutrality by 2045 or earlier. Actions that reduce GHG emissions are identified for each AB 32 inventory sector. Provided in Table 4.8-3, Consistency with the 2022 Scoping Plan: AB 32 GHG Inventory Sectors, is an evaluation of applicable reduction actions/strategies by emissions source category to determine how the project would be consistent with or exceed reduction actions/strategies outlined in the 2022 Scoping Plan.

**Table 4.8-3
Consistency with the 2022 Scoping Plan: AB 32 Inventory Sectors**

Actions and Strategies	Project Consistency Analysis
Smart Growth / Vehicles Miles Traveled (VMT)	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	Consistent. The project would propose a gas station. With the newly proposed gas station, the residents would drive less distance to fill the tank. Furthermore, according to the Transportation Study, the gas station is considered as a project that serves the local community and has the potential to reduce VMT. Since the project is a gas station with convenience store and car wash use, it is screened out for VMT analysis and is therefore found to have a less than significant VMT impact under CEQA. In addition, the project would provide vanpool/carpool parking and bicycle parking, which would promote alternative modes of transportation. As such, the project would be consistent with this action.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	Consistent. The project would not consume any natural gas on-site. Furthermore, the project would install high efficiency lighting and appliances. As such, the project would be consistent with this action.

**Table 4.8-3
Consistency with the 2022 Scoping Plan: AB 32 Inventory Sectors**

Actions and Strategies	Project Consistency Analysis
Construction Equipment	
Achieve 25% of energy demand electrified by 2030 and 75% electrified by 2045	Consistent. The City of Plymouth has not adopted an ordinance or program requiring electricity-powered construction equipment. However, if adopted, the project would comply with the applicable goals or policies requiring the use of electric construction equipment in the future. As such, the project would be consistent with this action.
Non-combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025	Consistent. SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. The project would comply with local and regional regulations and recycle or compost 75 percent of waste by 2025 pursuant to SB 1383. As such, the project would be consistent with this action.

Source: California Air Resources Board, 2022 Scoping Plan, November 16, 2022.

Conclusion

In summary, the project’s characteristics render it consistent with Statewide, regional, and local climate change mandates, plans, policies, and recommendations. More specifically, the GHG plan consistency analysis provided above demonstrates that the project complies with the regulations and GHG reduction goals, policies, actions, and strategies outlined in the 2022 Scoping Plan by implementing BMPs. Consistency with the 2022 Scoping Plan would reduce the impact of the project’s incremental contribution of GHG emissions. Accordingly, the project would not conflict with any applicable plan, policy, regulation, or recommendation adopted for the purpose of reducing GHG emissions. Impacts in this regard would be less than significant and no mitigation is required.

REGULATORY REQUIREMENTS

Federal

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO₂e)²⁰ concentration is required to keep global mean warming below 2 degrees Celsius (°C), which in turn is assumed to be necessary to avoid dangerous climate change.

State

Various Statewide and local initiatives to reduce the State’s contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global

²⁰ Carbon Dioxide Equivalent (CO₂e) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then the California Air Resources Board (CARB) should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Executive Order S-3-05

Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Senate Bill 32

Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030.

CARB Scoping Plan

On December 11, 2008, CARB adopted the *Climate Change Scoping Plan (Scoping Plan)*, which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce GHG emissions by 174 million metric tons (MT), or approximately 30 percent, from the State's projected 2020 emissions level of 596 million MTCO_{2e} under a business as usual (BAU)²¹ scenario. This is a reduction of 42 million MTCO_{2e}, or almost ten percent, from 2002 to 2004 average emissions, but requires reductions in the face of population and economic growth through 2020.

The Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. The measures described in the Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

²¹ "Business as Usual" refers to emissions that would be expected to occur in the absence of GHG reductions; refer to <http://www.arb.ca.gov/cc/inventory/data/bau.htm>. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The Scoping Plan update also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05 and observes that “a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal.”

On January 20, 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the State’s post-2020 reduction strategy. The Second Update was finalized in November 2017 and approved on December 14, 2017, and reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. The 2017 Scoping Plan Update establishes a new Statewide emissions limit of 260 million MTCO₂e for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030.

On December 15, 2022, CARB released the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan), which identifies the strategies achieving carbon neutrality by 2045 or earlier. The 2022 Scoping Plan contains the GHG reductions, technology, and clean energy mandated by statutes. The 2022 Scoping Plan was developed to achieve carbon neutrality by 2045 through a substantial reduction in fossil fuel dependence, while at the same time increasing deployment of efficient non-combustion technologies and distribution of clean energy. The plan would also reduce emissions of short-lived climate pollutants (SLCPs) and would include mechanical CO₂ capture and sequestration actions, as well as emissions and sequestration from natural and working lands and nature-based strategies. Under 2022 Scoping Plan, by 2045, California aims to cut GHG emissions by 85 percent below 1990 levels, reduce smog-forming air pollution by 71 percent, reduce the demand for liquid petroleum by 94 percent compared to current usage, improve health and welfare, and create millions of new jobs. This plan also builds upon current and previous environmental justice efforts to integrate environmental justice directly into the plan, to ensure that all communities can reap the benefits of this transformational plan.

MITIGATION MEASURES

Project implementation would not result in significant impacts related to greenhouse gas emissions; therefore, no mitigation measures are required.

4.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site that 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

A Phase I Environmental Site Assessment (ESA) was prepared by Light, Air, and Space Construction, dated February 2022. The results of this report are used in the analysis below and are included in Appendix E (Phase I ESA) of this IS/MND. The ESA evaluated the two existing parcels that are oriented east-west and are occupied by the Plymouth Trading Post, a gas station, and Fig Barn Coffee/Prospect Cellars, respectively. The western parcel is identified as 9506 Main Street, and the eastern parcel is identified as 18725 Highway 49. The 18725 Highway 49 portion of the property is currently developed with a one-story wood framed building that was built prior to 1940 and has three underground storage tanks (USTs) and two fuel dispensers. The 9506 Main Street portion of the property is currently developed with a one-story concrete block and wood frame building that was built prior to 1957.

The ESA raised concerns and the need for additional study regarding the potential presence of asbestos-containing materials and lead-based paint in the existing structures, as well as Underground Storage Tanks (USTs) located at 18725 Highway 49. The ESA revealed evidence of Recognized Environmental Conditions (RECs) in connection with the subject property; visual evidence of hazardous material contamination, indications of improper hazardous material storage or disposal, and concerns relating to USTs on-site. Two of the USTs are required to be removed by December 2023, and the third has been red tagged by Amador County Health Department because of a failed integrity test in October 2018. The property has a long history of investigations and remedial activities arising from one or more leaking USTs in the 1970s and 1980s. Soil and groundwater contamination was confirmed on-site in 1998 and remedial actions were taken, however residual contamination at unknown concentrations remains a concern for the property according to the CVRWQCB. It is considered to be likely that there exists an environmental impairment to the subject property, as the parcels are currently configured.

As described in Section 3.0, Project Description, the proposed project would include a lot line reconfiguration to accommodate the development of the proposed gas station, convenience store, and car wash on a new southern parcel. The development of the proposed project would occur on the new southern lot only and would not affect the existing structures on the current parcels, which would all become the northern parcel collectively. Therefore, implementation of the proposed project would not impact noted asbestos or lead-based paint considerations. Any future development involving the existing structures would require additional study and would warrant further environmental review unrelated to the proposed project. However, due to the proximity of the proposed project to the site for which the potential for soil and groundwater contamination is noted, additional investigation is recommended and discussed further below.

IMPACT ANALYSIS

a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less Than Significant Impact. Grading and construction activities for the proposed project would involve the use of chemical substances such as solvents, paints, fuel for equipment, asphalt, lubricants, and other potentially hazardous materials. Hazards to the environment or the public would typically occur with the transport, use, storage, or disposal of hazardous materials. Construction activities would be relatively short-term and the transport, use, and disposal of hazardous materials as part of these activities would be temporary. The contractor would be required to comply with existing regulations for the transport, use, storage, and disposal of hazardous materials to prevent public safety hazards. These regulations include the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, California Hazardous Waste Control Act, and California Accidental Release Prevention Program, among others. These potentially hazardous materials would not be used in quantities sufficient enough to pose a significant hazard to public health and safety or the environment.

Operation of the project would involve the use of hazardous materials such as cleaners, solvents, paints, degreasers, pesticides, and other custodial products, as well as gasoline/diesel. The materials used and stored on-site would be clearly labeled and safely stored in compliance with State and Federal requirements. A permit to operate an underground storage tank (UST) system is required per California Code of Regulations Title 23, Division 3, Chapter 16, California Health and Safety Code Section (25280-25299.8) and is enforced by the Amador County Environmental Health Department. This regulation mandates the testing and frequent inspection of the UST facility. The project occupant would be required to prepare a Spill Contingency Plan to be filed with the Amador County Environmental Health Department. All operations of the gas station and related USTs would be required to comply with all Federal, State, and local laws

regulating the management and use of hazardous materials. With the exercise of normal safety practices, the proposed project would not create substantial hazards to the public or the environment. Therefore, a less than significant impact would occur.

The transport, use, storage, and disposal of hazardous materials would be required to comply with existing regulations established by several agencies, including the Department of Toxic Substances Control, the US Environmental Protection Agency (EPA), the US Department of Transportation, and the Occupational Safety and Health Administration. Moreover, any businesses that transport, generate, use, and/or dispose of hazardous materials in Plymouth are subject to existing local hazardous materials regulations, such as those implemented by the Amador County Environmental Health Department which is the Certified Unified Program Agency (CUPA) for Amador County. This program is responsible for consolidating, coordinating, and making consistent the administrative requirements, permits, inspections, and enforcement activities of State standards regarding the transportation, use, and disposal of hazardous materials in Amador County, including Plymouth. Additionally, the proposed project would include a Hazardous Materials Business Plan that would regulate the handling of hazardous materials on-site and would be approved by the Amador County Environmental Health Department. Compliance with Federal, State, and local laws and regulations would result in a less than significant impact.

b) *Would the project 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?*

Less Than Significant Impact With Mitigation Incorporated. As described previously, the project site is located immediately adjacent to the existing gas station that may be a source of concern for soil and groundwater contamination from USTs. While the proposed project site is not believed to be within the area of concern, there is potential for contamination from the existing property at 18725 CA 49. In addition, construction activities that disturb subsurface materials could encounter previously unidentified contamination from past practices or placement of undocumented fill or even unauthorized disposal of hazardous wastes. Encountering these hazardous materials could expose workers, the public or the environment to adverse effects depending on the volume, materials involved, and concentrations.

If contaminated soils and/or groundwater (i.e., identifiable by soil staining or odors) are encountered during construction activities, work would cease until appropriate worker health and safety precautions, as specified by CCR Title (Section 5194) promulgated by Cal/OSHA, are implemented. A qualified hazardous materials specialist would be notified for an evaluation and the appropriate regulatory agency would be contacted. If deemed necessary by the appropriate agency, remediation would be undertaken in accordance with existing Federal, State, and local regulations/requirements and guidelines established for the treatment of hazardous substances. Work would cease in the contaminated area until the nature and extent of contamination have been established, and proper disposal or remediation has occurred. Any contaminated soil and/or groundwater encountered during construction would require proper disposal. This would likely require removal from the site and transportation to an EPA-approved disposal facility by a USDOT-certified hazardous waste transporter. The designation of encountered contamination would be based on the chemicals present and chemical concentrations detected through laboratory analysis. Based on the analytical results, appropriate disposal of the material in accordance with EPA, DTSC, and RWQCB guidelines would be implemented.

To address the potential for documented and undocumented hazards on a site, the American Society for Testing and Materials has developed widely accepted practice standards for the preliminary evaluation of site hazards (E-1527-05). Phase I ESAs include a site visit to determine current conditions; an evaluation of possible risks posed by neighboring properties; interviews with persons knowledgeable about the site's history; an examination of local planning files to check prior land uses and permits granted; file searches with appropriate

agencies having oversight authority relative to water quality and/or soil contamination; examination of historic aerial photography of the site and adjacent properties; a review of current topographic maps to determine drainage patterns; and an examination of chain-of-title for environmental lines and/or activity and land use limitations. A Phase I ESA was published in February 2022. The Phase I ESA found visual evidence of on-site contamination at the site adjacent to the proposed project site and revealed possible evidence of RECs close to the project site. It is recommended that a site investigation be conducted and soil and/or groundwater sampling be performed to determine if hazardous materials associated with the adjacent site are present.

If a Phase I ESA indicates the presence, or potential presence of contamination, a site-specific Phase II ESA is generally conducted to test soil and/or groundwater. Based on the outcome of a Phase II ESA, remediation of contaminated sites under Federal and State regulations may be required prior to development; refer to Mitigation Measures HAZ-1 and HAZ-2.

With enforcement of Mitigation Measures HAZ-1 and HAZ-2 and adherence to existing hazardous materials regulations, impacts from any existing hazardous materials would be minimized. Preparation of, and compliance with, a Phase II ESA would avoid adverse impacts associated with the construction of a future gas station, convenience store, and car wash. This would minimize the risk of an accidental release of hazardous substances that could adversely affect human health or the environment. Mitigation Measure HAZ-2 would establish a hazardous materials contingency plan to address potential soil and groundwater contamination, if discovered during construction activities. Impacts related to accidental release during the construction phase would be reduced to a less than significant level.

Operation of the convenience store and car wash would not warrant use of hazardous materials in quantities that could result in hazardous conditions. However, operation of the proposed gas station could result in hazardous materials due to the potential to have liquefied petroleum gas (LPG) tanks; operation of the gas station would require a permit. All on-site activities during construction and operation would be required to adhere to Federal, State, and local regulations for the management and disposal of hazardous materials, including but not limited to California Code of Regulations Title 23, Division 3, Chapter 16, California Health and Safety Code Section (25280-25299.8) and the Amador County Underground Storage Tank Program.

Also, construction activities would be conducted in accordance with the Storm Water Pollution Prevention Plan (SWPPP) as part of the NPDES permit, as detailed in Section V.10, Hydrology and Water Quality. The primary objective of the SWPPP is to identify, construct, implement, and maintain best management practices (BMPs) to reduce pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. BMPs for hazardous materials include, but are not limited to, off-site refueling, placement of generators on impervious surfaces, establishing clean out areas for cement, etc. While the risk of exposure to hazardous materials cannot be eliminated, adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials and with the safety procedures mandated by applicable Federal, State, and local laws and regulations. Therefore, transport, use, and/or disposal of hazardous materials during construction and operation of the proposed project would be properly managed, and impacts would be less than significant.

MITIGATION MEASURES

MM-HAZ-1: Prior to any grading permits, the Project Applicant shall conduct a Phase II ESA for the project site to determine and confirm subsurface conditions and identify recommendations for any further remediation actions for the subject site.

MM-HAZ-2: The Applicant shall prepare and submit a hazardous materials contingency plan to Amador County. The plan shall describe the necessary actions that would be taken if evidence of contaminated soil or groundwater is encountered during construction. The contingency plan shall identify conditions that could indicate potential hazardous materials contamination, including soil discoloration, petroleum or chemical odors, and presence of underground storage tanks or buried building material.

The contingency plan shall include the provision that, if at any time during the course of constructing the project, evidence of soil and/or groundwater contamination with hazardous material is encountered, the applicant shall immediately halt construction and contact the Amador County Environmental Health Department. Work shall not commence until the discovery has been assessed/treated appropriately (through such mechanisms as soil or groundwater sampling and remediation if potentially hazardous materials are detected above threshold levels) to the satisfaction of Amador County Environmental Health, CVRWQCB, and DTSC (as applicable). The contingency plan, and obligations to abide by and implement the plan, shall be incorporated into the construction and contract specifications of the project.

c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Less Than Significant Impact With Mitigation Incorporated. No existing or proposed public schools are located within a 0.25-mile radius of the project site. One private education and daycare center, the Monarch Montessori Preschool and Kindergarten, is located 0.24-mile west of the project site.

There is a potential to expose children at this nearby school to hazardous substances through accidental releases during construction and operation activities. During construction, a potential exists for the accidental release or spill of hazardous substances such as gasoline oil, hydraulic fluid, diesel fuel, or other liquids associated with construction equipment operation and maintenance. However, use of these materials would be in limited quantities as typical during the operation and maintenance of construction equipment and would be conducted in compliance with applicable Federal, State, and local regulations.

As discussed in Threshold b) above, a potential also exists for the accidental release of contaminated soil or groundwater at the site. In addition to complying with Mitigation Measures HAZ-1 and HAZ-2, the contractor would be required to use standard construction controls and safety procedures, which would avoid and minimize the potential for accidental release or spill of such substances into the environment. With compliance with pertinent regulations and Mitigation Measures HAZ-1 and HAZ-2, the level of risk associated with the accidental release of hazardous substances during construction would be less than significant, and no mitigation is required.

As described in the response to 9b) above, operation of the convenience store and car wash would not generate hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste in quantities that may impact students at nearby schools. Operation of the gas station could result in exposure to hazardous materials due to the potential to have liquefied petroleum gas tanks, however, operation of the gas station would require a permit and would be required to comply with all applicable Federal, State, and local regulations for the management and disposal of hazardous materials. Impacts would therefore be less than significant with implementation of Mitigation Measures HAZ-1 and HAZ-2.

MITIGATION MEASURES

Refer to Mitigation Measures HAZ-1 and HAZ-2.

- d) *Would the project be located on a site that 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?*

Less Than Significant Impact With Mitigation Incorporated. According to the Phase I ESA, the project site is listed on several environmental databases for hazardous sites and Leaking Underground Storage Tank (LUST)/Spill sites compiled by the California Department of Toxic Substances Control (DTSC) or the State Water Resources Control Board (SWRCB); refer to Table 4.9-1.

**Table 4.9-1
Environmental Database Listings at the Project Site**

Listing Agency/Site	# of Listings
USEPA Facility Index System (FINDS)	3
CalEPA California Environmental Reporting System (CERS) Database	1 – Hazardous Waste Generator 1 – UST 1 – LUST Cleanup Site 1 – Chemical Storage Facility (several violations in 2019 that pertain to maintenance and reporting of the USTs on-site and storage of hazardous materials for which return to compliance is not documented)
Amador County CUPA	1
USEPA Enforcement and Compliance History Online Database (ECHO)	1
Environmental Database Reports (EDR)	3
Recovered Government Archive LUST	2
Exclusive Historic Gas Station (Hist Auto)	1
Envirostor	1 – leaking tank in 1988 for which the status is referred to the Central Valley Regional Water Quality Control Board (CVRWQCB)
LUST	1 – case completed and closed in February 2018
Cortese List	1 – LUST cleanup site for which the case is closed 1 – historical Cortese site
Department of Toxic Substances Control’s Hazardous Waste Tracking System (HWTS)	2
HAZNET Database	1
North American Industry Classification System (NAICS)	2
Amador County Environmental Health UST Database	1
Resource Conservation and Recovery Act Non-Generator Database (RCRA NonGen/NLR)	1

The most recent LUST case was closed five years ago. The ESA raises concern for the USTs currently located at the Plymouth Trading Post, which would require further study and environmental review.²² All of the aforementioned listings pertain to the existing Plymouth Trading Post and preceding commercial uses identified as E-Z Serve and Day & Nite Mini Mart. As previously described, the proposed project would reconfigure the lot lines such that the project site would be located on a new southern parcel, independent of the parcel the Plymouth Trading Post currently occupies. The Plymouth Trading Post would become part of a new northern parcel and would be a separate property. Any development of that property would warrant separate study and environmental review. However, the ESA revealed evidence of Recognized Environmental Conditions (RECs) in connection with the subject property, visual evidence of hazardous material contamination, indications of improper hazardous material storage or disposal, and significant concerns relating to USTs.

Because of the proximity of the proposed project site to the site for which soil and groundwater contamination is a concern, and the uncertainty of the degree of contamination, Mitigation Measure HAZ-1 requires a Phase II ESA to be conducted to test the soil and/or groundwater, and implementation of the Phase II ESA's recommendations. Additionally, Mitigation Measure HAZ-2 requires a hazardous materials contingency plan for construction on the project site. With implementation of Mitigation Measures HAZ-1 and HAZ-2, impacts would be reduced to a less than significant level.

MITIGATION MEASURES

Refer to Mitigation Measures HAZ-1 and HAZ-2.

- 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?***

No Impact. The project site is not located with any airport land use plan. The closest public airport is the Amador County Airport, which is located approximately 7.7 miles south of the project site. Given the distance and because the project is not in an airport land use plan area, there would be no impact.

- f) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Less Than Significant Impact. The City of Plymouth does not have an adopted emergency operations plan or an evacuation plan. At this time, Amador County does not have an emergency evacuation plan, though an emergency operations plan is being developed.²³ The Amador Fire Safe Council designates Main Street as a primary evacuation route and SR 49 as an evacuation highway. This evacuation route leads south and west to Jackson and Highway 16, north to Placerville, and connects to both easterly and westerly evacuation routes to Amador County cities and unincorporated areas.

²² Phase I Environmental Site Assessment, prepared by Light, Air & Space Construction, dated February 2022, page 10: "LA&S did find evidence that current use or historic use of the Property or current and/or historic activity at neighboring properties that would indicate the likelihood of environmental impairment to the subject property. In addition, LA&S did observe visual evidence of hazardous-material contamination, indications of improper hazardous material storage or disposal, or identify significant concerns relating to USTs and storage of hazardous materials at the subject property. LA&S recommends additional investigation to determine the presence of possible soil and groundwater contaminants."

²³ Amador County California. 2018. "Office of Emergency Services Plans and Documents." Accessed 21 October 2023. <https://www.amadorgov.org/departments/office-of-emergency-services/plans-and-documents>.

Short-term construction for the project is not anticipated to cause any public roadway or lane closures on adjacent or nearby streets (Main Street and SR 49). The project site would have adequate emergency access, and the site plan would be reviewed by the Amador Fire Protection District prior to implementation.

During operation, the proposed project would provide ingress and egress via a shared driveway on SR 49 and a full access existing drive on Main Street. The primary access point would be the driveway on SR 49 located approximately 174 feet south of the intersection of SR 49 and Main Street. Emergency evacuation of the site would occur via the northern and eastern driveways on Main Street and SR 49, respectively. The proposed project would not alter existing access to evacuation routes and/or drive aisles.

Therefore, the project would not affect emergency response or emergency evacuation on-site or for adjacent land uses. Impacts would be less than significant in this regard, and no mitigation measures are required.

g) *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

Less Than Significant Impact. The project site is not located within the Fire Hazard Severity Zone in the State Responsibility Area.²⁴ The project site is located within an area outside of the Very High fire Hazard Severity Zone designation in the Local Responsibility Area.²⁵ The City of Plymouth downtown area has not historically been subject to wildland fires; there have been no recent wildland fires on or near the project site.²⁶ The project site is surrounded by residential and commercial uses. Development of the project would not indirectly or directly increase the risk of loss, injury, or death involving wildland fires compared to existing conditions.

Development on the project site would be subject to compliance with the 2022 California Building Code (or the most current version) and the 2022 edition of the California Fire Code (or the most current version). The 2022 California Fire Code (Part 9 of Title 24 of the California Code of Regulations) includes Section 4905.2, Construction Methods and Requirements within Established Limits. Fire Code Chapter 49 cites specific requirements for wildland-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Plymouth is covered under the Amador County Local Hazard Mitigation Plan (2014). Amador County is currently updating the County Emergency Operations Plan. These plans provide guidance to effectively respond to any emergency, including wildfires. In addition, all proposed construction is required to meet minimum standards for fire safety in conformance with the California Building Code and Fire Code, which are adopted in Chapter 15.05 of the City of Plymouth Municipal Code. Therefore, impacts would be less than significant, and no mitigation measures are required.

²⁴ Office of the State Fire Marshal. 2023. *Fire Hazard Severity Zones Maps*. Amador County. 15 June 2023. <https://osfm.fire.ca.gov/fire-hazard-severity-zones-maps-2022/>. Accessed 02 October 2023.

²⁵ California Department of Forestry and Fire Protection. 2007. *FHSZ Viewer*. <https://egis.fire.ca.gov/FHSZ/>. Accessed 03 October 2023.

²⁶ California Department of Forestry and Fire Protection. 2022. *California Large Fire Perimeters (by decade)*. <https://hub.arcgis.com/maps/653647b20bc74480b335e31d6d81a52f/explore?location=38.475689%2C-120.839021%2C13.26>. Accessed 03 October 2023.

REGULATORY REQUIREMENTS

Local

City of Plymouth Municipal Code

City of Plymouth Municipal Code Chapter 15.05, Building Code, requires compliance with the 2022 California Building Code (or most current version) and the 2019 edition of the California Fire Code (Part 9 of Title 24 of the California Code of Regulations).

MITIGATION MEASURES

Refer to Mitigation Measures HAZ-1 and HAZ-2.

4.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

The City of Plymouth is located in the foothills of the Sierra Nevada Mountains. The city is not located within a groundwater basin; drinking water in Plymouth is provided from the Upper Mokelumne River Watershed. The City purchases water wholesale from the Amador Water Agency (AWA), a public non-profit special district established for the purpose of providing water, wastewater, and storm drain services to jurisdictions and unincorporated areas in Amador County. AWA utilizes canals built in the Gold Rush era to transport water from the Mokelumne River to customers around Amador County. All the drinking water supplied to the City of Plymouth comes from rainwater and snow melt in the mountains. The City of Plymouth also provides sewer services and operates a wastewater treatment plant located approximately 1.5 miles west of the City.

The Mokelumne River flows to the San Joaquin River, which is located within the San Joaquin River Basin. The San Joaquin River Basin is under the jurisdiction of the Central Valley Regional Water Quality Control Board (CVRWQCB).

IMPACT ANALYSIS

a) ***Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

Less Than Significant Impact. Implementation of the project would involve grading and development of the currently vegetated site, including removal of existing trees and construction of a car wash, gas station, and convenience store. Exterior property improvements are proposed to include surface parking spaces and new landscaping. Additionally, site improvements would include grading to improve existing drainage conditions with new high and low points. Therefore, the project has the potential to result in short-term construction impacts to surface water quality from landscaping and construction-related activities. Stormwater runoff from the construction site would contain loose soils, organic matter, and sediments. Spills or leaks from heavy equipment and machinery, such as fuel, oil and grease, and heavy metals, could also enter the runoff. Building construction would involve the use of hazardous materials (e.g., paints, solvents, cleansers) that, if not properly handled, may enter the stormwater runoff.

Section 402 of the Clean Water Act establishes a framework for regulating potential water quality impacts from construction activities, as well as new development and major redevelopment, through the National Pollutant Discharge Elimination System (NPDES) program. Construction activities that disturb one acre or more of land are required to obtain an NPDES permit or coverage under the NPDES Construction General Permit Order No. 2009-0009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ. The proposed project site is larger than one acre and would be subject to the requirements of the Construction General Permit. This is accomplished by completing and filing Permit Registration Documents (PRD) (including a Notice of Intent, a

Storm Water Pollution Prevention Plan [SWPPP], an annual fee, and a signed certification) with the California State Water Resources Control Board (SWRCB) prior to start of construction activities.

The Best Management Practices (BMPs) in the SWPPP are implemented during construction to reduce stormwater pollutants to the maximum extent practicable. BMPs categories include, but are not limited to, erosion control and wind erosion control, sediment control, tracking control, non-storm water management controls, and waste management controls. Coverage under the NPDES Construction General Permit and implementation of the project's SWPPP and BMPs would reduce, minimize, and/or treat pollutants and prevent short-term intermittent impacts to water quality from construction activities to less than significant levels.

Stormwater pollutants of concern during the project operational phase would be sediment, trash and debris, oil and grease, bacterial indicators, car wash chemicals, nutrients, gasoline fuel, diesel, and pesticides that would come from landscaped areas, drive aisles, parking areas, the gas station, and the car wash. In accordance with the NPDES program, the project applicant would be required to prepare and implement a standard stormwater mitigation plan (SWP) (also known as a water quality management plan). The City would review and approve the SWP prior to construction and operation of the project. The SWP would include LID (Low Impact Development) techniques, structural and non-structural BMPs, and source control BMPs. Structural BMPs could include, but are not limited to, drainage stenciling and signage, avoiding the use of unprotected metals for roofing/gutters/trim, and designing landscape to minimize runoff. Operational source control BMPs could include education for new site owners, maintaining inlet markings, maintaining drains to prevent blockages, maintaining landscaping using minimal or no pesticides, and street and sidewalk sweeping. The implementation of BMPs in the SWP would properly manage flow and prevent stormwater pollution by reducing the potential for contamination at the source.

Moreover, the gas station would be required to have impermeable floors that are a) graded at the minimum slope necessary to prevent ponding, and b) separated from the rest of the site by a grade break that prevents run-off of stormwater to the maximum extent practicable. Additionally, the fueling areas would be covered with a canopy that is approximately 4,606 square feet and extends past the fuel dispensing areas. BMPs for the gas station and fueling area would include, but are not limited to, sweeping regularly to prevent accumulation of litter and debris.

Compliance with the NPDES permit, SWPPP, and SWP would reduce the risk of water degradation from soil erosion and other pollutants related to construction activities, and potential violations of water quality standards would be minimized through required BMPs. Therefore, the project would not violate water quality standards or waste discharge requirements. Impacts would be less than significant in this regard and no mitigation measures are required.

b) *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Less Than Significant Impact. The project would not involve direct or indirect withdrawals of groundwater. Domestic water service would be provided by the City of Plymouth. The project site is currently undeveloped and covered mostly by permeable, vegetated surfaces. Implementation of the proposed project would increase the impervious surface area compared to existing conditions, however, as described in Threshold a), the project would be required to comply with the NPDES permit, SWPPP, and SWP, and implement BMPs to prevent stormwater pollution. The surrounding area is mostly covered in impervious surfaces, including roads to the east and west, and a gravel parking lot to the north. According to the Phase I ESA, groundwater was most

recently detected at a depth of sixteen to eighteen feet below the ground surface. The project site is not within a groundwater basin.

Therefore, the project would not deplete groundwater supplies or interfere adversely with groundwater recharge. Impacts would be less than significant, and no mitigation is required.

c) *Would the project 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:*

i) *Result in substantial erosion or siltation on- or off-site?*

Less Than Significant Impact. Refer to Threshold b) in Section 4.7, Geology and Soils, for further discussion of erosion. As discussed in Section 4.7, Geology and Soils, construction of the proposed project would include ground-disturbing activities such as grading excavation, and other earthmoving activities. These activities have the potential to erode soil or result in the loss of topsoil if measures are not taken to prevent erosion and runoff during construction. The project would be required to obtain an NPDES permit for construction activities or coverage under the NPDES Construction General Permit. The Construction General Permit requires preparation of a SWPPP and implementation of erosion control, sediment control, tracking, waste management, and construction site maintenance BMPs to reduce the potential for soil and wind erosion during construction activities. With compliance with the Construction General Permit, construction-related erosion would be less than significant, and no mitigation is required.

The proposed project would increase the impervious surface area compared to existing conditions. There would be minimal areas of exposed soils following completion of the proposed project where erosion could occur. Site improvements and landscaping would also prevent long-term erosion. Therefore, operation-related erosion would be less than significant, and no mitigation is required.

ii) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?*

Less Than Significant Impact. As discussed in Threshold b) above, most of the project site is currently covered with permeable surfaces. The proposed project would significantly increase the surface area covered by impervious surfaces, compared to existing conditions. Surface water drainage would be controlled by building regulations, with the water directed toward existing streets, flood control channels, storm drains, and catch basins. The proposed drainage for the site would not channel runoff on exposed soils, would not direct flows over unvegetated soils, and would not otherwise increase the erosion or siltation potential of the site or any downstream areas. The proposed project is designed to have several high and low points throughout the site to convey and collect stormwater drainage appropriately. The proposed project would include a storm drain system consisting of a series of inlets and pipes that ultimately convey runoff to a stormwater quality treatment device located on-site. Treated water would be detained in an underground system and then discharged on-site, adjacent to the public right-of-way.

As discussed above, the proposed project is subject to NPDES requirements. Additionally, the project applicant is required to submit a SWPPP to reduce erosion and sedimentation of downstream watercourses during project construction. Although development would create new impervious surfaces on the property, development associated with the proposed project would result in opportunities for the aforementioned storm water collection and treatment system and landscaped areas for on-site stormwater retention.

The site is currently mostly undeveloped with exposed soils and shrubs, and generally drains from north to south and east to west. The majority of the existing topography drains into a storm drain channel located south of the proposed property boundary, at the intersection of Mill Street and CA 49. The proposed project would increase the post-development flows compared to predevelopment levels. To reduce impacts of the increased flow from the proposed project, the stormwater conveyance and treatment system would be proposed. Routing of captured surface flow through the stormwater treatment system on-site would reduce post-development flows for all storm events.

The required project specific SWP would provide BMPs for after construction, such as educational materials for property owners, street and sidewalk sweeping, landscape maintenance, etc. Therefore, the proposed project would not result in substantial flooding on- or off-site. Impacts would be less than significant, and no mitigation measures are required.

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?

Less Than Significant Impact. Refer to the response to Threshold c)ii). Most of the project site is currently covered in permeable surfaces and vegetation. Implementation of the proposed project would significantly increase the impervious surface area of the property. However, the proposed project would include drainage improvements that would increase the number of inlets and pipes on the project site and would include a stormwater treatment system to be used on-site prior to discharge. This stormwater treatment system would reduce post-development flows for the project site. The stormwater collected and treated on-site would be discharged to the existing City-owned stormwater conveyance system, for which access is provided on the project site adjacent to the public right-of-way. The proposed project's drainage would therefore improve existing drainage conditions.

Further, as discussed in Threshold a), the project would be required to obtain a NPDES permit and implement a SWP with BMPs that would maximize on-site infiltration and minimize off-site runoff and would not result in the discharge of stormwater that would exceed the stormwater conveyance capacity of existing or planned stormwater drainage systems. Therefore, the project would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant, and no mitigation measures are required.

iv) Impede or redirect flood flows?

Less Than Significant Impact. The project site, as designated by the Federal Emergency Management Agency (FEMA), is not within any flood risk zone.²⁷ Moreover, the project site is not within a 100- or 500-year flood zone, however, FEMA designates a small portion of the property immediately south of the project site as Zone A, which is an area with a 1% annual change of flooding. Although the proposed project would increase impervious surfaces, the project site is not located within an area of flood risk, and the proposed catch basins would reduce impacts from on- or off-site flooding.

Additionally, implementation of temporary and permanent erosion control BMPs in the project's SWPPP and SWP would ensure that substantial erosion or siltation would not occur on- or off-site during short-term construction and long-term operation of the project. The project would not result in erosion or siltation that

²⁷ FEMA. 2010. "FEMA Flood Map Service Center: Search By Address." 20 May 2010. Accessed 17 October 2023. <https://msc.fema.gov/portal/search?AddressQuery=plymouth>.

would alter the drainage pattern of the area and redirect flood flows. The project proposes a drainage system that would utilize the existing stormwater conveyance system owned by the City. Therefore, impacts would be less than significant, and no mitigation measures are required.

d) *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

No Impact. The project site is not within a flood hazard zone. A seiche is the resonant oscillation of a body of water caused by earthquake shaking. Seiche hazards exist where ground shaking causes water to splash out of the body of water and inundate nearby areas and structures. The site is not located near a large body of water that may be subject to seiche. Additionally, tsunamis are seismic sea waves generated by undersea earthquakes or landslides. The City of Plymouth is not located along the coast, and the project site is located more than 100 miles from the ocean. Further, the project site is relatively flat. There are no hillside areas on-site or in the surrounding area that could generate mudflow. According to the California Department of Water Resources Division of Safety of Dams California Dam Breach Inundation Maps, the project site is not within any dam inundation hazard zones.²⁸ In addition, the project is not in the vicinity of any levees.²⁹ Therefore, the project would not be exposed to seiches, mudflows, or tsunami hazards, and no impact would occur.

e) *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Less Than Significant Impact. The City of Plymouth would provide potable water to the project site; the City purchases water wholesale from the Amador Water Agency (AWA). The City of Plymouth does not have a water quality control plan or sustainable groundwater management plan. The project site is not located within the sustainable groundwater management area of the Amador Water Agency, and the AWA does not have a water quality control plan. Though the project site is not within a groundwater basin, it would be subject to the San Joaquin River Basin Plan (Water Quality Control Plan) under the jurisdiction of the Central Valley Regional Water Quality Control Board, because water for the site would originate from the Mokelumne River. The proposed project would not conflict or obstruct implementation of the CVRWQCB's Basin Plan.

In addition, there are no active groundwater management recharge activities on-site or in the vicinity. There are no groundwater wells on the project site and no wells are proposed as part of the project. The proposed project would not involve direct withdrawals of groundwater, nor would it interfere with groundwater recharge such that it would result in a net deficit of aquifer volume or lowering of the local groundwater table levels.

As discussed above in the response to Threshold a), the project would be required to comply with applicable water quality regulations for short-term and long-term impacts. Specifically, the project would have coverage under the NPDES Construction General Permit and implementation of the project's SWPPP would ensure that short-term, construction-related water quality impacts would be less than significant. For long-term water quality impacts, in accordance with the NPDES program, the project would be constructed and operated in accordance with the SWP, prepared for the project and approved by the City. Therefore, the proposed project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant, and no mitigation measures are required.

²⁸ California Department of Water Resources. "Dam Breach Inundation Map Web Publisher." Accessed 17 October 2023. https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2.

²⁹ U.S. Army Corps of Engineers. 2016. "National Levee Database." Accessed 17 October 2023. <https://levees.sec.usace.army.mil/#/>.

REGULATORY REQUIREMENTS

State

National Pollutant Discharge Elimination System

Prior to demolition and construction activities on the site, the contractor shall prepare and file a Permit Registration Document (PRD) with the State Water Resources Control Board in order to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities or the latest approved Construction General Permit. The PRD shall consist of a Notice of Intent (NOI); a Risk Assessment; a Site Map; a Storm Water Pollution Prevention Plan (SWPPP); an annual fee; and a signed certification statement. Pursuant to permit requirements, the Project Applicant/Developer shall implement the Best Management Practices (BMPs) in the SWPPP to reduce or eliminate construction-related pollutants in site runoff. The BMPs shall be implemented during all demolition and construction activities on the site.

MITIGATION MEASURES

Project implementation would not result in significant impacts related to hydrology and water quality. Therefore, no mitigation measures are required.

4.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>

IMPACT ANALYSIS

This section evaluates potential impacts to Land Use and Planning that could result from project implementation. Analysis in this section is based on field observations, use of aerial photography, and a review of related planning documents used to document the existing environmental setting conditions, and information sources identified in this section.

a) *Would the project physically divide an established community?*

No Impact. The project would not physically divide an established community. The project site is located within an established built environment of the City of Plymouth characterized by a mixture of land uses. The surrounding area includes commercial, residential, and undeveloped uses. The project site is vacant and zoned Village Commercial (VC) and has a land-use designation of Urban Commercial (UC). The proposed project would include a change to the General Plan (GP) designation to accommodate the proposed parcel line reconfiguration.

Upon delineation of the new, northern parcel, the proposed project would maintain the existing GP and Zoning designations, Urban Commercial and Village Commercial, respectively, for the uses currently present on-site. However, the proposed project involves an application to change the GP designation of the newly established southern lot to Suburban Commercial, and to change the Zoning designation to Highway Commercial. The City of Plymouth GP describes the Suburban Commercial designation as providing the highest mix of commercial uses. The Zoning designation of Highway Commercial accommodates uses that are automobile-oriented and may be in overlay zones.

The project does not propose construction of any roadway or other structures that would physically divide any portion of the community. Implementation of the proposed project would be consistent with the existing uses in the surrounding area and would conform to the City's vision for development in this area. The proposed project would not disrupt or divide the physical arrangement of an established community; therefore, no impact would occur.

b) *Would the project 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?*

Less Than Significant Impact. The project site has a land use designation of Urban Commercial (UC) and is zoned Village Commercial (VC). The proposed project would include an application for a General Plan Amendment and a Zone Change to accommodate the proposed parcel line reconfiguration; the project site would occupy the new southern lot, which would be changed to Suburban Commercial (SC) land use and Highway Commercial (HC) zone. The current parcels, which would become the northern parcel collectively, would retain the same land use and zoning designations.

The proposed project is consistent with the policies and development standards established under these designations and ordinances. The General Plan states that the UC designation is for the historic downtown to reinforce the urban character of development, and that the SC designation is designed to be compatible within a neighborhood environment. The project site is surrounded by residential and commercial uses and would fit within the development pattern of the area.

As described in Section 19.52.020, Classification of Land Uses, of the Plymouth Municipal Code, the site's current VC zoning designation is intended to promote highest intensity business, retail and entertainment uses, pedestrian-oriented and historic areas. The HC zoning designation is intended for uses that are automobile-oriented and may be in overlay zones. The HC zone accommodates commercial areas adjacent to corridors and major intersections, requires a landscape surface ratio of at least twenty percent, and requires that vehicular and truck access and services be adequately addressed while maintaining a visually pleasant image of the City. Drive-through and other auto-oriented commercial retail uses are permitted with shared access curb cuts. Additionally, the SC land use designation requires a floor area ratio of 0.28 and a landscape surface ratio of forty percent. The SC land use designation is intended to be located adjacent to low density areas and in areas of visual sensitivity; the provisions for open space required by the VC designation provide for visual buffering, site landscaping, and space for on-site stormwater detention/retention.

The project site also falls within the City of Plymouth Historic Downtown Overlay District. Development within this Overlay District must conform with the features of historical buildings in the area, including varying building height within one story of adjacent buildings. The proposed project would be required to comply with the design and development standards outlined in the City's "Downtown Plymouth Combined Zone Design Review, Standards, and Guidelines". Compliance with these development standards would ensure the project's design is consistent with the Historic Downtown Overlay District. With approval of the proposed General Plan Amendment and Zone Change, the proposed project would be consistent with the General Plan land use designation and zoning for the project site, and the development requirements of the Overlay District. Additionally, the project applicant would be required to pay a development impact mitigation fee to the City to offset impacts to public services as a result of development. Therefore, impacts would be less than significant, and no mitigation measures are required.

REGULATORY REQUIREMENTS

Local

City of Plymouth Historic Downtown Overlay District

The Historic Downtown Overlay District, which encompasses the Downtown Plymouth Combined Zone, outlines a series of design guidelines intended to maintain the historical character of the Downtown area and promote the development of an economically vital, historic village core with commercial and cultural improvements.

City of Plymouth Municipal Code

Title 15, Chapter 15.06, Development Impact Fees, of the Plymouth Municipal Code requires that the applicant pay appropriate development impact fees prior to the issuance of a building permit for the development project.

Title 19, Zoning, Chapter 19.16, Sign Permits and Programs, of the Plymouth Municipal Code provides application and review processes for signs to be installed in the City to ensure consistency with development and design standards.

MITIGATION MEASURES

Project implementation would not result in significant impacts related to land use and planning; therefore, no mitigation measures are required.

4.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

IMPACT ANALYSIS

a) ***Would the project 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?***

Less Than Significant Impact. There are no mines mapped on the project site per the California Department of Conservation.³⁰ The California Geological Survey (CGS) designates Mineral Resource Zones (MRZs) according to the presence of or potential for underlying mineral resources. Plymouth and the Sutter Creek area of Amador

³⁰ California Department of Conservation. 2016. "Mines Online." Accessed 18 October 2023. <https://maps.conservation.ca.gov/mol/index.html>.

County were studied in 1983 for mineral resources, and the project site was classified as the following MRZs: MRZ-2b (containing significant inferred mineral reserves, including the Mother Lode gold belt), MRZ-4^(v) (areas where geologic information does not rule out either the presence or absence of volcanogenic base and precious metal deposits), and MRZ-4^(m) (areas where geologic information does not rule out either the presence or absence of chromite resources).³¹ The CGS designates MRZ-2 as an area with significant mineral deposits or where it is judged that a high likelihood exists for their presence, and MRZ-4 as an area where available information is inadequate for assignment to any other MRZ zone.

Amador County is known for having significant mineral deposits; however, the City of Plymouth General Plan does not set aside any land within the City planning area for conservation or future mining of mineral deposits. The project site is not located on land reserved for future mining activities. Therefore, the project would not result in the loss or availability of known mineral resources. Impacts would be less than significant, and no mitigation measures are required.

- b) *Would the project 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?***

Less Than Significant Impact. There are no known locally important mineral resource recovery sites identified on the project site in the Plymouth General Plan or in a specific plan or other land use plan. According to the General Plan Land Use and Zoning Maps, the site is zoned for commercial purposes and is not designated for mineral resources or as a mineral resources recovery site. As a result, impacts would be less than significant, and no mitigation measures are required.

REGULATORY REQUIREMENTS

None required.

MITIGATION MEASURES

Project implementation would not result in significant impacts related to mineral resources; therefore, no mitigation measures are required.

³¹ Loyd, Ralph. California Department of Conservation Division of Mines and Geology. 1983. "Mineral Land Classification of the Sutter Creek 15 Minute Quadrangle, Amador and Calaveras Counties, California." Accessed 18 October 2023. [ofr_83-36_plate8.pdf](#).

4.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

This section is based upon the Environmental Noise and Vibration Assessment, prepared by Bollard Acoustical Consultants, Inc., dated September 14, 2023, and included in Appendix F, Noise Study.

NOISE STANDARDS

Plymouth, General Plan

The Plymouth General Plan Noise Element provides guidance on improving the safety and health of the community and abatement of excessive noise. The Element outlines noise level thresholds and land use compatibility standards as a guideline for locating new land uses. The Noise Level Thresholds established by the General Plan are provided in the following table; refer to Table 4.13-1, City of Plymouth General Plan Noise Level Thresholds.

**Table 4.13-1
City of Plymouth General Plan Noise Level Thresholds**

Land Use	Maximum DNL (dBA)
Agriculture	80
Residential	72
Commercial	77*
Industrial	80
Open Space	70
Public Institutional	70

Source: Plymouth General Plan, Noise Chapter, Table 8-1

Note:

* Except for special circumstances as approved by a use permit

Vibration Standards

Neither the City of Plymouth Municipal Code nor the General Plan has specific and/or quantitative regulatory standards for construction or operational vibration sources. In lieu of quantified vibration criteria, impacts are defined as significant if they exceed the Federal Transit Administration's (FTA) standards for vibration (as found in "Transit Noise and Vibration Impact Assessment" [FTA 2006]). For structural damage, FTA guidelines define an impact as significant if it exceeds 0.20 inch/second for nonengineered timber and masonry buildings, and 0.30 inch/second for engineered concrete and masonry (no plaster) buildings. For vibration annoyance, an impact is defined as significant if it exceeds 78 vibration decibels (VdB) during the day at a residential receiver or if it exceeds 84 VdB at commercial/office land uses.

Significance Thresholds

For the purpose of the noise analysis the following thresholds of significance were used to determine the noise and vibration impact on the nearest sensitive receptors. The following criteria established by the Federal Interagency Commission on Noise (FICON), California Department of Transportation (Caltrans), and Plymouth General Plan were used to evaluate the significance of environmental noise and vibration resulting from the project:

- A significant noise impact would be identified if the project would expose persons to or generate noise levels that would exceed applicable noise criteria presented in the Plymouth General Plan.
- A significant impact would be identified if project-generated off-site traffic would substantially increase noise levels at existing sensitive receptors in the vicinity. A substantial increase would be identified relative to the FICON noise level increase significance criteria presented in Table 4.13-18; refer to Table 4.13-18, Significance of Changes in Cumulative Noise Exposure, at the end of this section.
- In terms of determining the temporary noise increase due to project on-site operations and construction activities at existing sensitive receptors in the vicinity, an impact would occur if those activities would noticeably increase ambient noise levels above background levels at those locations. The threshold of perception of the human ear is approximately 3 to 5 dB – a 5 dB change is considered to be clearly noticeable. For the analysis of project on-site operations and construction activity noise level increases at existing sensitive receptors, a noticeable increase in ambient noise levels is assumed to occur where those activities would result in an increase by 5 dB or more over existing ambient noise levels.
- A significant impact would be identified if project construction activities or proposed on-site operations would expose sensitive receptors to excessive groundborne vibration levels. Specifically, an impact would be identified if groundborne vibration levels due to these sources would exceed Caltrans vibration impact criteria.

Existing Ambient Noise and Vibration Environment

Existing Land Uses in the Project Vicinity

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the primary intended use of the land. Places where people live, sleep, recreate, worship, and study are generally considered to be sensitive to noise because intrusive noise can be disruptive to these activities. Existing noise-sensitive land uses in the immediate project vicinity are residential. Commercial land uses are also located within the vicinity of the project; however, these uses are typically not considered to be noise-sensitive, but rather noise-generating.

Existing Overall Ambient Noise Environment within the Project Vicinity

The existing ambient noise environment within the project area is defined primarily by noise from traffic on SR 49 and Main Street, and by nearby commercial activities. To generally quantify existing ambient noise environment within the

project vicinity, 72-hour ambient noise level measurements were conducted at two locations from June 20th to June 22nd, 2023. The long-term noise survey locations are shown in Exhibit 4.13-1, Noise Survey Locations. The results of the noise survey are summarized in Table 4.13-2.

**Table 4.13-2
Summary of Long-Term Ambient Noise Survey Results June 20-22, 2023**

Survey Location	Date	DNL (dB)	Average Measured Hourly Noise Levels (dB) ¹			
			Daytime		Nighttime	
			L _{eq}	L _{max}	L _{eq}	L _{max}
Site 1: Northern portion of the project site	6/20/23	62	56	76	55	71
	6/21/23	60	56	77	53	70
	6/22/23	60	57	77	52	70
Site 2: Southern portion of the project site	6/20/23	64	59	78	57	74
	6/21/23	62	59	78	55	71
	6/22/23	62	60	81	54	72

Note:

¹ Daytime hours: 7:00 AM to 10:00 PM | Nighttime hours: 10:00 PM to 7:00 AM

The nearest residential and commercial uses to the project are shown in Exhibit 4.13-1, represented as Receivers R-1 through R-4 (residential) and receivers C-1 through C-3 (commercial). Noise level measurements obtained at survey site 1, located near the northern end of the project area, are believed to be representative of the existing ambient noise level environment at receivers R-1, R-2, and C-1 through C-3. Noise survey site 2, located near the southern end of the project area, was specifically selected to be representative of the existing ambient noise level environment at receivers R-3 and R-4.

As shown in Table 4.13-2, measured day-night average levels (DNL) and average measured hourly noise levels (L_{eq} and L_{max}) were generally consistent at each individual site throughout the monitoring period (i.e., relatively small range of measured levels).

Existing Ambient Vibration Environment in Project Vicinity

During site visits on June 19th and June 23rd, BAC noted that vibration levels were below the threshold of perception within the project area and the immediate project vicinity. Therefore, the existing vibration environment in the project area and immediate project vicinity is considered to be negligible.

Exhibit 4.13-1 Noise Survey Locations



Prepared by Bollard Acoustical Consultants.

**EXHIBIT 4.13-1
Noise Survey Locations**

ARCO Commercial Center and Car Wash Project Initial Study/Mitigated Negative Declaration.

INTENTIONALLY LEFT BLANK

Existing Traffic Noise Levels Along Project Area Roadway Network

To predict traffic noise levels along existing roadway networks with multiple segments, modeling is commonly used rather than monitoring. The FHWA Traffic Noise Model (FHWA-RD-77-108) was used to quantify existing traffic noise levels at the existing sensitive land uses nearest to the project area roadway network. The Model was also used to quantify the distances to the 60, 65, and 70 dB DNL traffic noise contours for these roadways. The FHWA Model predicts hourly average (L_{eq}) values for free-flowing traffic conditions. Estimates of the hourly distribution of traffic for a typical 24-hour period were used to develop DNL values from L_{eq} values.

Existing traffic data in the form of AM and PM peak hour intersection turning movements are obtained from the traffic impact analysis prepared by the project transportation consultant (MAT Engineering, Inc.). Those data were converted to Average Daily Traffic (ADT) segment volumes by applying a factor of 5 to the sum of AM and PM peak hour conditions. The existing traffic noise levels at the distances representing the nearest noise-sensitive land uses to the project area roadways and distances from the centerlines of selected roadways to the 60 dB, 65 dB, and 70 dB DNL contours are summarized in Table 4.13-3, Existing Traffic Noise Levels at Nearest Receptors and Distances to DNL Contours. Appendix F contains the FHWA Model inputs for existing conditions.

**Table 4.13-3
Existing Traffic Noise Levels at Nearest Receptors and Distances to DNL Contours**

#	Roadway	Segment Description	DNL at Nearest Sensitive Receptor	Distance to Contour (ft)		
				70 dB DNL	65 dB DNL	60 dB DNL
1	SR 49	North of Main St	56	17	36	78
2	SR 49	Main St to Project Access 2	53	17	36	78
3	SR 49	Project Access 2 to Project Access 3	54	20	44	95
4	SR 49	South of Project Access 3	62	21	44	96
5	Main St	SR 49 to Project Access 1	51	6	13	28
6	Main St	West of Project Access 1	52	6	13	29
7	Shenandoah Rd	East of SR 49	47	10	22	47
8	Project Access 2	East of SR 49	30	1	1	2

IMPACT ANALYSIS

- a) ***Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Less Than Significant Impact With Mitigation Incorporated. The potential noise impacts in the community would be associated with on-site stationary sources. Motor vehicle noise on public streets is often considered as part of the ambient noise; however, when vehicles enter a private site, they are considered as part of that site's noise sources. The truck, van, and associated car activities on-site could affect the closest sensitive receptors.

The noise analysis evaluates the acoustical impact of the proposed facility on the adjacent sensitive receptors and compares it to the ambient noise levels and local noise standards to assess if any mitigation measures would be necessary to reduce the noise exposure to the community. Future community noise impacts from the on-site operations were modeled using various techniques discussed further below. This study focuses on the daytime and nighttime noise levels in order to determine the acoustical impacts of the site on the closest receivers.

Noise Sources

Traffic

With development of the project, traffic volumes on the local roadway network would increase. Those increases in daily traffic volumes will result in a corresponding increase in traffic noise levels at existing uses located along these roadways.

Existing Off-Site Traffic Noise

The FHWA Traffic Noise Model (FHWA-RD-77-108) was used to quantify increases in existing traffic noise levels at the existing sensitive land uses nearest to the project area roadway network. The FHWA Model predicts hourly L_{eq} values for free-flowing traffic conditions. Estimates of the hourly distribution of traffic for a typical 24-hour period were used to develop DNL values from L_{eq} values.

Traffic data in the form of peak hour intersection turning movements were obtained from the traffic impact analysis prepared by the project transportation consultant (MAT Engineering, Inc.). Those data were converted to Average Daily Traffic (ADT) segment volumes by applying a factor of 5 to the sum of AM and PM peak hour conditions. Other inputs were obtained from BAC observations and noise measurement data. Appendix F, Noise Study, contains the FHWA Model inputs for existing no project and existing plus project conditions, respectively. The existing no project and existing plus project traffic noise levels at the distances representing the nearest noise-sensitive land uses to the project area roadways are summarized in Table 4.13-4. Table 4.13-4 also shows the thresholds for determination of a significant traffic noise increase, whether the roadway segment contains sensitive uses, and whether or not significant noise impacts are identified for each segment.

**Table 4.13-4
Predicted Off-Site Traffic Noise Level Increases at Existing Noise-Sensitive Receptors –
Existing No Project vs. Existing Plus Project Conditions**

#	Roadway	Segment Description	Predicted DNL (dB)			Significance Threshold ¹	Threshold Exceeded?	Sensitive Receptors Present? ²	Significant Impact Identified? ³
			E	E+P	Increase				
1	SR 49	North of Main St	55.7	56.3	0.6	5.0	No	Yes	No
2	SR 49	Main St to Project Access 2	52.9	53.6	0.6	5.0	No	Yes	No
3	SR 49	Project Access 2 to Project Access 3	53.7	54.0	0.3	5.0	No	Yes	No
4	SR 49	South of Project Access 3	61.6	62.3	0.7	5.0	No	Yes	No
5	Main St	SR 49 to Project Access 1	50.6	51.7	1.1	5.0	No	Yes	No
6	Main St	West of Project Access 1	51.8	52.4	0.6	5.0	No	Yes	No
7	Shenandoah Rd	East of SR 49	47.0	47.8	0.8	5.0	No	Yes	No
8	Project Access 2	East of SR 49	29.9	29.9	0.0	5.0	No	Yes	No

Source: FHWA-RD-77-108 with inputs from MAT Engineering, Inc.

Notes:

- ¹ Significance thresholds established by FICON shown in Table 4.13-18.
- ² Sensitive receptors identified as existing outdoor activity areas at residential or school uses.
- ³ A significant impact is identified only along segments where the project-related traffic noise level increase would exceed threshold AND where sensitive receptors are present.

Based on the analysis presented in Table 4.13-4 (existing no project vs existing plus project conditions), project-generated traffic noise level increases would not result in significant noise impacts at existing noise-sensitive receptors located along the project area roadway network. As a result, this impact is determined to be less than significant.

Opening Year Off-Site Traffic Noise

The FHWA Traffic Noise Model (FHWA-RD-77-108) was used to quantify increases in opening year traffic noise levels at the existing sensitive land uses nearest to the project area roadway network. The FHWA Model predicts hourly Leq values for free-flowing traffic conditions. Estimates of the hourly distribution of traffic for a typical 24-hour period were used to develop DNL values from Leq values.

Traffic data in the form of peak hour intersection turning movements were obtained from the traffic impact analysis prepared by the project transportation consultant (MAT Engineering, Inc.). Those data were converted to Average Daily Traffic (ADT) segment volumes by applying a factor of 5 to the sum of AM and PM peak hour conditions. Other inputs were obtained from BAC observations and noise measurement data. Appendix F contains the FHWA Model inputs for opening year no project and opening year plus project conditions, respectively. The opening year no project and opening year plus project traffic noise levels at the distances representing the nearest noise-sensitive land uses to the project area roadways are summarized in Table 4.13-5. Table 4.13-5 also shows the thresholds for determination of a significant traffic noise increase, whether the roadway segment contains sensitive uses, and whether or not significant noise impacts are identified for each segment.

**Table 4.13-5
Predicted Off-Site Traffic Noise Level Increases at Existing Noise-Sensitive Receptors –
Opening Year No Project vs. Opening Year Plus Project Conditions**

#	Roadway	Segment Description	Predicted DNL (dB)			Significance Threshold ¹	Threshold Exceeded?	Sensitive Receptors Present? ²	Significant Impact Identified? ³
			OY	OY+P	Increase				
1	SR 49	North of Main St	57.0	57.8	0.8	5.0	No	Yes	No
2	SR 49	Main St to Project Access 2	54.0	54.5	0.6	5.0	No	Yes	No
3	SR 49	Project Access 2 to Project Access 3	54.7	55.0	0.2	5.0	No	Yes	No
4	SR 49	South of Project Access 3	62.6	63.1	0.5	5.0	No	Yes	No
5	Main St	SR 49 to Project Access 1	51.9	52.7	0.8	5.0	No	Yes	No
6	Main St	West of Project Access 1	53.1	53.5	0.4	5.0	No	Yes	No
7	Shenandoah Rd	East of SR 49	48.2	48.8	0.6	5.0	No	Yes	No
8	Project Access 2	East of SR 49	30.5	30.5	0.0	5.0	No	Yes	No

Source: FHWA-RD-77-108 with inputs from MAT Engineering, Inc.

Notes:

- ¹ Significance thresholds established by FICON shown in Table 4.13-18.
- ² Sensitive receptors identified as existing outdoor activity areas at residential or school uses.
- ³ A significant impact is identified only along segments where the project-related traffic noise level increase would exceed threshold AND where sensitive receptors are present.

Based on the analysis presented in Table 4.13-5 (opening year no project vs opening year plus project conditions), project-generated traffic noise level increases would not result in significant noise impacts at existing noise-sensitive receptors located along the project area roadway network. As a result, this impact is determined to be less than significant.

Cumulative Off-Site Traffic Noise

The FHWA Traffic Noise Model (FHWA-RD-77-108) was used to quantify increases in cumulative traffic noise levels at the existing sensitive land uses nearest to the project area roadway network. The FHWA Model predicts hourly L_{eq} values for free-flowing traffic conditions. Estimates of the hourly distribution of traffic for a typical 24-hour period were used to develop DNL values from L_{eq} values.

Traffic data in the form of peak hour intersection turning movements were obtained from the traffic impact analysis prepared by the project transportation consultant (MAT Engineering, Inc.). Those data were converted to Average Daily Traffic (ADT) segment volumes by applying a factor of 5 to the sum of AM and PM peak hour conditions. Other inputs were obtained from BAC observations and noise measurement data. Appendix F contains the FHWA Model inputs for cumulative no project and cumulative plus project conditions, respectively. The cumulative no project and cumulative plus project traffic noise levels at the distances representing the nearest noise-sensitive land uses to the project area roadways are summarized in Table 4.13-6. Table 4.13-6 also shows the thresholds for determination of a significant traffic noise increase, whether the roadway segment contains sensitive uses, and whether or not significant noise impacts are identified for each segment.

**Table 4.13-6
Predicted Off-Site Traffic Noise Level Increases at Existing Noise-Sensitive Receptors –
Cumulative No Project vs. Cumulative Plus Project Conditions**

#	Roadway	Segment Description	Predicted DNL (dB)			Significance Threshold ¹	Threshold Exceeded?	Sensitive Receptors Present? ²	Significant Impact Identified? ³
			C	C+P	Increase				
1	SR 49	North of Main St	48.8	52.5	3.7	5.0	No	Yes	No
2	SR 49	Main St to Project Access 2	43.6	47.6	3.9	5.0	No	Yes	No
3	SR 49	Project Access 2 to Project Access 3	44.3	46.5	2.2	5.0	No	Yes	No
4	SR 49	South of Project Access 3	52.2	56.1	4.0	5.0	No	Yes	No
5	Main St	SR 49 to Project Access 1	43.5	47.4	3.9	5.0	No	Yes	No
6	Main St	West of Project Access 1	44.7	47.1	2.4	5.0	No	Yes	No

**Table 4.13-6
 Predicted Off-Site Traffic Noise Level Increases at Existing Noise-Sensitive Receptors –
 Cumulative No Project vs. Cumulative Plus Project Conditions**

#	Roadway	Segment Description	Predicted DNL (dB)			Significance Threshold ¹	Threshold Exceeded?	Sensitive Receptors Present? ²	Significant Impact Identified? ³
			C	C+P	Increase				
7	Shenandoah Rd	East of SR 49	39.6	42.8	3.2	5.0	No	Yes	No
8	Project Access 2	East of SR 49 ⁴	—	—	—	—	—	—	—

Source: FHWA-RD-77-108 with inputs from MAT Engineering, Inc.

Notes:

- ¹ Significance thresholds established by FICON shown in Table 4.13-18.
- ² Sensitive receptors identified as existing outdoor activity areas at residential or school uses.
- ³ A significant impact is identified only along segments where the project-related traffic noise level increase would exceed threshold AND where sensitive receptors are present.
- ⁴ No turning movements were reported in traffic impact analysis for this segment in the cumulative no project and cumulative plus project scenarios.

Based on the analysis presented in Table 4.13-6 (cumulative no project vs cumulative plus project conditions), project-generated traffic noise level increases would not result in significant noise impacts at existing noise-sensitive receptors located along the project area roadway network. As a result, this impact is identified as being less than significant.

On-Site Operations

The project consists of the construction and operation of a combination convenience store (c-store)/gas station, car wash tunnel, and vehicle vacuum system. Noise generated by those operations were quantified through a combination of reference noise level data and application of accepted noise modeling techniques.

The primary on-site noise sources associated with the car wash component of the project have been identified as the drying assembly (used for drying the vehicles at the end of the wash cycle) and vacuum system operations. The most significant on-site noise sources associated with the proposed c-store/gas station component of the project include passenger vehicle circulation, truck circulation (i.e., medium and heavy truck pass-bys), truck delivery activities (i.e., loading and unloading of product at convenience store storefront), air/water unit, and mechanical equipment (HVAC).

For noise generated by the above-identified on-site operations, the Plymouth General Plan noise level criteria presented in Table 4.13-1 were applied to the project. Specifically, the General Plan noise level limits for residential and commercial land uses were applied to proposed on-site operations and assessed at the nearest residential and commercial uses to the project (identified in Exhibit 4.13-1).

In terms of determining the noise level increases due to project on-site operations and construction activities, an impact would occur if those sources would noticeably increase ambient noise levels above background levels. The threshold of perception of the human ear is approximately 3 to 5 dB – a 5 dB change is considered to be clearly noticeable. For the following analyses of project on-site operations and construction noise sources, a noticeable increase in ambient noise levels is assumed to occur where noise levels are calculated to increase by 5 dB or more over existing ambient noise levels at nearby land uses.

It is anticipated that the c-store/fueling station component of the project would utilize 24-hour operations. It is also anticipated that the proposed hours of operation for the car wash tunnel and vehicle vacuum components of the project are 6:00 a.m. to 10:00 p.m.

Car Wash Drying Assembly

The car wash tunnel is proposed to be constructed on the southeastern portion of the project property. The proposed location of the car wash tunnel is shown in Exhibit 4.13-2, Project Preliminary Site Plan.

Based on the experience of BAC, noise levels generated by car washes are primarily due to the drying portion of the operation. The project proposes the installation of four (4) PDQ LaserWash 360 On-Board dryers. The manufacturer’s specifications for the PDQ LaserWash 360 system are provided in Appendix F, Noise Study. The reference noise levels indicated in the specification sheet are summarized in Table 4.13-7.

**Table 4.13-7
PDQ LaserWash 360 Integrated Dryer System Reference Noise Levels**

Door Orientation	Entrance/Exit	Reference Noise Level at 20 Feet from Door Opening, L_{max} (dBA)
Open	Entrance	76
	Exit	78
Closed	Entrance	67
	Exit	69

Source: PDQ Vehicle Wash Systems

According to BAC noise level measurements conducted at various car wash facilities in recent years, the noise level generation of car wash drying assemblies vary depending on the orientation of the measurement position relative to the tunnel opening. Worst-case drying assembly noise levels occur at a position directly facing the car wash exit, considered to be 0 degrees off-axis. At off-axis positions, the tunnel building facade provides varying degrees of noise level reduction. At positions 45 degrees off-axis relative to the facade of the car wash exit and entrance, drying assembly noise levels are approximately 5 dB lower. At 90 degrees off-axis, drying assembly noise levels are approximately 10 dB lower.

It is the experience of BAC in similarly configured car wash projects that the average car wash cycle is approximately 5 minutes in duration. The dryers would operate during the last 1 minute of the cycle. Therefore, during a worst-case busy hour, the car wash would go through 12 full cycles and the dryers would operate for approximately 12 minutes during that hour.

To calculate project car wash drying assembly noise levels relative to the General Plan day-night average noise level descriptor (DNL), a 24-hour average standard, the total duration of car wash dryer operations during a typical day must be known. Based on the above-mentioned car wash cycle duration information, it was conservatively assumed that the car wash would have 12 cycles per hour during daytime hours and 3 cycles per hour during nighttime hours. This equates to 12 minutes of dryer operation per hour during daytime hours and 3 minutes of dryer operation per hour during nighttime hours. The drying assembly equipment operations assumptions indicated above are believed to be representative of worst-case noise level exposure.

Based on the information provided above, and assuming standard spherical spreading loss (-6 dB per doubling of distance from a stationary source), worst-case project car wash drying assembly noise exposure at the nearest existing residential and commercial uses was calculated and the results of those calculations are presented in Table 4.13-8. For the purpose of this analysis, it was conservatively assumed that the project car wash drying assembly would be in operation with the tunnel doors in the open position (worst-case noise exposure).

**Table 4.13-8
Predicted Car Wash Drying Noise Levels at Nearby Land Uses**

Receiver ¹	Land Use	Predicted DNL (dB) ^{2,3}	General Plan Noise Standard, DNL (dB)
R-1	Residential	46	72
R-2	Residential	43	72
R-3	Residential	42	72
R-4	Residential	53	72
C-1	Commercial	47	77
C-2	Commercial	41	77
C-3	Commercial	43	77

Source: BAC 2023

Notes:

- ¹ Receiver locations shown in Exhibit 4.13-1.
- ² Predicted DNL assumes 12 min. operation during every daytime hour and 3 min. during nighttime hours.
- ³ Predicted noise level at outdoor area of residential and commercial uses.

As indicated in Table 4.13-8, project car wash drying assembly noise level exposure is predicted to satisfy the applicable General Plan day-night average noise level (DNL) criteria at the nearest residential and commercial uses.

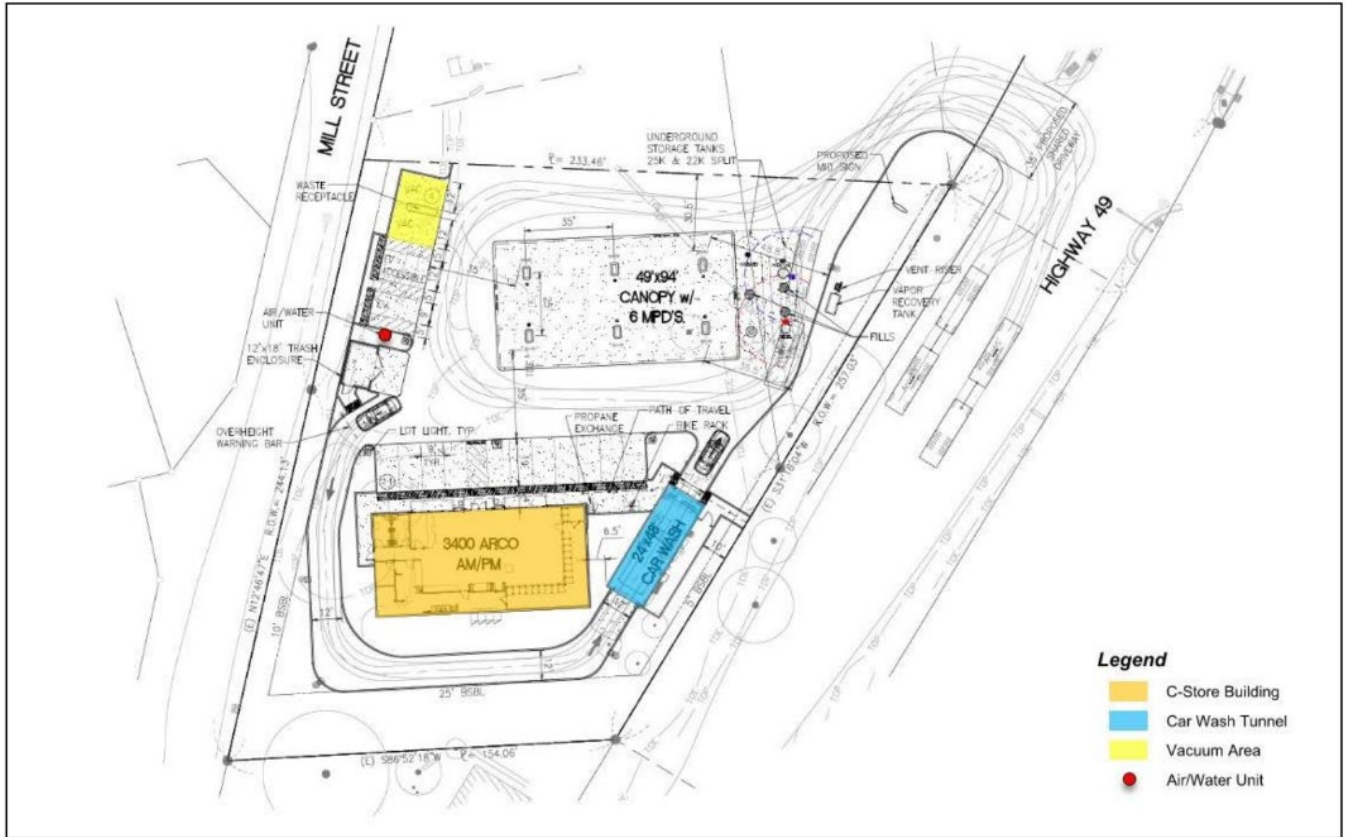
Table 4.13-2 contains the results from the BAC long-term ambient noise survey, which are believed to be representative of the existing ambient noise environments at the closest residential and commercial uses. Using the calculated means of measured day-night average noise levels during the surveys, ambient plus project car wash drying assembly noise level increases were calculated at the closest residential and commercial uses. According to the results from that exercise, project-generated increases in ambient noise levels are calculated to range from less than 0.1 to 0.5 dB DNL. The calculated increases above would be well below the applied increase significance criterion of 5 dB. Therefore, this impact is determined to be less than significant.

Vacuum Equipment

The project proposes a vehicle vacuum area at the northwest portion of the project parcel. Based on a review of the provided site plans (and based on information obtained from the Project Applicant), the project proposes the installation of two (2) JE Adams Model #9200 Series (2-motor large steel dome) vacuum units. The location of the proposed vacuum area is shown in Exhibit 4.13-2.

To compute the day-night average noise level (DNL), it was assumed that vacuum usage would consist of 30 minutes of continuous operation during each daytime hour and 10 minutes of continuous operation during each nighttime hour. The vacuum equipment operations assumptions indicated above are believed to be representative of worst-case noise exposure.

Exhibit 4.13-2 Project Preliminary Site Plan



Prepared by Bollard Acoustical Consultants.

EXHIBIT 4.13-2
Project Preliminary Site Plan

ARCO Commercial Center and Car Wash Project Initial Study/Mitigated Negative Declaration.

INTENTIONALLY LEFT BLANK

The manufacturer’s specifications for the proposed vacuum unit model are provided in Appendix F, Noise Study. For the purposes of this analysis, it was conservatively assumed that both of the proposed vacuum units would be in operation concurrently. Based upon the manufacturer’s data, the operations assumptions above, and assuming standard spherical spreading loss (-6 dB per doubling of distance), project vacuum equipment noise exposure at the nearest residential and commercial uses was calculated and the results of those calculations are presented in Table 4.13-9.

**Table 4.13-9
Predicted Vacuum Equipment Noise Levels at Nearby Land Uses**

Receiver ¹	Land Use	Predicted DNL (dB) ^{2,3}	General Plan Noise Standard, DNL (dB)
R-1	Residential	46	72
R-2	Residential	57	72
R-3	Residential	50	72
R-4	Residential	49	72
C-1	Commercial	48	77
C-2	Commercial	57	77
C-3	Commercial	46	77

Source: BAC 2023

Notes:

- ¹ Receiver locations shown in Exhibit 4.13-1.
- ² Predicted DNL assumes 30 min. operation during every daytime hour and 10 min. during nighttime hours.
- ³ Predicted noise level at outdoor area of residential and commercial uses.

Table 4.13-9 data indicates that project vacuum system noise level exposure is predicted to satisfy the applicable General Plan day-night average noise level (DNL) criteria at the nearest residential and commercial uses. Using the calculated means of measured day-night average noise levels during the BAC surveys, ambient plus project vacuum system noise level increases were calculated at the closest residential and commercial uses. According to the results from that exercise, project-generated increases in ambient noise levels are calculated to range from 0.1 to 1.4 dB DNL. The calculated increases above would be well below the applied increase significance criterion of 5 dB. Therefore, this impact is determined to be less than significant.

Vehicle Circulation Noise

To quantify project-generated on-site traffic circulation noise level exposure, BAC utilized specific automobile pass-by noise level measurements conducted by BAC with trip generation data provided by the project transportation consultant (MAT Engineering, Inc.). The BAC vehicle pass-by measurements included a series of individual noise measurements of multiple vehicle types arriving and departing a parking area. The results of those measurements revealed that individual vehicle pass-bys generated mean noise levels of approximately 70 dB SEL at a reference distance of 50 feet.

According to data provided by MAT Engineering, Inc., the project is estimated to generate approximately 3,650 daily vehicle trips, with 244 AM peak hour trips and 269 PM peak hour trips (without consideration of pass-by adjustment). For the purposes of computing day-night average noise levels (DNL) from project on-site vehicle circulation, worst-case estimated peak hour trips were used during daytime hours (269) and 50% of worst-case peak hour trips were assumed during nighttime hours (135).

Based on the BAC measurement data, peak hour trip generation estimates, and operations assumptions above, project on-site vehicle circulation exposure at the nearest residential and commercial uses was calculated and the results of those calculations are presented in Table 4.13-10.

**Table 4.13-10
Predicted On-Site Passenger Vehicle Circulation Noise Levels at Nearby Land Uses**

Receiver ¹	Land Use	Predicted DNL (dB) ^{2,3}	General Plan Noise Standard, DNL (dB)
R-1	Residential	53	72
R-2	Residential	56	72
R-3	Residential	56	72
R-4	Residential	58	72
C-1	Commercial	55	77
C-2	Commercial	56	77
C-3	Commercial	55	77

Source: BAC 2023

Notes:

- ¹ Receiver locations shown in Exhibit 4.13-1.
- ² Predicted DNL based on worst-case peak hour trips during daytime and 50% worst-case during nighttime.
- ³ Predicted noise level at outdoor area of residential and commercial uses.

As shown in Table 4.13-10, worst-case project on-site vehicle circulation noise level exposure is predicted to satisfy the applicable General Plan day-night average noise level (DNL) criteria at the nearest residential and commercial uses. Using the calculated means of measured day-night average noise levels during the surveys, ambient plus project on-site vehicle circulation noise level increases were calculated at the closest residential and commercial uses. According to the results from that exercise, project-generated increases in ambient noise levels are calculated to range from 0.8 to 1.3 dB DNL. The calculated increases above would be well below the applied increase significance criterion of 5 dB. Therefore, this impact is determined to be less than significant.

On-site Truck Circulation Noise

It is the experience of BAC that deliveries of product to c-stores such as the one proposed by the project occur at the front of the store with medium-duty vendor trucks/vans. However, the fueling station component would also receive deliveries from heavy fueling trucks for the purpose of refilling the underground storage tanks. The proposed on-site truck circulation route is shown in Exhibit 4.13-2.

On-site truck pass-bys are expected to be relatively brief and would occur at low speeds. To predict noise levels generated by on-site truck circulation, BAC utilized file data obtained from measurements conducted by BAC of heavy and medium duty truck pass-bys. According to BAC file data, single-event heavy truck pass-by noise levels are approximately 74 dB L_{max} and 83 dB SEL at a reference distance of 50 feet. BAC file data also indicates that single-event medium truck pass-by noise levels are approximately 66 dB L_{max} and 76 SEL at a reference distance of 50 feet.

For a conservative assessment of daily truck delivery noise levels at the proposed c-store/fueling station, it was assumed that 1 heavy truck and 4 medium duty trucks/vans would deliver products to the store on a typical busy day. To calculate day-night average noise level (DNL) exposure, a total of 5 truck deliveries were conservatively assumed to all occur during nighttime hours (believed to be worst-case DNL exposure).

Based on the reference noise level data and operations assumptions presented above, and assuming standard spherical spreading loss (-6 dB per doubling of distance), project on-site truck circulation exposure at the nearest residential and commercial uses was calculated and the results of those calculations are presented in Table 4.13-11.

**Table 4.13-11
Predicted On-Site Truck Circulation Noise Levels at Nearby Land Uses**

Receiver ¹	Land Use	Predicted DNL (dB) ^{2,3}	General Plan Noise Standard, DNL (dB)
R-1	Residential	31	72
R-2	Residential	38	72
R-3	Residential	32	72
R-4	Residential	33	72
C-1	Commercial	31	77
C-2	Commercial	35	77
C-3	Commercial	34	77

Source: BAC 2023

Notes:

- ¹ Receiver locations shown in Exhibit 4.13-1.
- ² Predicted DNL based on 4 medium truck and 1 heavy truck trips during nighttime hours only.
- ³ Predicted noise level at outdoor area of residential and commercial uses.

Table 4.13-11 data indicates that project on-site truck circulation noise level exposure is predicted to satisfy the applicable General Plan day-night average noise level (DNL) criteria at the nearest residential and commercial uses. Using the calculated means of measured day-night average noise levels during the BAC surveys, ambient plus project on-site truck circulation noise level increases were calculated at the closest residential and commercial uses. According to the results from that exercise, project-generated increases in ambient noise levels are calculated to be less than 0.1 dB DNL. The calculated increases above would be well below the applied increase significance criterion of 5 dB. Based on the analysis provided above, this impact is determined to be less than significant.

Truck Delivery Activity

As mentioned previously, it is the experience of BAC that deliveries of product to c-stores such as the one proposed by the project occur at the front of the store with medium-duty vendor trucks/vans. The location of the c-store building is shown in Exhibit 4.13-2. The primary noise sources associated with delivery activities are trucks stopping (air brakes), trucks backing into position (back-up alarms), and pulling away from the loading/unloading area (revving engines).

For a conservative assessment of daily truck delivery noise levels at the proposed c-store, it was assumed that 4 medium duty trucks/vans would deliver products to the store on a typical busy day. To compute the day-night average noise level (DNL), it was assumed that 4 truck deliveries would all occur during nighttime hours (worst-case DNL exposure). BAC file data indicates that noise levels associated with medium-duty truck deliveries (including side-step vans) are approximately 76 dB SEL at a distance of 100 feet. Based on the BAC file data and operations assumptions above, and assuming standard spherical spreading loss (-6 dB per doubling of distance), project truck delivery noise level exposure at the nearest residential and commercial uses was calculated and the results of those calculations are presented in Table 4.13-12.

**Table 4.13-12
Predicted Truck Delivery Activity Noise Levels at Nearby Land Uses**

Receiver ¹	Land Use	Predicted DNL (dB) ^{2,3}	General Plan Noise Standard, DNL (dB)
R-1	Residential	29	72
R-2	Residential	40	72
R-3	Residential	36	72
R-4	Residential	32	72
C-1	Commercial	32	77
C-2	Commercial	38	77
C-3	Commercial	32	77

Source: BAC 2023

Notes:

- ¹ Receiver locations shown in Exhibit 4.13-1.
- ² Predicted DNL based on 4 medium truck deliveries during nighttime hours only.
- ³ Predicted noise level at outdoor area of residential and commercial uses.

As indicated in Table 4.13-12, project truck delivery activity noise level exposure is predicted to satisfy the applicable General Plan day-night average noise level (DNL) criteria at the nearest residential and commercial uses. Using the calculated means of measured day-night average noise levels during the surveys, ambient plus project truck delivery activity noise level increases were calculated at the closest residential and commercial uses. According to the results from that exercise, project-generated increases in ambient noise levels are calculated to be less than 0.1 dB DNL. The calculated increases above would be well below the applied increase significance criterion of 5 dB. Therefore, this impact is determined to be less than significant.

Air/Water Unit

The project proposes the installation and operation of an air/water unit for patron usage. The location of the air/water unit is shown in Exhibit 4.13-2.

To quantify project air/water unit noise for the purpose of this analysis, noise measurements recently conducted by BAC of an existing unit at an ARCO AM/PM station located in Auburn, CA were utilized. The results of the BAC effort indicate that the ARCO air/water unit noise was measured to have a maximum noise level of approximately 65 dB L_{max} at distance of 10 feet from the equipment. To calculate the day-night average noise level (DNL), it was conservatively assumed that project air/water unit usage would consist of 30 minutes of continuous operation during each daytime hour and 10 minutes of continuous operation during each nighttime hour.

Given the operations assumption above, and assuming standard spherical spreading loss (-6 dB per doubling of distance), project air/water unit noise level exposure at the nearest residential and commercial uses was calculated and the results of those calculations are presented in Table 4.13-13.

**Table 4.13-13
Predicted Air/Water Unit Noise Levels at Nearby Land Uses**

Receiver ¹	Land Use	Predicted DNL (dB) ^{2,3}	General Plan Noise Standard, DNL (dB)
R-1	Residential	32	72
R-2	Residential	47	72
R-3	Residential	38	72

**Table 4.13-13
Predicted Air/Water Unit Noise Levels at Nearby Land Uses**

Receiver ¹	Land Use	Predicted DNL (dB) ^{2,3}	General Plan Noise Standard, DNL (dB)
R-4	Residential	39	72
C-1	Commercial	35	77
C-2	Commercial	43	77
C-3	Commercial	33	77

Source: BAC 2023

Notes:

- ¹ Receiver locations shown in Exhibit 4.13-1.
- ² Predicted DNL assumes 30 min. operation during daytime hours and 10 min. during nighttime hours.
- ³ Predicted noise level at outdoor area of residential and commercial uses.

Based on the predicted equipment noise levels presented in Table 4.13-13, it is expected that project air/water unit noise level exposure would satisfy the applicable General Plan day-night average noise level (DNL) criteria at the nearest residential and commercial uses. Using the calculated means of measured day-night average noise levels during the BAC surveys, ambient plus project air/water unit noise level increases were calculated at the closest residential and commercial uses. According to the results from that exercise, project-generated increases in ambient noise levels are calculated to range from less than 0.1 to 0.2 dB DNL. The calculated increases above would be well below the applied increase significance criterion of 5 dB. Based on the analysis provided above, this impact is determined to be less than significant.

C-Store Mechanical Equipment (HVAC)

Heating, ventilating, and air conditioning (HVAC) requirements for the proposed c-store will most likely be met using packaged roof-mounted systems. To generally quantify project HVAC equipment noise exposure, BAC utilized reference file data collected for previous studies. BAC reference file data for HVAC systems indicate that a 12.5-ton packaged unit can be expected to generate an A-weighted sound power level of 85 dB. To compute hourly average and day-night average noise level exposure (DNL), it was conservatively assumed that project HVAC equipment would be in continuous 24-hour operation (believed to be worst-case noise exposure).

Based on the sound power data and operations assumptions above, and assuming standard spherical spreading loss (-6 dB per doubling of distance), project HVAC equipment noise exposure at the nearest residential and commercial uses was calculated and the results of those calculations are presented in Table 4.13-14.

**Table 4.13-14
Predicted HVAC Equipment Noise Levels at Nearby Land Uses**

Receiver ¹	Land Use	Predicted DNL (dB) ^{2,3}	General Plan Noise Standard, DNL (dB)
R-1	Residential	37	72
R-2	Residential	49	72
R-3	Residential	46	72
R-4	Residential	51	72
C-1	Commercial	40	77

**Table 4.13-14
Predicted HVAC Equipment Noise Levels at Nearby Land Uses**

Receiver ¹	Land Use	Predicted DNL (dB) ^{2,3}	General Plan Noise Standard, DNL (dB)
C-2	Commercial	47	77
C-3	Commercial	41	77

Source: BAC 2023

Notes:

- ¹ Receiver locations shown in Exhibit 4.13-1.
- ² Predicted DNL assumes continuous equipment operations during a given 24-hour period.
- ³ Predicted noise level at outdoor area of residential and commercial uses.

As shown in Table 4.13-14, project HVAC equipment noise level exposure is predicted to satisfy the applicable General Plan day-night average noise level (DNL) criteria at the nearest residential and commercial uses. Using the calculated means of measured day-night average noise levels during the surveys, ambient plus project HVAC equipment noise level increases were calculated at the closest residential and commercial uses. According to the results from that exercise, project-generated increases in ambient noise levels are calculated to range from less than 0.1 to 0.3 dB DNL. The calculated increases above would be well below the applied increase significance criterion of 5 dB. Therefore, this impact is determined to be less than significant.

Cumulative Noise at Nearby Land Uses

The calculated cumulative (combined) noise levels from analyzed project on-site noise sources at the closest residential and commercial uses are presented in Table 4.13-15. It should be noted that due to the logarithmic nature of the decibel scale, the sum of two noise values which differ by 10 dB equates to an overall increase in noise levels of 0.4 dB. When the noise sources are equivalent, the sum would result in an overall increase in noise levels of 3 dB.

**Table 4.13-15
Calculated Cumulative On-Site Operations Noise Levels at Nearby Land Uses**

Receiver	Predicted Noise Levels, DNL (dB)							Calculated Cumulative, DNL (dB)	General Plan Standard, DNL (dB)
	Car Wash Dryers	Vehicle Vacuums	On-Site Vehicle Circulation	On-Site Truck Circulation	Truck Deliveries	Air/Water Unit	HVAC		
R-1	46	46	53	31	29	32	37	55	72
R-2	43	57	56	38	40	47	49	60	72
R-3	42	50	56	32	36	38	46	57	72
R-4	53	49	58	33	32	39	51	60	72
C-1	47	48	55	31	32	35	40	57	77
C-2	41	57	56	35	38	43	47	60	77
C-3	43	46	55	34	32	33	41	56	77

Source: BAC 2023

As indicated in Table 4.13-15, cumulative day-night average noise level (DNL) exposure from analyzed on-site operations is predicted to satisfy the applicable General Plan DNL criteria at the nearest residential and

commercial uses. Cumulative project-generated increases in ambient day-night average noise levels are calculated to range from 0.9 to 2.7 dB DNL. The calculated increases would be below the applied increase significance criterion of 5 dB.

Therefore, noise impacts from operational activities and traffic at the project site would be less than significant and no mitigation measures are required.

Construction Equipment/Activities

During project construction, heavy equipment would be used for grading excavation, paving, and building construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how it is operated, and how well it is maintained. Noise exposure at any single point outside the project work area would also vary depending upon the proximity of equipment activities to that point.

Table 4.13-16 includes the range of maximum (L_{max}) noise levels for equipment commonly used in general construction projects at full-power operation at a distance of 50 feet. It should be noted that not all of these construction activities would be required for this project. Table 4.13-16 data also includes predicted maximum equipment noise levels at the nearest land uses, which assumes a standard spherical spreading loss of 6 dB per doubling of distance.

**Table 4.13-16
Reference and Projected Noise Levels for Typical Construction Equipment**

Equipment Description	Reference Noise Level at 50 Feet, L_{max} (dB)	Predicted Maximum Noise Level at Receiver, L_{max} (dB) ¹						
		R-1	R-2	R-3	R-4	C-1	C-2	C-3
Air compressor	80	64	76	72	76	65	74	66
Backhoe	80	64	76	72	76	65	74	66
Ballast equalizer	82	66	78	74	78	67	76	68
Ballast tamper	83	67	79	75	79	68	77	69
Compactor	82	66	78	74	78	67	76	68
Concrete mixer	85	69	81	77	81	70	79	71
Concrete pump	82	66	78	74	78	67	76	68
Concrete vibrator	76	60	72	68	72	61	70	62
Crane, mobile	83	67	79	75	79	68	77	69
Dozer	85	69	81	77	81	70	79	71
Excavator	85	69	81	77	81	70	79	71
Generator	82	66	78	74	78	67	76	68

**Table 4.13-16
Reference and Projected Noise Levels for Typical Construction Equipment**

Equipment Description	Reference Noise Level at 50 Feet, L _{max} (dB)	Predicted Maximum Noise Level at Receiver, L _{max} (dB) ¹						
		R-1	R-2	R-3	R-4	C-1	C-2	C-3
Grader	85	69	81	77	81	70	79	71
Impact wrench	85	69	81	77	81	70	79	71
Loader	80	64	76	72	76	65	74	66
Paver	85	69	81	77	81	70	79	71
Pneumatic tool	85	69	81	77	81	70	79	71
Pump	77	61	73	69	73	62	71	63
Saw	76	60	72	68	72	61	70	62
Scarifier	83	67	79	75	79	68	77	69
Scraper	85	69	81	77	81	70	79	71
Shovel	82	66	78	74	78	67	76	68
Spike driver	77	61	73	69	73	62	71	63
Tie cutter	84	68	80	76	80	69	78	70
Tie handler	80	64	76	72	76	65	74	66
Tie inserter	85	69	81	77	81	70	79	71
Truck	84	68	80	76	80	69	78	70
<i>Low</i>	76	60	72	68	72	61	70	62
<i>High</i>	85	69	81	77	81	70	79	71
<i>Average</i>	82	66	79	74	79	67	76	68

Source: 2018 FTA Transit Noise and Vibration Impact Assessment Manual (Table 7-1) and BAC calculations

As indicated in Table 4.13-16, construction activities typically generate noise levels ranging from approximately 75 to 82 dB L_{max} at a reference distance of 50 feet from the construction activities. The noise levels from construction operations would decrease at a rate of approximately 6 dB per doubling of distance from the source. As a result, maximum construction noise levels could range from 60 to 72 dB L_{max} at the nearest existing residential uses (receivers R-1 through R-4), and from 61 to 70 dB L_{max} at the closest commercial uses (receivers C-1 through C-3). However, after analysis of the results from the BAC ambient noise monitoring surveys (contained in Appendix F), the predicted construction equipment noise levels in Table 4.13-16 would be below or within the range of ambient maximum noise levels already occurring at the closest residential and commercial uses.

Table 4.13-2 contains the results from the BAC long-term ambient noise survey, which are believed to be representative of the existing ambient noise environments at the closest residential and commercial uses. Using the average hourly daytime maximum noise levels measured during daytime hours (7:00 a.m. to 10:00 p.m.), and the calculated average of predicted construction equipment maximum noise levels shown in Table 4.13-16, ambient plus project construction noise level increases were calculated at the closest residential and commercial uses. The results of those calculations indicate that increases in ambient maximum noise levels from project construction activities would range from 0.3 to 3.9 dB L_{max} at the closest residential uses (receivers

R-1 through R-4), and from 0.4 to 2.6 dB L_{max} at the nearest commercial uses (receivers C-1 through C-6). The calculated ranges of ambient daytime maximum noise level increases are below the applied increase significance criterion of 5 dB.

Based on the analysis provided above, project construction activities are not calculated to result in generation of a substantial temporary or permanent increase in ambient noise levels at the closest existing residential or commercial uses to the project area. As a result, noise impacts related to construction and operation of the proposed project are determined to be less than significant. However, to reduce the potential for effects at nearby land uses, Mitigation Measure NOI-1 includes common practices that shall be incorporated into project on-site construction operations.

With compliance with Mitigation Measure NOI-1, impacts related to noise from construction and operation of the proposed project would be less than significant.

MITIGATION MEASURES

MM-NOI-1: Applicant shall submit a plan showing all of the information to be reviewed and approved by the Planning Department, prior to issuance of grading and development approval, in order to assure the following:

- All on-site noise-generating construction activities should be limited to daytime hours.
- All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition.
- All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a Federal, State, or local agency shall comply with such regulations while in the course of project activity.
- Electrically powered equipment shall be used instead of pneumatic or internal-combustion-powered equipment, where feasible.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive uses.
- Project area and site access road speed limits shall be established and enforced during the construction period.
- Nearby residences and commercial uses shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.

b) *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

Less Than Significant Impact. During project construction, heavy equipment would be used for grading, excavation, paving, and building construction, which would generate localized vibration in the immediate vicinity of those activities. The nearest off-site existing structures have been identified as a residence (receiver R-4) and a commercial building (receiver C-2); refer to Exhibit 4.13-1. Table 4.13-17 includes the range of vibration levels for equipment commonly used in general construction projects at a distance of 25 feet. Table 4.13-17 data also include projected equipment vibration levels at the closest existing off-site structures (receiver R-4 and C-2).

**Table 4.13-17
Reference and Projected Construction Equipment Vibration Source Amplitudes**

Equipment	Reference Maximum Vibration Level at 25 Feet, PPV (in/sec) ¹	Projected Maximum Vibration Level, PPV (in/sec) ¹	
		R-4 (50 ft)	C-2 (75 ft)
Vibratory roller	0.210	0.074	0.040
Large bulldozer	0.089	0.031	0.017
Loaded trucks	0.076	0.027	0.015
Jackhammer	0.035	0.012	0.007
Small bulldozer	0.003	<0.001	<0.001

Source: 2018 FTA Transit Noise and Vibration Impact Assessment Manual (Table 7-4) and BAC calculations

Note:

¹ PPV = Peak Particle Velocity

Table 4.13-17 data indicates that vibration levels generated from construction activities within the project area at the nearest existing off-site structures are predicted to be well below the strictest Caltrans thresholds for damage to structures (0.5 in/sec PPV). In addition, the projected equipment vibration levels in Table 4.13-17 range from imperceptible to distinctly perceptible human response as defined by Caltrans in Table 4.13-20 (vibration annoyance potential threshold criteria). However, based on the analysis provided above, on-site construction within the project area is not expected to result in excessive groundborne vibration levels at nearby existing off-site structures.

During BAC site visits on June 19th and June 23rd, 2023, vibration levels within the project area were imperceptible. Therefore, it is expected that the project would not result in the exposure of persons to excessive groundborne vibration levels at uses surrounding the proposed project site. Furthermore, the project proposes the development of commercial uses, which do not typically have equipment that generates appreciable vibration. Groundborne vibration is not a concern during the operational phase of the project.

Therefore, impacts regarding excessive groundborne vibration and noise are determined to be less than significant, and no mitigation measures are required.

- 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?***

No Impact. The project is not located within an airport land use plan. There is no public airport or public use airport located within two miles of the project site. The closest public airport, the Amador County Airport, is located approximately 7.7 miles south of the project site. The proposed project would not expose people residing or working in the area to excessive noise levels. Therefore, no impact would occur, and no mitigation measures are required.

REGULATORY REQUIREMENTS

Federal

There are no Federal noise or vibration criteria which would be directly applicable to this project. However, the City of Plymouth does not currently have policies for assessing impacts associated with increases in ambient noise levels from project-generated noise sources. As a result, the following Federal noise criteria were applied to the project.

Federal Interagency Commission on Noise (FICON)

The Federal Interagency Commission on Noise (FICON) has developed a graduated scale for use in the assessment of project-related noise level increases. The criteria shown in Table 4.13-18 was developed by FICON as a means of developing thresholds for impact identification for project-related noise level increases. The FICON standards have been used extensively in recent years in the preparation of the noise sections of Environmental Impact Reports that have been certified in many California cities and counties.

The use of the FICON standards is considered conservative relative to thresholds used by other agencies in the State of California. For example, the Department of Transportation (Caltrans) requires a project-related traffic noise level increase of 12 dB for a finding of significance, and the California Energy Commission (CEC) considers project-related noise level increases between 5 to 10 dB significant, depending on local factors. Therefore, the use of the FICON standards, which set the threshold for finding significant noise impacts as low as 1.5 dB, provides a very conservative approach to impact assessment for this project.

**Table 4.13-18
Significance of Changes in Cumulative Noise Exposure**

Ambient Noise Level Without Project (DNL)	Change in Ambient Noise Level Due to Project
<60 dB	+5.0 dB or more
60 to 65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON)

Based on the FICON research, as shown in Table 4.13-18, a 5 dB increase in noise levels due to a project is required for a finding of significant noise impact where ambient noise levels without the project are less than 60 dB DNL. Where pre-project ambient conditions are between 60 and 65 db DNL, a 3 dB increase is applied as the standard of significance. Finally, in areas already exposed to higher noise levels, specifically pre-project noise levels in excess of 65 dB DNL, a 1.5 dB increase is considered by FICON as the threshold of significance.

State

California Department of Transportation (Caltrans)

The City of Plymouth does not currently have adopted standards for groundborne vibration. As a result, the vibration impact criteria developed by the California Department of Transportation (Caltrans) was applied to the project. The Caltrans guidance criteria for building structure and vibration annoyance are presented in Tables 4.13-19 and 4.13- 20, respectively.

**Table 4.13-19
Caltrans Guidance for Building Structure Vibration Criteria**

Structure and Conditions	Limiting PPV (in/sec)
Historic and some old buildings	0.5
Residential structures	0.5
New residential structures	1.0
Industrial buildings	2.0
Bridges	2.0

Source: 2020 Caltrans Transportation and Construction Vibration Guidance Manual, Table 14

**Table 4.13-20
Caltrans Guidance for Vibration Annoyance Potential Criteria**

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Severe/very disturbing	2.0	0.4 to 3.6
Strongly perceptible	0.9	0.1
Distinctly perceptible	0.24	0.035
Barely/slightly perceptible	0.035	0.012

Source: 2020 Caltrans Transportation and Construction Vibration Guidance Manual, Tables 4 & 6

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent sources include pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers and vibratory compaction equipment.

Local

Plymouth General Plan

Section 8 (Noise) of the Plymouth General Plan contains the City’s noise-related goals and actions. The specific goals and actions which are generally applicable to this project are reproduced below:

Goals

Goal 8A. Use established laws and guidelines to understand impacts of development and incorporate mitigation measures as necessary.

Goal 8B. Maintain the City’s aesthetic character by mitigating noise through alternative means to those of sound-attenuating walls.

Goal 8D. Utilize effective noise buffering between adjacent, incompatible land uses.

Goal 8F. Discourage new development from occurring where it may generate noise pollution for existing future residents.

Goal 8G. Provide for the protection of excessive ambient noise levels in noise-sensitive areas.

Goal 8H. Take proactive measures to abate and attenuate noise.

Actions

Action 8.2. Enforce the provisions of the California Environmental Quality Act (CEQA) and the City’s EIR Guidelines for noise related issues associated with development projects.

Action 8.4. Require developments that are a source of noise to provide for berms, vegetation, and other appropriate sound barriers. In some extenuating cases, sound-attenuating walls may be approved in addition or in lieu of other sound barriers. Sound walls are discouraged in favor of alternative solutions such as increased separation and the use of berms and intensive vegetation.

Action 8.8. Require compliance with the California Uniform Building Code noise insulation standards in all new development.

Action 8.11. Require each applicable development proposal to present projected ambient noise levels prior to approval.

Action 8.12. Develop and maintain a chart of acceptable noise levels for different land uses.

Action 8.13. Require new development to accurately identify any significant increase in ambient noise and address both on- and off-site impacts.

Action 8.14. Enforce building code requirements pertaining to acoustical safety for new developments.

Action 8.15. Require noise reports prepared for new development to specifically address the noise associated with the traffic generated by the project.

Action 8.18. Provide protective measures to mitigate the impacts of noise caused by new development.

Action 8.19. Require all buffering to be on-site of new development so as to not be a cost or detriment to existing uses.

Action 8.19. Require noise buffering improvements to be placed on the subject development site. In the case of adjacent undeveloped properties, each shall contribute to the requisite noise buffering.

MITIGATION MEASURES

Refer to Mitigation Measure NOI-1.

4.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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"/>

IMPACT ANALYSIS

a) *Would the project 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)?*

Less Than Significant Impact. The project’s commercial uses are expected to generate up to 15 new jobs. The proposed project employment generation is not expected to result in a significant relocation of employees to the region due to the size of the existing labor pool in the regional area.

The proposed project would not include any residential dwelling units or new roads and infrastructure that could induce substantial population growth. The proposed project would utilize 12 to 15 employees, some part-time, and split between three shifts per day and varying shifts throughout a given week. Because of the nature of the project, employees would likely be from surrounding areas.

Therefore, the project would not result in substantial unplanned population growth, directly or indirectly. The impacts would be less than significant, and no mitigation measures are required.

b) *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The project site is vacant and does not contain any housing units. Therefore, the construction of the proposed project would not displace substantial numbers of existing people or housing units, which could necessitate the construction of replacement housing elsewhere. No impact would occur and no mitigation measures are required.

REGULATORY REQUIREMENTS

None required.

MITIGATION MEASURES

Project implementation would not result in significant impacts related to population and housing; therefore, no mitigation measures are required.

4.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

XV. PUBLIC SERVICES – Would the project:

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

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IMPACT ANALYSIS

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 public services:*

Fire protection?

Less Than Significant Impact. Fire protection services for the project site are provided by the Amador Fire Protection District (AFPD), which maintains and operates seven fire stations around Amador County, including two stations in Plymouth. The 24-hour protection is provided by trained and qualified personnel on duty at the seven fire stations serving the County. Amador Fire Station 122, located approximately 1,600 feet southwest of the project site, is staffed year-round with paid staff and volunteers and has two engines and one water tender. Fire Station 122 is located at 18534 Sherwood Street and would provide fire response to the project site. Amador Fire Station 121, located just outside City limits and approximately 4.12 miles southwest of the project site, is staffed by volunteers and has two engines and one water tender.

Development of the project uses could potentially increase the demand for fire protection and emergency services and the associated apparatus, equipment, and personnel compared to existing conditions. Implementation of the project is not expected to have significant impact on fire protection services that would result in the need for new firefighters and personnel, nor would it require the construction of new, or the alteration of existing, fire protection facilities to maintain an adequate level of fire protection service in the city.

The proposed project would be required to comply with all applicable codes, ordinances, and regulations (including the City’s Municipal Code) regarding fire prevention and suppression measures, fire hydrants and sprinkler systems, emergency access, and other fire safety requirements. The internal on-site drive aisles would serve as fire access lanes and would be designed to meet AFPD access width and turnaround requirements pursuant to the City’s Fire Code.

Development of the proposed project would comply with all applicable code and ordinance requirements including, but not limited to, access, water mains, fire flows, and fire hydrants. In addition, the proposed project would be required to pay all applicable Development Impact Mitigation Fees (DIFs), for police facilities, fire facilities, park facilities, administration facilities, and public works facilities, as outlined in Municipal Code Chapter 15.06. Therefore, the project's potential impacts on public services pertaining to fire protection services would be less than significant, and no mitigation measures are required.

Police protection?

Less Than Significant Impact. The Amador County Sheriff's Office (ACSO) provides a full range of law enforcement services within three Divisions, the Administration Division, Corrections Division, and Operations Division. The ACSO headquarters is located at 700 Court Street in Jackson. The ACSO is responsible for the unincorporated areas of Amador County, the City of Plymouth, and the City of Amador City. The ACSO currently has approximately 27 deputies assigned to the Patrol Bureau, and patrols within the County are organized in a beat system for strategic deployment. The project site is located approximately 10 miles north of the ACSO office in Jackson. Traffic enforcement is provided in this area of Amador County by the California Highway Patrol, in partnership with the ACSO and local police departments in other cities within Amador County.

Emergency access to the site by law enforcement/security vehicles is not anticipated to be impeded. On-site emergency access to structures would be in compliance with applicable codes, ordinances, and standard conditions, including the current edition of the California Fire Code. Incremental demand on behalf of the project for law enforcement protection services is not anticipated to affect ACSO response times to the project site or surrounding area. The net increase in demand for law enforcement protection services is also not anticipated to generate the need for new deputies, nor would it require construction of new or physically altered police protection facilities to maintain an adequate level of service to the project site and surrounding areas. Implementation of the proposed project would not require new or physically altered ACSO facilities that would cause significant environmental impacts.

The proposed project would comply with all applicable codes, ordinances, and requirements related to safety and payment of DIFs. In accordance with Chapter 15.06, Development Impact Fees, of the City's Municipal Code, the Project Applicant would pay the applicable police facility fee prior to issuance of a building permit. Compliance with City regulations and payment of DIFs would reduce project impacts on law enforcement protection services. Therefore, the project's potential impacts pertaining to police protection services would be less than significant and no mitigation measures are required.

Schools?

Less Than Significant Impact. The Amador County Unified School District (ACUSD) serves approximately 4,000 students in 11 public comprehensive high schools, junior high schools, elementary schools, and one alternative high school within the County. The district also offers an independent study program. The proposed project would not involve development of a residential component that would result in a direct increase/generation of population, such that would increase demand on the existing school system in the area. It is anticipated that the 12 to 15 new jobs provided by the proposed project would be occupied by people from the surrounding area and would not generate significant relocation to the city. It is not expected that schools in the vicinity of the project site would be impacted by increased demand during construction and operation of the proposed project. The proposed project would be required to pay DIFs to the ACUSD as provided under Section 17620 of the California Education Code and Section 65996 of the California Government Code; the rate for commercial development is \$0.78 per square foot. Payment of fees in compliance with Government Code Section 65996

fully mitigates all impacts to school facilities. Thus, impacts to schools would be less than significant, and no mitigation measures are required.

Parks?

Less Than Significant Impact. Parks and Recreational facilities in the City of Plymouth fall under the jurisdiction of the Amador County Recreation Agency (ACRA). The proposed project does not involve the development of new residential uses or include a housing component that would result in a direct increase/generation of population, and thus, would not increase demand for parks and use of existing parks and recreational facilities serving the city.

The project applicant would be required to pay all applicable DIFs, including park facilities, as outlined in Chapter 15.06 of the City’s Municipal Code. Given the nominal increase in population and payment of park fees, the potential impact pertaining to increased demand for parks and use of existing parks would be less than significant, and no mitigation measures are required.

Other public facilities?

Less Than Significant Impact. The Plymouth Branch Library is part of the Amador County Library. The Plymouth Branch provides library services in the City of Plymouth and is located at 9369 Main Street. This library has books and media collections for children, teens, and adults. Library members are also able to access other nearby Amador County Libraries, and members of the Plymouth Branch have access to the resources of the entire Amador County Library system.³²

The proposed project does not include a residential component that would increase/generate population, such that would result in increased demand on the existing libraries serving the city. The proposed project would not result in construction of new or physically altered library facilities. Additionally, the Project Applicant would be required to pay DIFs, including library facilities, as outlined in Chapter 15.06 of the Plymouth Municipal Code, to offset demand on local government services. There would be less than significant impacts, and no mitigation measures are required.

REGULATORY REQUIREMENTS

State

California Education Code Section 17620

The Project Applicant shall pay the applicable school development fee to the Amador County Unified School District, in accordance with Section 17620 of the California Education Code.

Local

City of Plymouth Municipal Code

Pursuant to Chapter 15.06, Development Impact Fees, of the City’s Municipal Code, prior to issuance of each building permit, the Project Applicant shall be responsible for payment of the City’s Development Impact Fees (DIFs) including wastewater treatment and collection facilities, water facilities, law enforcement facilities and equipment, fire facilities,

³² Amador County California. 2018. “Library Locations.” Accessed 18 October 2023. <https://www.amadorgov.org/departments/library/library-branches-hours-and-location>.

park and recreation facilities, library facilities, drainage facilities, administrative facilities, museum facilities, streets, and corporation yard facilities, as appropriate and in amounts established by City Council Resolution. The fees paid shall be those in effect at the time of issuance of the building permit.

MITIGATION MEASURES

Project implementation would not result in significant impacts related to public services; therefore, no mitigation measures are required.

4.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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"/>

IMPACT ANALYSIS

- 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?***

Less Than Significant Impact. The City of Plymouth is a member of the Amador County Recreation Agency (ACRA), a joint powers authority that provides recreational facilities and youth and adult programs throughout the County.

The proposed project does not involve the development of new residential uses or include a housing component that would result in a direct population growth, and thus, would not increase demand on existing parks and recreational uses serving the city. However, the proposed project would generate a relatively small number of employees including short-term construction workers and long-term employees. Therefore, it is not expected that parks and recreation facilities within the vicinity of the proposed project site would be impacted by development and operation of the gas station, car wash, and convenience store.

Additionally, the project would not result in the need for new or physically altered recreational facilities. Therefore, no significant impacts pertaining to the use of existing parks causing their deterioration would occur. The Project Applicant would be responsible for paying park facilities impact fees for the development of new or expanded park facilities in the city, pursuant to Chapter 15.06 of the Municipal Code. Impacts would be less than significant, and no mitigation measures are required.

- 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?***

No Impact. As described above, the proposed project would not involve the development of new residential uses or include a housing component that would result in a direct population growth, and thus, would not increase demand on the existing parks and recreational uses serving the city. Additionally, the proposed use is a commercial mixed-use development consisting of a car wash, gas station, and convenience store, and the

project does not include recreational facilities, nor does it require construction or expansion of recreational facilities. No impacts would occur, and no mitigation measures are required.

REGULATORY REQUIREMENTS

Local

City of Plymouth Municipal Code

Pursuant to Chapter 15.06, Development Impact Fees, of the City's Municipal Code, prior to issuance of each building permit, the Project Applicant shall be responsible for payment of the City's Development Impact Fees (DIFs) including wastewater treatment and collection facilities, water facilities, law enforcement facilities and equipment, fire facilities, park and recreation facilities, library facilities, drainage facilities, administrative facilities, museum facilities, streets, and corporation yard facilities, as appropriate and in amounts established by City Council Resolution. The fees paid shall be those in effect at the time of issuance of the building permit.

MITIGATION MEASURES

Project implementation would not result in significant impacts related to recreation; therefore, no mitigation measures are required.

4.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

The Transportation section is based upon the Plymouth ARCO Gas Station Project Transportation Study (TS), prepared by MAT Engineering Inc., dated August 25, 2023, and included in Appendix G. The TS was prepared to determine the amount of traffic expected to be added to the adjacent roadway network due to the project and identify any improvements necessary to mitigate the impacts of any additional traffic. To complete this determination, MAT Engineering analyzed the following transportation-related elements for the proposed project:

- Forecast delay and level of service (LOS) operations of the study area and the potential effect of the project trips on the surrounding circulation system based on the City of Plymouth adopted and established performance criteria and requirements;
- Forecast vehicular queuing operations of the study area and the potential effect of the project trips on the surrounding circulation system;
- Evaluation of turning maneuvers for fuel trucks at the project driveway;
- Evaluation of sight distance at project site driveways;
- Evaluation of traffic collision pattern history in the project site vicinity and study area;
- Qualitative review and discussion of site’s circulation; and
- Evaluation of the project for Vehicle Miles Traveled (VMT) as required by the California Environmental Quality Act (CEQA).

Access for the site would be shared with the existing uses on the project site and the adjacent parcel, Plymouth Trading Post and Fig Barn Coffee, which would become one collective adjacent parcel with implementation of the proposed lot line reconfiguration. The project site is planned to take access via the following existing driveways:

- One existing full access unsignalized driveway along Main Street; and
- Two existing full access unsignalized driveways along SR 49.

The proposed project is expected to open in 2025.

Study Area and Analysis Scenarios

The study area consisted of the following study intersections (refer to Exhibit 4.17-1, Study Intersection Locations):

- State Route 49 – Golden Chain Highway / Main Street;
- Project Access 1 / Main Street;
- State Route 49 – Golden Chain Highway / Project Access 2 (North); and
- State Route 49 – Golden Chain Highway / Project Access 3 (South).

The study evaluated the following scenarios:

- Existing (2023) Conditions;
- Existing (2023) With Project Conditions;
- Opening Year (2025) Without Project Conditions; and
- Opening Year (2025) With Project Conditions.

The analysis evaluated level of service operations of the study intersections for the weekday peak periods between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, when the traffic on the surrounding roadway network typically experiences its peak traffic activity.

Analysis Methodologies, Performance Criteria, and Thresholds

Intersection Peak Hour Level of Service Analysis Methodology

Level of Service (LOS) is commonly used as a description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection.

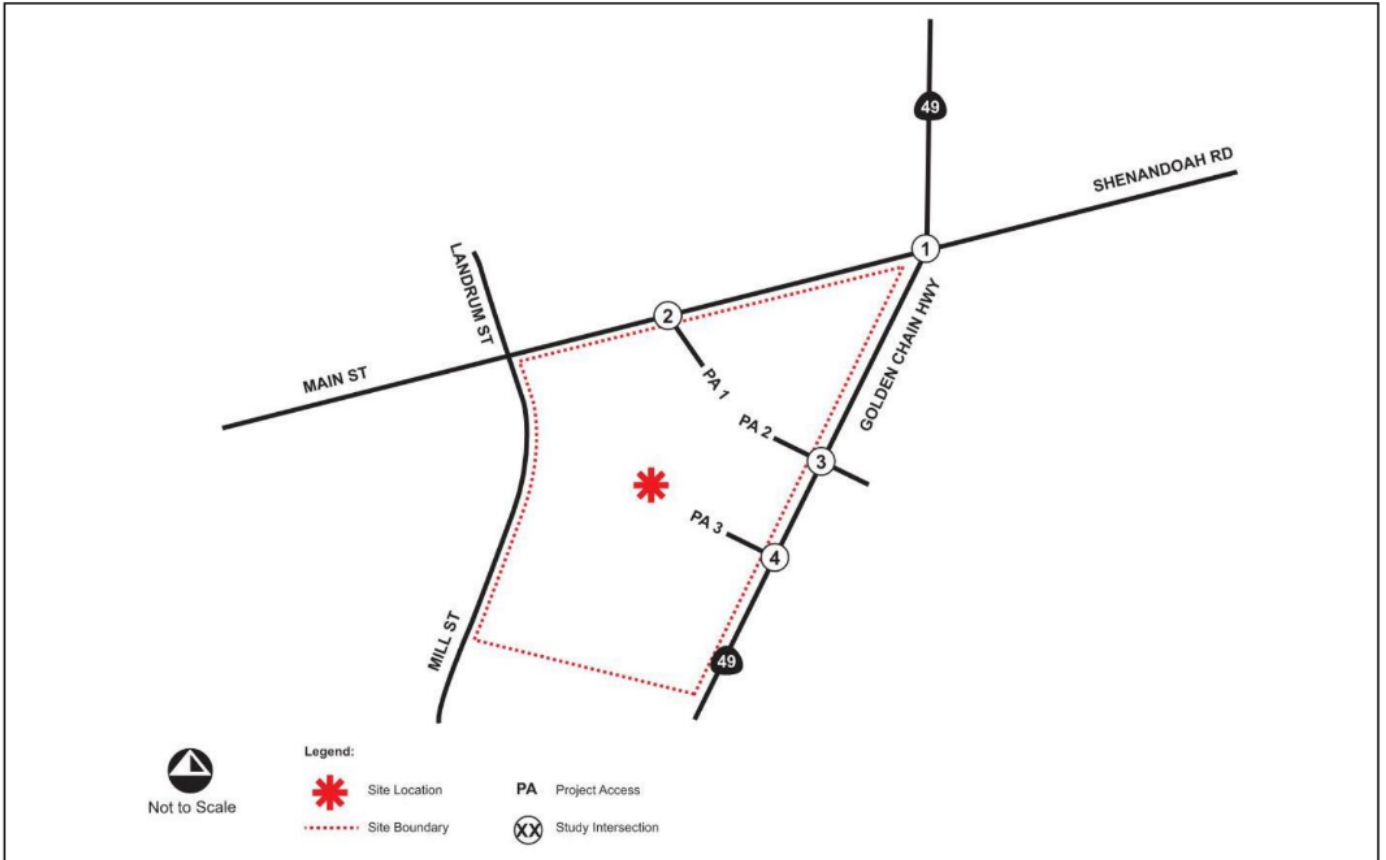
The definitions of level of service for uninterrupted flow (flow unrestrained by the existence of traffic control devices) are:

- LOS A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.
- LOS B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.
- LOS C is in the range of stable flow but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
- LOS D represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.
- LOS E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.
- LOS F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.

Study Intersection Methodology: HCM

The methodology used to assess the operation of the study area intersections is the Highway Capacity Manual (HCM) methodology. The Highway Capacity Manual (HCM) defines level of service (LOS) as a measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

Exhibit 4.17-1 Study Intersection Locations



Prepared by Mat Engineering, Inc.

EXHIBIT 4.17-1
Study Intersection Locations

ARCO Commercial Center and Car Wash Project Initial Study/Mitigated Negative Declaration.

INTENTIONALLY LEFT BLANK

For signalized intersections, an average control delay per vehicle is used to determine the LOS. For all-way stop controlled intersections, the LOS is also determined based on the average control delay per vehicle. For intersections with stop control on the minor street only, the calculation of LOS is dependent on the occurrence of gaps in the traffic flow of the main street, and the LOS is determined based on the worst individual movement or movements sharing a single lane of the stop-controlled movement.

The Highway Capacity Manual (HCM) methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding ranges of stopped delay experienced per vehicle for signalized and unsignalized intersections. Table 4.17-1, HCM Level of Service, shows the LOS criteria based on the HCM methodology.

**Table 4.17-1
HCM Level of Service**

Level of Service	Signalized (delay in seconds)	Unsignalized (delay in seconds)
A	0.00 – 10.00	0.00 – 10.00
B	10.10 – 20.00	10.01 – 15.00
C	20.10 – 35.00	15.01 – 25.00
D	35.10 – 55.00	25.01 – 35.00
E	55.10 – 80.00	35.01 – 50.00
F	>80.00	>50.00

Intersection Level of Service Performance Criteria

In accordance with the City of Plymouth General Plan Goal 4D, the acceptable level of service (LOS) operation for study intersections is LOS D or better. Table 4.17-2, Study Intersection LOS Performance Criteria, summarizes the level of performance criteria for the study intersections.

**Table 4.17-2
Study Intersection LOS Performance Criteria**

#	Study Intersection (North-South / East-West)	Traffic Control Type	LOS Performance Criteria
1	State Route 49 – Golden Chain Highway/Main Street	Roundabout	D or better
2	Project Access 1/Main Street	Unsignalized	D or better
3	State Route 49 – Golden Chain Highway/Project Access 2 (North)	Unsignalized	D or better
4	State Route 49 – Golden Chain Highway/Project Access 3 (South)	Unsignalized	D or better

Vehicular Queuing Analysis Methodology and Performance Criteria

The methodology utilized to evaluate the vehicular queues is the Highway Capacity Manual (HCM) 95th percentile methodology. This study utilizes the following criteria for evaluating vehicular queues:

- If the vehicular queue for a lane on a public roadway exceeds the capacity of the turn lane and results in a spillover of the queue onto the upstream major intersection or onto the adjacent through travel lane, improvements need to be identified to avoid the queue spillover onto the upstream major intersection or adjacent through travel lane.

Existing Traffic Controls and Intersection Geometrics

Exhibit 4.17-2, Existing Study Intersection Lane Geometry and Traffic Control, identifies the existing roadway conditions for the study area intersections. The number of traffic lanes and the existing intersection controls are identified.

- State Route 49 is a two-lane north-south undivided rural State Highway (SR 49). It has a posted speed limit of 40 miles per hour (MPH) and has pockets of residential and commercial uses to the east and west.
- Main Street is a two-lane east-west local street beginning approximately 2,900 feet west of the traffic circle and ending at the traffic circle. It is generally developed with commercial and residential uses.

Existing Traffic Volumes

Existing Conditions intersection level of service calculations are based upon manual AM and PM peak hour turning movement counts taken in June 2023 during typical conditions when schools were in session. The study evaluates the weekday peak periods between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, when the traffic on the surrounding roadway network typically experiences its peak traffic activity. The AM peak hour traffic volumes were determined by counting the two-hour period between 7:00 AM and 9:00 AM. Similarly, the PM peak hour traffic volumes were identified by counting the two-hour period between 4:00 PM and 6:00 PM. Exhibit 4.17-3, Existing Conditions Traffic Volumes, shows the existing traffic volumes at the study intersections. The traffic count worksheets are included in Appendix G.

IMPACT ANALYSIS

a) ***Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

Less Than Significant Impact.

Projected Traffic Volumes

Project Traffic Conditions

Project Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development. The trip generation for the project is based upon the specific land uses that have been planned for the development. Trip generation rates for the proposed project and land uses are shown in Table 4.17-3, ITE Trip Generation Rates for Proposed Project, and are based on the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition, 2021. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

**Table 4.17-3
ITE Trip Generation Rates for Proposed Project**

Land Use	ITE Code	Units	Peak Hour						Daily
			AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Convenience Store & Gas Station*	945	VFP	8.03	8.03	16.06	9.21	9.21	18.42	265.12
Automated Car Wash**	948	Tunnels	38.75	38.75	77.50	38.75	38.75	77.50	775.00

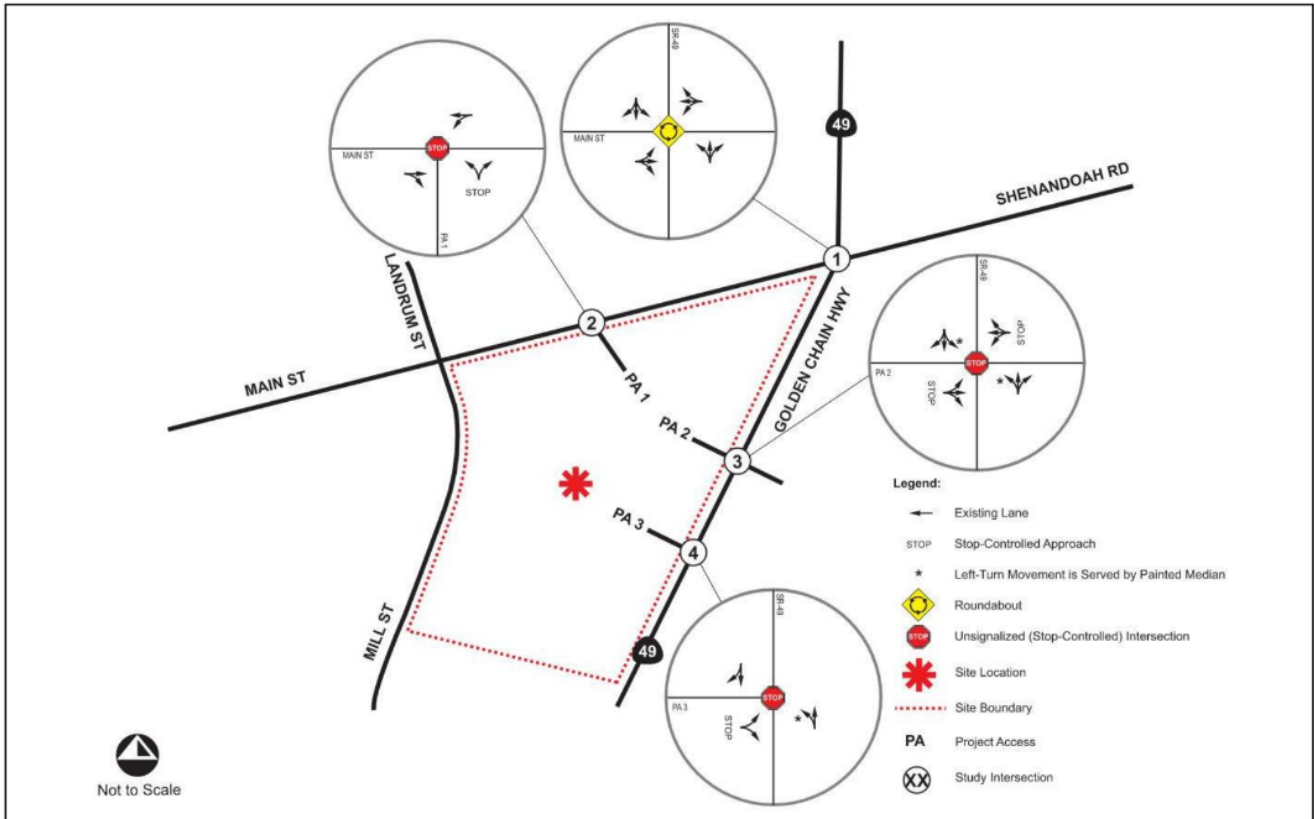
Source: 2021 ITE 11th Edition Trip Generation Manual

Notes: VFP = Vehicle Fueling Positions

* Per ITE, data shown is for gas station with a convenience store of between 2,000 and 4,000 square feet in size

** In the absence of AM peak hour data from ITE, the analysis conservatively utilizes the PM peak hour data for AM peak hour.

Exhibit 4.17-2 Existing Study Intersection Lane Geometry and Traffic Control



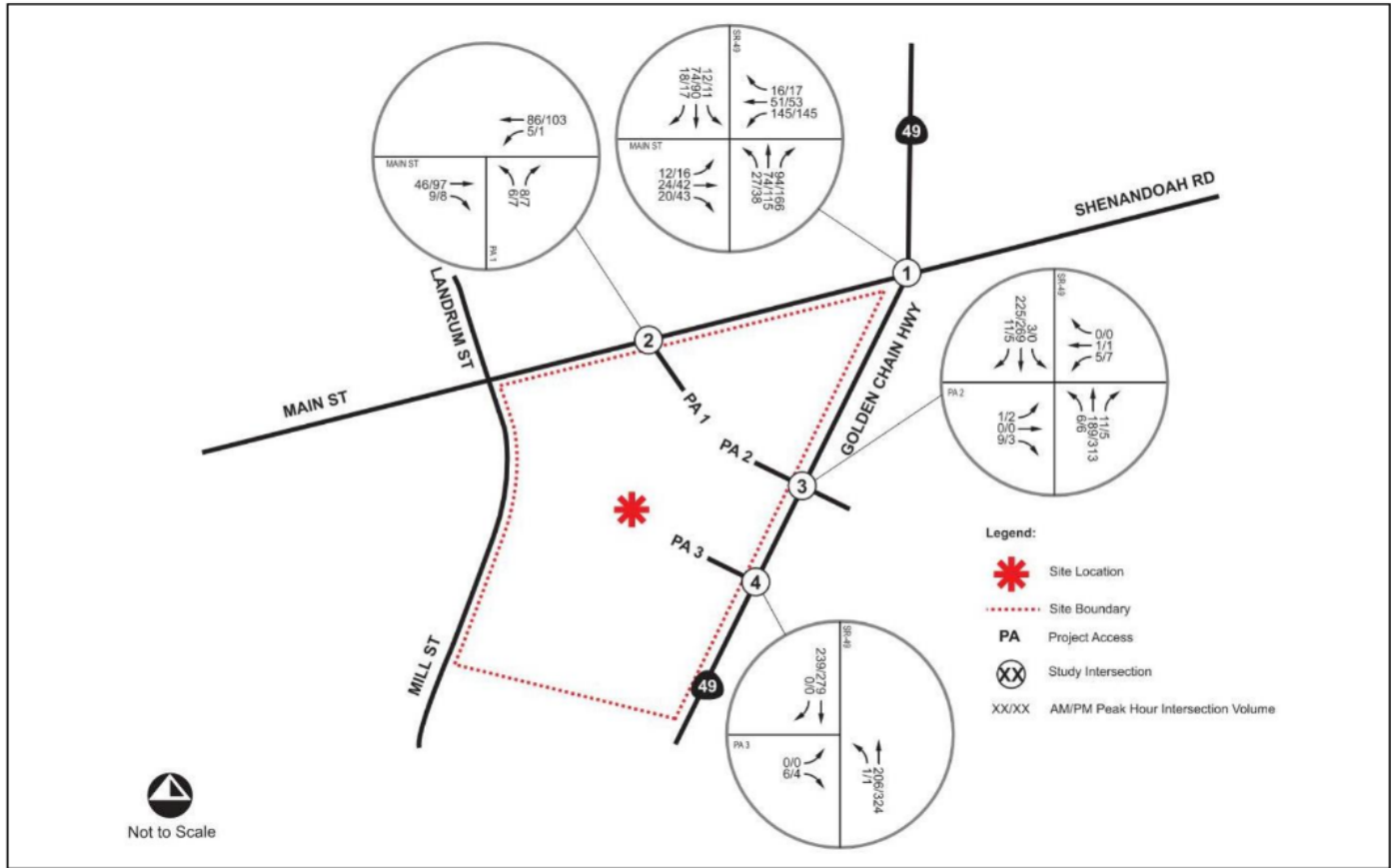
Prepared by Mat Engineering, Inc.

EXHIBIT 4.17-2
Existing Study Intersection Lane Geometry & Traffic Control

ARCO Commercial Center and Car Wash Project Initial Study/Mitigated Negative Declaration.

INTENTIONALLY LEFT BLANK

Exhibit 4.17-3 Existing Conditions Traffic Volumes



Prepared by Mat Engineering, Inc.

EXHIBIT 4.17-3
Existing Conditions Traffic Volumes

ARCO Commercial Center and Car Wash Project Initial Study/Mitigated Negative Declaration.

INTENTIONALLY LEFT BLANK

Utilizing the ITE trip generation rates shown in Table 4.17-3, Table 4.17-4 below summarizes the daily and peak hour trip generation for the proposed project.

**Table 4.17-4
Trip Generation Summary of Proposed Project**

Land Use	Quantity	Units	ITE Code	Peak Hour						Daily
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Convenience Store & Gas Station	12	VFP	945	96	97	193	111	110	221	3,181
Internal Capture (10%)				-10	-10	-19	-11	-11	-22	-318
<i>Subtotal After Internal Capture</i>				86	87	174	100	99	199	2,863
ITE Pass-by (62% AM Peak Hour & 56% PM Peak Hour, 59% Daily)*				-53	-54	-108	-56	-55	-111	-1,689
<i>Subtotal After Pass-by Adjustment</i>				33	33	66	44	44	88	1,174
Automated Car Wash	1	Tunnels	948	39	39	78	39	39	78	775
Internal Capture (10%)				-4	-4	-8	-4	-4	-8	-78
<i>Subtotal After Internal Capture</i>				35	35	70	35	35	70	697
Total (Without Pass-By Adjustment) **				121	122	244	135	134	269	3,560
Total (After Pass-by Adjustment)				68	68	136	79	79	158	1,871

Notes: Trip Generation Source: 2021 ITE 11th Edition Trip Generation Manual; VFP = Vehicle Fueling Positions

* Daily pass-by adjustment is based on the average between AM and PM.

** The analysis utilizes the total trip generation without pass-by adjustment for the project driveways and intersections in the immediate vicinity of the project site.

As shown in Table 4.17-4, based on ITE trip generation rates, the proposed project is expected to generate approximately 3,560 daily trips, which includes approximately 244 AM peak hour trips and approximately 269 PM peak hour trips. Pass-by trips are trips that are already traveling on the roadway system and stop at nearby commercial uses such as gas stations. Pass-by trips are therefore not considered new trips generated by a commercial land use. Naturally, a large portion of gas station trips are considered pass-by trips.

As also shown in Table 4.17-4, after accounting for the ITE-recommended pass-by adjustments, the proposed project is expected to generate approximately 1,871 daily trips, which includes approximately 136 AM peak hour trips and approximately 158 PM peak hour trips.

It should be noted, this analysis does not account for the pass-by reductions shown in Table 4.17-4, since site access driveways and intersections in the immediate vicinity of a project site (SR 49 / Main Street) could experience the full trip generation of the project.

Project Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site, the location of residential, employment and recreational opportunities, and the proximity to the regional freeway system. The directional orientation of traffic was determined by evaluating existing and proposed land uses, and highways within the community and existing traffic volumes. Exhibit 4.17-4, Project Forecast Percent Trip Distribution, shows the forecast percent trip distribution for the proposed project.

Project Traffic Volumes

The assignment of traffic from the project site to the adjoining roadway system was based upon the project's trip generation, trip distribution, and proposed arterial highway and local street systems that the traffic study assumed would be in place by the time of initial occupancy of the site. Exhibit 4.17-5, Project Traffic Volumes, shows the project traffic volumes. As previously noted, this analysis does not account for the pass-by reductions shown in Table 4.17-4.

Background Traffic

Project opening year (2025) background traffic volumes are derived by applying an annual growth rate of 6.75 percent per year to the existing (2023) traffic volumes previously shown in Exhibit 4.17-3. This annual growth rate is based on review of historical traffic count data and patterns published by Caltrans along SR 49 in the project site vicinity and Main Street.

Cumulative Developments Traffic

Information on cumulative projects in the vicinity of the study area has been provided by City of Plymouth staff for inclusion in this analysis. Exhibit H in Appendix G shows the location of the cumulative projects. Table 4.17-5, Cumulative Projects Trip Generation Summary, shows the trip generation of the cumulative projects based on corresponding ITE trip generation rates and available traffic studies which have been prepared for these projects.

**Table 4.17-5
Cumulative Projects Trip Generation Summary**

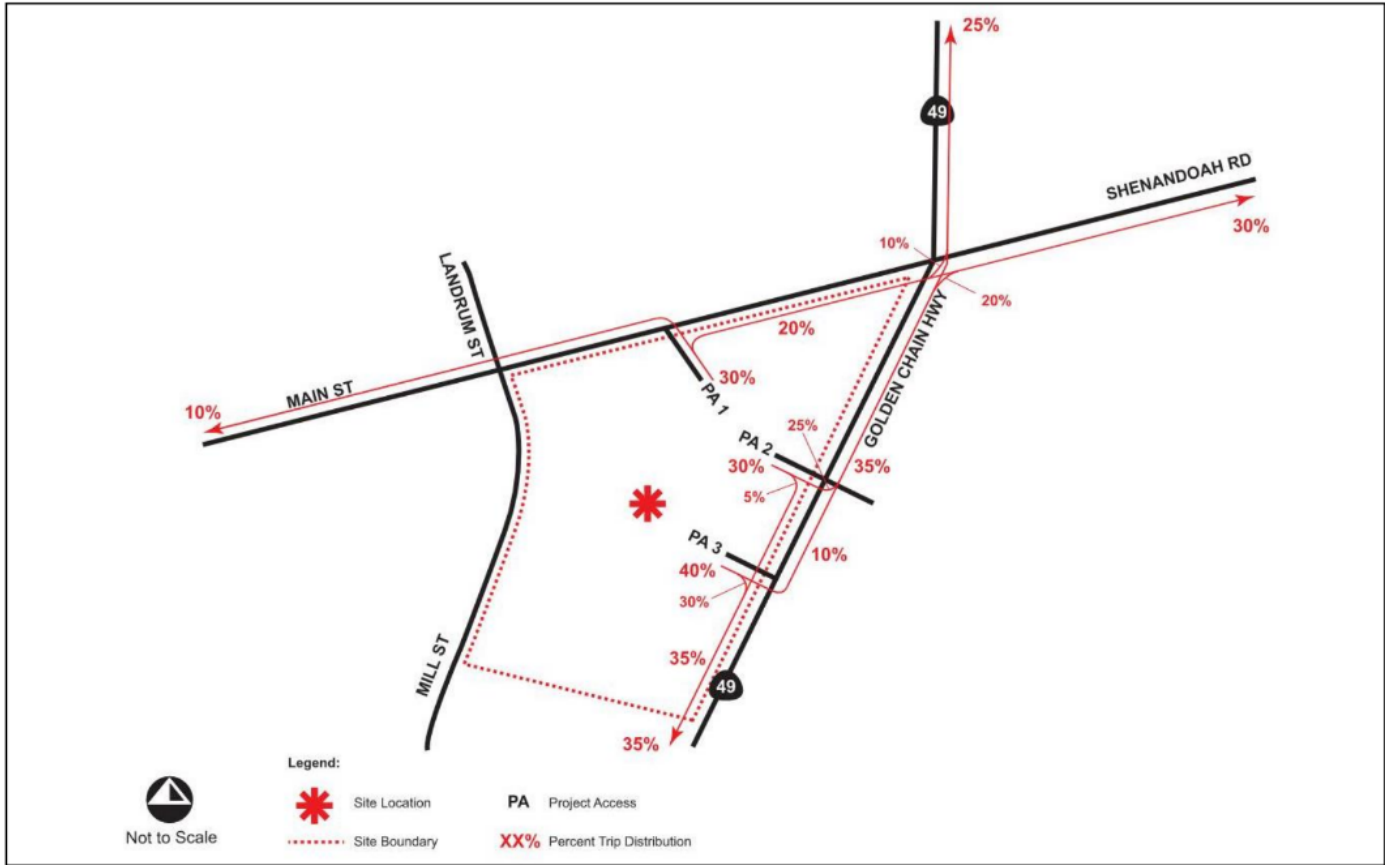
#	Cumulative Project	Location	Land Use	Quantity	Units	ITE Code	Peak Hour						Daily
							AM Peak Hour			PM Peak Hour			
							In	Out	Total	In	Out	Total	
1	Greilich Ranch*	Southwest City Boundary	Single Family Residential & RV Resort	214 RV Sites & 234 Homes	N/A	N/A	60	144	204	180	112	292	3,094
2	Hotel**	9702 Main Street	General Light Industrial	88	Rooms	310	23	17	40	26	26	52	703
Total Cumulative Projects Trip Generation							83	161	244	106	138	344	3,797

Notes:

* Trip generation is based on *Greilich Ranch Subdivision & 49er Village RV Resort Expansion Project Draft Transportation Analysis (Fehr & Peers, April, 4, 2023)*.

** Trip Generation Source: 2021 ITE 11th Edition Trip Generation Manual.

Exhibit 4.17-4 Project Forecast Percent Trip Distribution



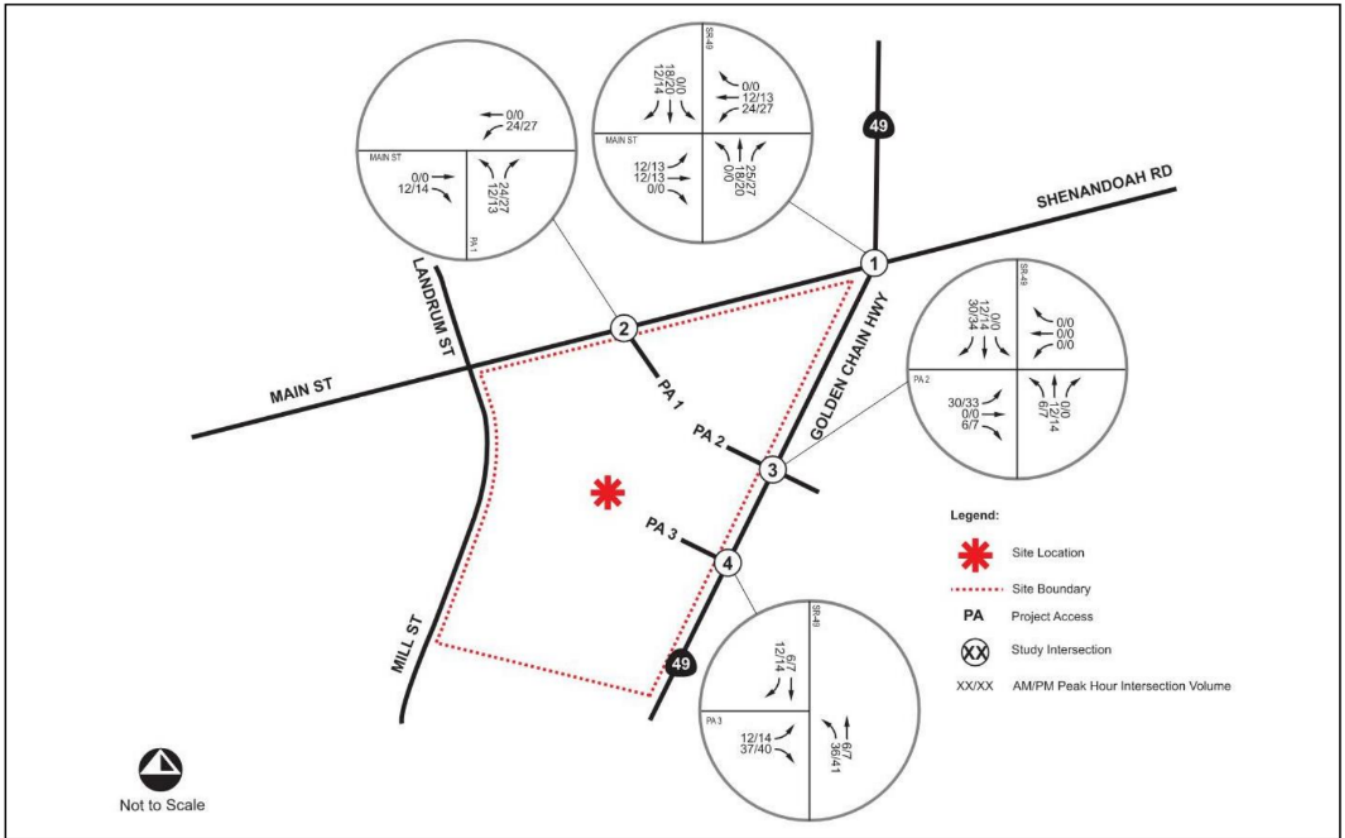
Prepared by Mat Engineering, Inc.

EXHIBIT 4.17-4
Project Forecast Percent Trip Distribution

ARCO Commercial Center and Car Wash Project Initial Study/Mitigated Negative Declaration.

INTENTIONALLY LEFT BLANK

Exhibit 4.17-5 Project Traffic Volumes



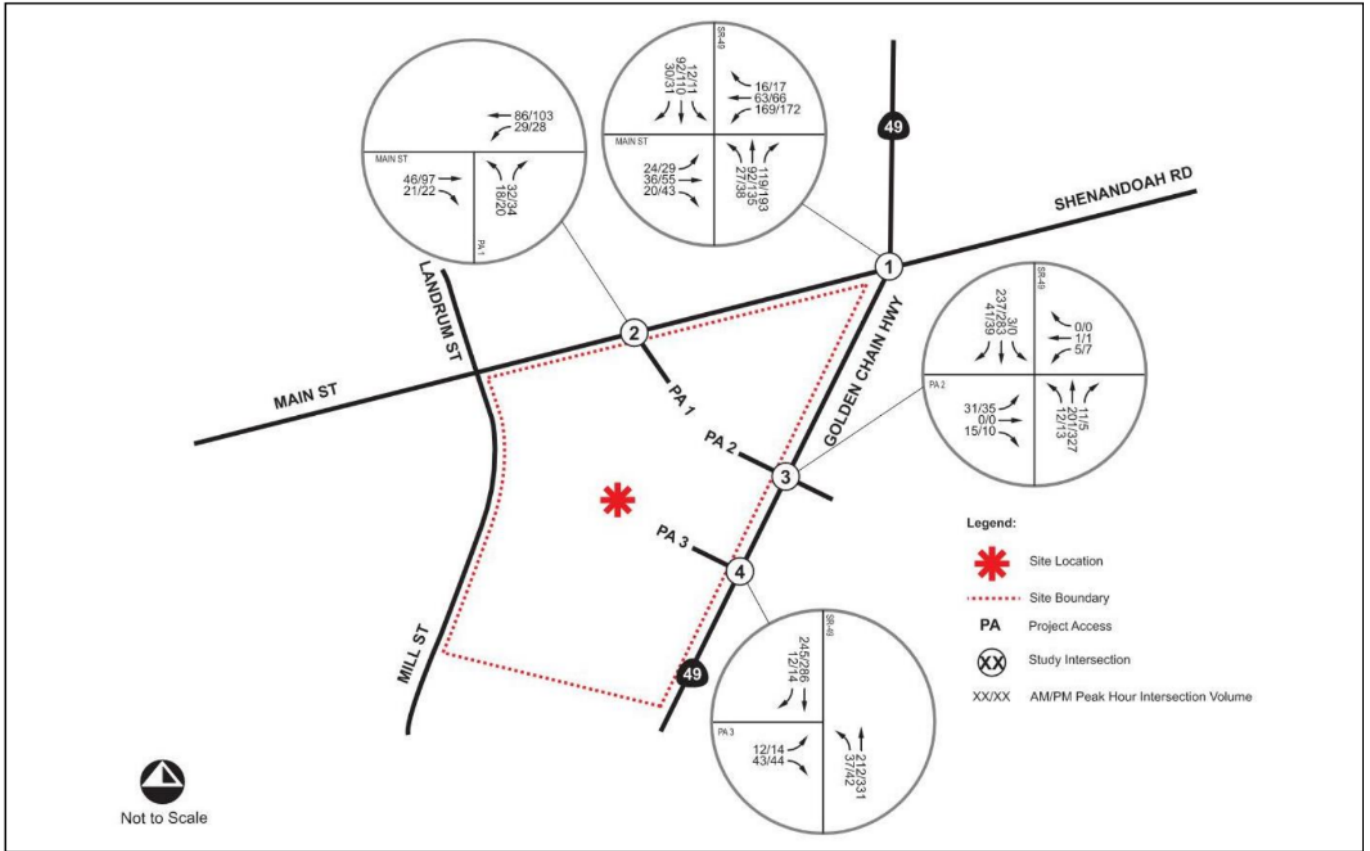
Prepared by Mat Engineering, Inc.

EXHIBIT 4.17-5
Project Traffic Volumes

ARCO Commercial Center and Car Wash Project Initial Study/Mitigated Negative Declaration.

INTENTIONALLY LEFT BLANK

Exhibit 4.17-6 Existing Plus Project Conditions Traffic Volumes



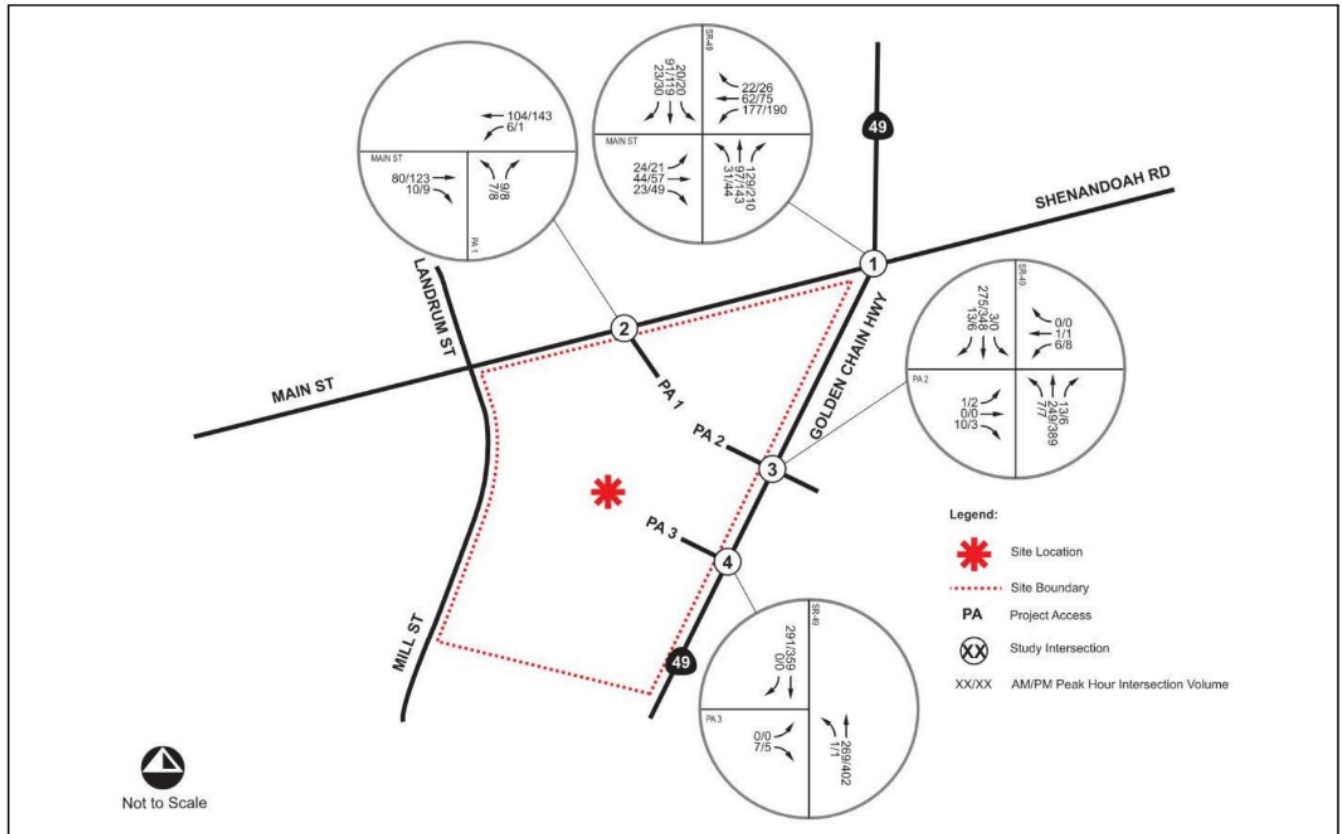
Prepared by Mat Engineering, Inc.

EXHIBIT 4.17-6
Existing Plus Project Conditions Traffic Volumes

ARCO Commercial Center and Car Wash Project Initial Study/Mitigated Negative Declaration.

INTENTIONALLY LEFT BLANK

Exhibit 4.17-7 Opening Year Without Project Conditions Traffic Volumes.



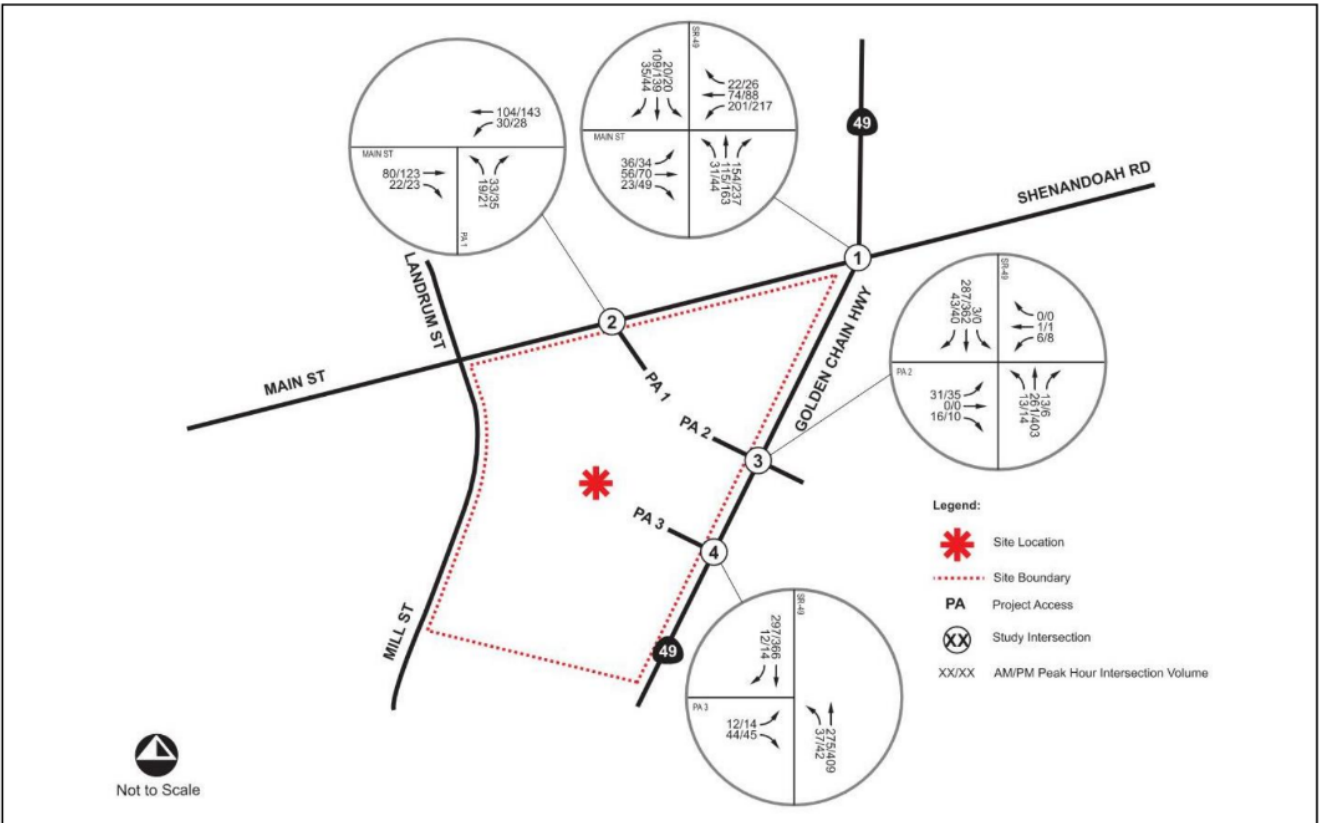
Prepared by Mat Engineering, Inc.

EXHIBIT 4.17-7
Opening Year Without Project Conditions Traffic Volumes

ARCO Commercial Center and Car Wash Project Initial Study/Mitigated Negative Declaration.

INTENTIONALLY LEFT BLANK

Exhibit 4.17-8 Opening Year With Project Conditions Traffic Volumes.



Prepared by Mat Engineering, Inc.

EXHIBIT 4.17-8
Opening Year With Project Conditions Traffic Volumes

ARCO Commercial Center and Car Wash Project Initial Study/Mitigated Negative Declaration.

INTENTIONALLY LEFT BLANK

Cumulative projects traffic volumes are shown in Exhibit I in Appendix G. Some of the cumulative projects may change in scope and/or may not be open and generating trips by the opening year (2025) of the proposed project. In addition, many of the cumulative projects will be subject to a variety of improvement measures that would reduce the potential trip generation associated with those projects or the capacity of the roadway network. However, those potential improvement measures have not been taken into account in projecting the trip generation of the related projects or the capacity of the study roadway system.

Existing With Project Conditions Traffic Volumes

Existing (2023) With Project Conditions traffic volumes were derived by adding project-generated traffic volumes shown in Exhibit 4.17-5 to the existing traffic volumes shown in Exhibit 4.17-3. Existing (2023) With Project Conditions traffic volumes are shown in Exhibit 4.17-6, Existing Plus Project Conditions Traffic Volumes.

Opening Year Without Project Conditions Traffic Volumes

Opening Year (2025) Without Project Conditions traffic volumes consists of the summation of the existing (2023) traffic volume shown in Exhibit 4.17-3 after application of an annual growth rate of 6.75 percent per year over a two-year period and the traffic generated by the cumulative projects shown in Exhibit I in Appendix G. Opening Year (2025) Without Project Conditions traffic volumes are shown in Exhibit 4.17-7, Opening Year Without Project Conditions Traffic Volumes.

Opening Year With Project Conditions Traffic Volumes

Opening Year (2025) With Project Conditions traffic volumes consists of the summation of the Opening Year (2025) Without Project Conditions traffic volumes shown in Exhibit 4.17-7 and project-generated traffic shown in Exhibit 4.17-5. Opening Year (2025) With Project Conditions traffic volumes are shown in Exhibit 4.17-8, Opening Year With Project Conditions Traffic Volumes.

Level of Service Analysis

Existing Conditions Level of Service

Existing (2023) Conditions Level of Service (LOS) calculations for the study intersections are shown in Table 4.17-6 and are based upon the Existing (2023) Conditions peak hour turning movement volumes shown in Exhibit 4.17-3 and the existing geometry shown in Exhibit 4.17-2.

**Table 4.17-6
Existing (2023) Conditions Study Intersection Peak Hour LOS Analysis Summary**

#	Study Intersection (North-South/East-West)	Traffic Control Type	Analysis Methodology	LOS Standard	Existing (2023) Conditions			
					AM Peak Hour		PM Peak Hour	
					Delay	LOS	Delay	LOS
1	State Route 49 – Golden Chain Highway/Main Street	RAB	HCM	D or better	4.5	A	4.9	A
2	Project Access 1/Main Street	CSS	HCM	D or better	9.0	A	9.4	A
3	State Route 49 – Golden Chain Highway/Project Access 2 (North)	CSS	HCM	D or better	12.8	B	14.5	B

**Table 4.17-6
Existing (2023) Conditions Study Intersection Peak Hour LOS Analysis Summary**

#	Study Intersection (North-South/East-West)	Traffic Control Type	Analysis Methodology	LOS Standard	Existing (2023) Conditions			
					AM Peak Hour		PM Peak Hour	
					Delay	LOS	Delay	LOS
4	State Route 49 – Golden Chain Highway/Project Access 3 (South)	CSS	HCM	D or better	9.7	A	9.9	A

Notes: Intersection Analysis Methodology: HCM (Highway Capacity Manual) 6th Edition methodology based on delay (shown and reported in seconds) utilizing Synchro Version 11 analysis software.

RAB = Roundabout; CSS = Cross-Street Stop

As shown in Table 4.17-6, all study area intersections operate at an acceptable level of service during the peak hours for Existing (2023) Conditions. Detailed LOS analysis sheets for Existing (2023) Conditions are contained in Appendix G.

Existing With Project Conditions Level of Service

Existing (2023) With Project Conditions Level of Service (LOS) calculations for the study intersections are shown in Table 4.17-7 and are based upon the Existing (2023) With Project Conditions peak hour turning movement volumes shown in Exhibit 4.17-6 and the existing geometry shown in Exhibit 4.17-2.

**Table 4.17-7
Existing (2023) With Project Conditions Study Intersection Peak Hour LOS Analysis Summary**

#	Study Intersection (North-South/East-West)	Traffic Control Type	Analysis Methodology	LOS Standard	Existing (2023) Conditions				Existing (2023) With Project Conditions				Requires Improvement?	
					AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM
					Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1	State Route 49 – Golden Chain Highway/ Main Street	RAB	HCM	D or better	4.5	A	4.9	A	5.1	A	5.5	A	No	No
2	Project Access 1/ Main Street	CSS	HCM	D or better	9.0	A	9.4	A	9.4	A	9.8	A	No	No
3	State Route 49 – Golden Chain	CSS	HCM	D or better	12.8	B	14.5	B	13.6	B	15.8	C	No	No

**Table 4.17-7
Existing (2023) With Project Conditions Study Intersection Peak Hour LOS Analysis Summary**

#	Study Intersection (North-South/ East-West)	Traffic Control Type	Analysis Methodology	LOS Standard	Existing (2023) Conditions				Existing (2023) With Project Conditions				Requires Improvement?	
					AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM
					Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
	Highway/ Project Access 2 (North)													
4	State Route 49 – Golden Chain Highway/ Project Access 3 (South)	CSS	HCM	D or better	9.7	A	9.9	A	11.1	B	11.9	B	No	No

Notes: Intersection Analysis Methodology: HCM (Highway Capacity Manual) 6th Edition methodology based on delay (shown and reported in seconds) utilizing Synchro Version 11 analysis software.

RAB = Roundabout; CSS = Cross-Street Stop

As shown in Table 4.17-7, all study area intersections are forecast to continue to operate at an acceptable level of service during the peak hours for Existing (2023) With Project Conditions. The highest level of service that would be reached would be LOS C, which is well within the acceptable levels designated by the City of Plymouth. Only the intersections at SR 49 / Project Access 2 (North) and SR 49 / Project Access 3 (South) would see a slight decrease in level of service. As also shown in Table 4.17-7, based on the agency-established performance criteria, no study intersection improvements are required for Existing (2023) With Project Conditions. Detailed LOS analysis sheets for Existing (2023) With Project Conditions are contained in Appendix G.

Opening Year Without Project Conditions Level of Service

Opening Year (2025) Without Project Conditions Level of Service (LOS) calculations for the study intersections are shown in Table 4.17-8 and are based upon the Opening Year (2025) Without Project Conditions peak hour turning movement volumes shown in Exhibit 4.17-7 and the existing geometry shown in Exhibit 4.17-2.

Table 4.17-8

Opening Year (2025) Without Project Conditions Study Intersection Peak Hour LOS Analysis Summary

#	Study Intersection (North-South/East-West)	Traffic Control Type	Analysis Methodology	LOS Standard	Opening Year (2025) Without Project Conditions			
					AM Peak Hour		PM Peak Hour	
					Delay	LOS	Delay	LOS
1	State Route 49 – Golden Chain Highway/Main Street	RAB	HCM	D or better	5.3	A	5.8	A
2	Project Access 1/Main Street	CSS	HCM	D or better	9.3	A	9.8	A
3	State Route 49 – Golden Chain Highway/Project Access 2 (North)	CSS	HCM	D or better	14.5	B	17.4	C
4	State Route 49 – Golden Chain Highway/Project Access 3 (South)	CSS	HCM	D or better	10.1	B	10.5	B

Notes: Intersection Analysis Methodology: HCM (Highway Capacity Manual) 6th Edition methodology based on delay (shown and reported in seconds) utilizing Synchro Version 11 analysis software.

RAB = Roundabout; CSS = Cross-Street Stop

As shown in Table 4.17-8, all study area intersections are forecast to continue to operate at an acceptable level of service during the peak hours for Opening Year (2025) Without Project Conditions. Detailed LOS analysis sheets for Opening Year (2025) Without Project Conditions are contained in Appendix G.

Opening Year With Project Conditions Level of Service

Opening Year (2025) With Project Conditions Level of Service (LOS) calculations for the study intersections are shown in Table 4.17-9 and are based upon the Opening Year (2025) With Project Conditions peak hour turning movement volumes shown in Exhibit 4.17-8 and the existing geometry shown in Exhibit 4.17-2.

Table 4.17-9

Opening Year (2025) With Project Conditions Study Intersection Peak Hour LOS Analysis Summary

#	Study Intersection (North-South / East-West)	Traffic Control Type	Analysis Methodology	LOS Standard	Opening Year (2025) Without Project Conditions				Opening Year (2025) With Project Conditions				Requires Improvement?	
					AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM
					Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1	State Route 49 – Golden Chain Highway/ Main Street	RAB	HCM	D or better	5.3	A	5.8	A	6.0	A	6.5	A	No	No

**Table 4.17-9
Opening Year (2025) With Project Conditions Study Intersection Peak Hour LOS Analysis Summary**

#	Study Intersection (North-South / East-West)	Traffic Control Type	Analysis Methodology	LOS Standard	Opening Year (2025) Without Project Conditions				Opening Year (2025) With Project Conditions				Requires Improvement?	
					AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM
					Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
2	Project Access 1/ Main Street	CSS	HCM	D or better	9.3	A	9.8	A	9.7	A	10.2	B	No	No
3	State Route 49 – Golden Chain Highway/ Project Access 2 (North)	CSS	HCM	D or better	14.5	B	17.4	C	15.7	C	19.1	C	No	No
4	State Route 49 – Golden Chain Highway/ Project Access 3 (South)	CSS	HCM	D or better	10.1	B	10.5	B	11.9	B	13.3	B	No	No

Notes: Intersection Analysis Methodology: HCM (Highway Capacity Manual) 6th Edition methodology based on delay (shown and reported in seconds) utilizing Synchro Version 11 analysis software.

RAB = Roundabout; CSS = Cross-Street Stop

As shown in Table 4.17-9, all study area intersections are forecast to continue to operate at an acceptable level of service during the peak hours for Opening Year (2025) With Project Conditions. Development of the proposed project would decrease the level of service of the Main Street / Project Access 1 intersection slightly during PM peak hours, and the SR 49 / Project Access 2 (North) intersection slightly during AM peak hours. Therefore, the project would not significantly decrease the projected level of service conditions on the adjacent roadway network. Based on the agency-established performance criteria, no study intersection improvements are required for Opening Year (2025) With Project Conditions. Detailed LOS analysis sheets for Opening Year (2025) With Project Conditions are contained in Appendix G.

Given the results of the level-of-service and traffic volume analyses, the additional traffic associated with the proposed project is not expected to exceed the operational capacities of the adjacent roadways. All study intersections, including site driveways, are expected to operate at LOS C or better under all conditions in 2025. The build conditions do not increase volume/capacity ratios or delays enough to change the LOS at any intersections to a less than acceptable level per City and County requirements.

The proposed project would aid in the implementation of City and County policies related to pedestrian and bicycle access by including development of a sidewalk along the project's SR 49 frontage, a bike rack capable of storing 4 bicycles, and an accessible path from the public right-of-way to the project site. The construction and operation phases of the project would be contained within the project site and subsequently would not interfere with the use of sidewalks, bike lanes, or public transit.

The proposed project would be consistent with the General Plan's goals and policies, and the proposed project is not expected to negatively affect the performance or safety of existing or planned pedestrian, bicycle, or transit facilities. Any additional changes to bicycle or pedestrian facilities would be consistent with City development standards and would be checked for compliance as part of the City's review process. Therefore, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. Impacts would be less than significant, and no mitigation is required.

b) *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

Less Than Significant Impact. Based on the latest CEQA Guidelines, projects are required to prepare a Vehicle Miles Traveled (VMT) analysis. Many types of projects such as the following are considered to not have a significant impact on VMT and screen out:

- Project located within a Transit Priority Area (TPA)
- Projects which serve the local community and have the potential to reduce VMT such as:
 - Projects generating less than 110 daily vehicle trips
 - K-12 schools
 - Local-serving retail less than 50,000 SF
 - Local parks
 - Daycare centers
 - Gas stations
 - Local serving banks
 - Student housing projects
 - Local-serving community colleges

Since the proposed project is a gas station with convenience store and car wash use, it screens out for VMT and therefore is found to have a less than significant VMT impact under CEQA. No mitigation is required.

- c) *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less Than Significant Impact.

Vehicular Queue Analysis

The traffic analysis includes an evaluation of the forecast vehicular queuing operations of the study area and the potential effect of the project trips on the surrounding circulation system. The methodology utilized to evaluate the vehicular queues is the Highway Capacity Manual (HCM) 95th percentile methodology. This study utilizes the following criteria for evaluating vehicular queues:

- If the vehicular queue for a left-turn lane on a public roadway exceeds the capacity of the turn lane and results in a spillover of the queue onto the upstream major intersection or onto the adjacent through travel lane, improvements need to be identified to avoid the queue spillover onto the upstream major intersection or adjacent through travel lane.

Existing and Existing With Project Conditions Vehicular Queue Analysis

Existing (2023) Conditions and Existing (2023) With Project Conditions vehicular queue calculations for the study intersections are shown in Table 4.17-10 and are based upon the Existing (2023) Conditions peak hour turning movement volumes shown in Exhibit 4.17-3, Existing (2023) With Project Conditions peak hour turning movement volumes shown in Exhibit 4.17-6, and the existing geometry shown in Exhibit 4.17-2.

As shown in Table 4.17-10, based on the analysis performed for Existing (2023) Conditions and Existing (2023) With Project Conditions, adequate stacking capacity is forecast to be provided at the study intersections.

Detailed vehicular queue analysis sheets for Existing (2023) Conditions and for Existing (2023) With Project Conditions are contained in Appendix G.

Opening Year Without Project and Opening Year With Project Conditions Vehicular Queue Analysis

Opening Year (2025) Without Project Conditions and Opening Year (2025) With Project Conditions vehicular queue calculations for the study intersections are shown in Table 4.17-11 and are based upon the Opening Year (2025) Without Project Conditions peak hour turning movement volumes shown in Exhibit 4.17-7, Opening Year (2025) With Project Conditions peak hour turning movement volumes shown in Exhibit 4.17-8, and the existing geometry shown in Exhibit 4.17-2.

Table 4.17-10

Existing Conditions & Existing With Project Conditions Study Intersection Peak Hour 95th Percentile Vehicular Queuing Analysis Summary

Study Intersection (North-South/East-West)	No. of Lanes	Lane Storage Capacity (ft)	Distance to Next Major Intersection (ft)	Existing (2023) Conditions				Existing (2023) With Project Conditions				Project-Related Change				Adequate Storage Available?	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
				Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)		
1. State Route 49 – Golden Chain Highway / Main Street																	
NB Left-Turn/Through/Right-Turn Lane	1	156	156	195	25	319	25	238	25	366	25	43	0	47	0	Yes	Yes
SB Left-Turn/Through/Right-Turn Lane	1	255	255	104	25	118	25	134	25	152	25	30	0	34	0	Yes	Yes
EB Left-Turn/Through/Right-Turn Lane	1	179	179	56	25	101	25	80	25	127	25	24	0	26	0	Yes	Yes
WB Left-Turn/Through/Right-Turn Lane	1	90	90	212	25	215	25	248	25	255	25	36	0	40	0	Yes	Yes
2. Project Access 1 / Main Street																	
WB Left-Turn/Through/Right-Turn Lane	1	173	173	91	25	104	25	115	25	131	25	24	0	27	0	Yes	Yes

Table 4.17-10

Existing Conditions & Existing With Project Conditions Study Intersection Peak Hour 95th Percentile Vehicular Queuing Analysis Summary

Study Intersection (North-South/East-West)	No. of Lanes	Lane Storage Capacity (ft)	Distance to Next Major Intersection (ft)	Existing (2023) Conditions				Existing (2023) With Project Conditions				Project-Related Change				Adequate Storage Available?	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
				Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)		
3. State Route 49 – Golden Chain Highway / Project Access 2 (North)																	
NB Left-Turn/Through/Right-Turn Lane	1	55	55	206	25	324	25	224	25	345	25	18	0	21	0	Yes	Yes
SB Left-Turn/Through/Right-Turn Lane	1	70	70	239	25	274	25	281	25	322	25	42	0	48	0	Yes	Yes
4. State Route 49 – Golden Chain Highway / Project Access 3 (South)																	
NB Left-Turn/Through/Right-Turn Lane	1	55	55	207	25	325	25	249	25	373	25	42	0	48	0	Yes	Yes

Notes: Analysis Methodology: HCM (Highway Capacity Manual) 95th Percentile Vehicular Queue utilizing 6th Edition methodology and Synchro Version 11 analysis software. ft = feet; NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound. Queue of one or less vehicle is shown as length of one car (25 feet).

Table 4.17-11
Opening Year (2025) Without Project & Opening Year (2025) With Project Conditions Study Intersection Peak Hour 95th Percentile
Vehicular Queuing Analysis Summary

Study Intersection (North-South/East-West)	No. of Lanes	Lane Storage Capacity (ft)	Distance to Next Major Intersection (ft)	Opening Year (2025) Without Project Conditions				Opening Year (2025) With Project Conditions				Project-Related Change				Adequate Storage Available?	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
				Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)		
1. State Route 49 – Golden Chain Highway / Main Street																	
NB Left-Turn/Through/Right-Turn Lane	1	156	156	257	25	397	25	300	25	444	50	43	0	47	25	Yes	Yes
SB Left-Turn/Through/Right-Turn Lane	1	255	255	134	25	169	25	164	25	203	25	30	0	34	0	Yes	Yes
EB Left-Turn/Through/Right-Turn Lane	1	179	179	91	25	127	25	115	25	153	25	24	0	26	0	Yes	Yes
WB Left-Turn/Through/Right-Turn Lane	1	90	90	261	25	291	25	297	25	331	25	36	0	40	0	Yes	Yes
2. Project Access 1 / Main Street																	
WB Left-Turn/Through/Right-Turn Lane	1	173	173	110	25	144	25	134	25	171	25	24	0	27	0	Yes	Yes

Table 4.17-11
Opening Year (2025) Without Project & Opening Year (2025) With Project Conditions Study Intersection Peak Hour 95th Percentile
Vehicular Queuing Analysis Summary

Study Intersection (North-South/East-West)	No. of Lanes	Lane Storage Capacity (ft)	Distance to Next Major Intersection (ft)	Opening Year (2025) Without Project Conditions				Opening Year (2025) With Project Conditions				Project-Related Change				Adequate Storage Available?	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
				Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)		
3. State Route 49 – Golden Chain Highway / Project Access 2 (North)																	
NB Left-Turn/Through/Right-Turn Lane	1	55	55	269	25	402	25	287	25	423	25	18	0	21	0	Yes	Yes
SB Left-Turn/Through/Right-Turn Lane	1	70	70	291	25	354	25	333	25	402	25	42	0	48	0	Yes	Yes
4. State Route 49 – Golden Chain Highway / Project Access 3 (South)																	
NB Left-Turn/Through/Right-Turn Lane	1	55	55	270	25	403	25	312	25	451	25	42	0	48	0	Yes	Yes

Notes: Analysis Methodology: HCM (Highway Capacity Manual) 95th Percentile Vehicular Queue utilizing 6th Edition methodology and Synchro Version 11 analysis software. ft = feet; NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound. Queue of one or less vehicle is shown as length of one car (25 feet).

As shown in Table 4.17-11, based on the analysis performed for Opening Year (2025) Without Project Conditions and Opening Year (2025) With Project Conditions, adequate stacking capacity is forecast to be provided at the study intersections.

Detailed vehicular queue analysis sheets for Opening Year (2025) Without Project Conditions and Opening Year (2025) With Project Conditions are contained in Appendix G.

Evaluation of Truck Turning Maneuvers

An evaluation of truck turning maneuvers at the project site driveways has been conducted to ensure fuel trucks can access the site without interfering with any physical improvements, curbs, and poles.

Based on information provided by the Project Applicant, the fuel trucks would only utilize the SR 49 / Project Access 2 (North) driveway to access the site. Hence, without further evaluation and assessment, fuel trucks shall not utilize any of the other project driveways and signage shall be provided to prohibit access of fuel trucks from those driveways.

Exhibit 4.17-9, Fuel Truck Turning Maneuvers, shows the inbound and outbound fuel truck turning maneuvers at the SR-49 / Project Access 2 (North) driveway based on information provided by Barghausen Consulting Engineers, Inc. As shown in Exhibit 4.17-9, fuel trucks can be expected to perform the required maneuvers to access the site from the SR 49 / Project Access 2 (North) driveway without conflicting with the physical site improvements.

Evaluation of Sight Distance

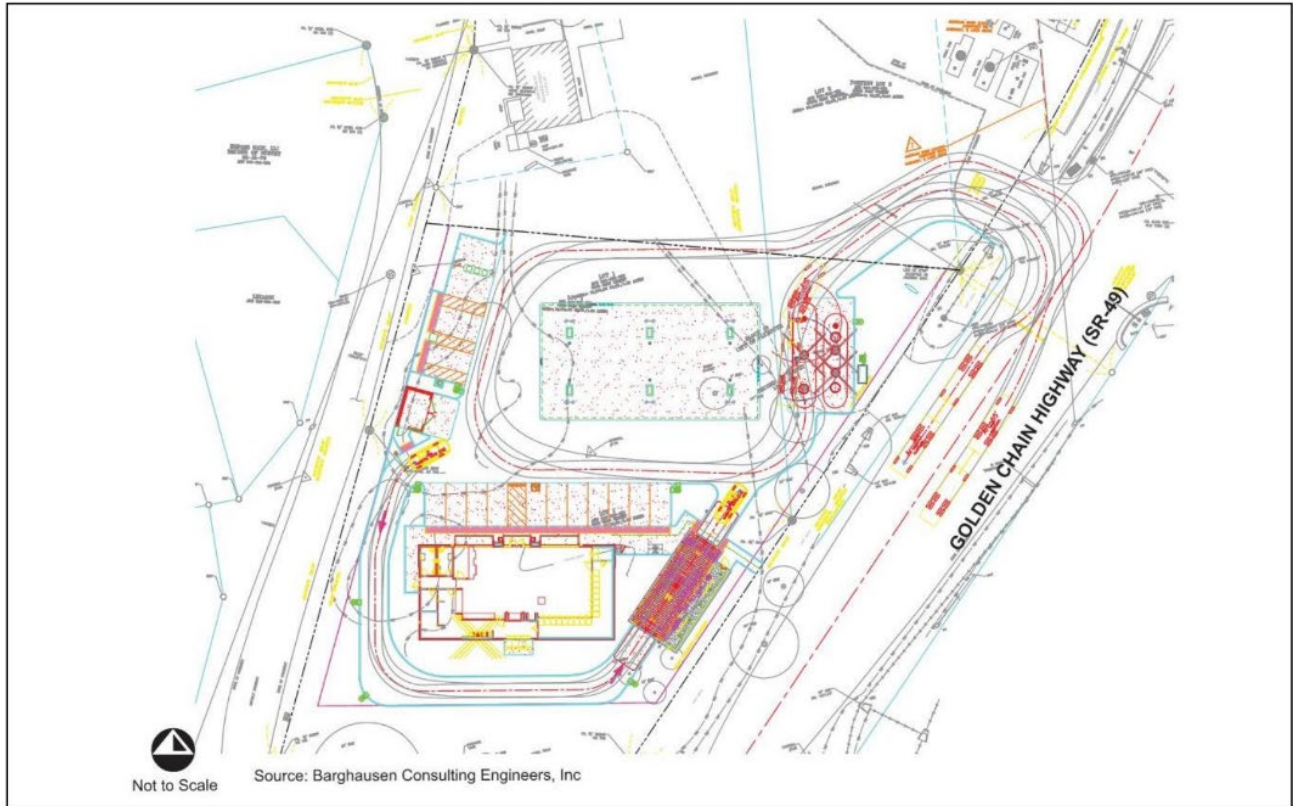
An evaluation of sight distance at the project site driveways has been conducted to ensure adequate visibility is provided for vehicular traffic exiting the project site. The existing posted speed limit on Main Street and SR 49 in the vicinity of the project site is 35 and 45 miles per hour (MPH), respectively. For the purpose of this sight distance analysis, a design speed of 60 MPH is utilized for both Main Street and SR-49. Based on the Caltrans Highway Design Manual (HDM), for private roadways joining a public roadway, adequate stopping sight distance needs to be provided. Additionally, based on HDM, for roadways with a speed of 60 MPH, a stopping sight distance of 580 feet needs to be provided. The sight distance assumes the driver's eye to be approximately 15 feet behind the edge of travel way.

Utilizing this criteria:

- Exhibit N-1 in Appendix G shows the required sight distance and limited use area (area to be kept clear of sight obstructions) for vehicles exiting the Project Access 1 / Main Street driveway;
- Exhibit N-2 in Appendix G shows the required sight distance and limited use area (area to be kept clear of sight obstructions) for vehicles exiting the SR 49 / Project Access 2 (North) driveway; and
- Exhibit N-3 in Appendix G shows the required sight distance and limited use area (area to be kept clear of sight obstructions) for vehicles exiting the SR 49 / Project Access 3 (South) driveway.

Figures 4.17-1a through 4.17-1e, Existing Site Distance, ~~images~~ show the existing sight distance at the project driveways.

Exhibit 4.17-9 Fuel Truck Turning Maneuvers



Prepared by Mat Engineering, Inc.

EXHIBIT 4.17-9
Fuel Truck Turning Maneuvers

ARCO Commercial Center and Car Wash Project Initial Study/Mitigated Negative Declaration.

INTENTIONALLY LEFT BLANK



Figure 4.17-1a. Project Access 1 / Main Street Driveway. Looking West onto Main Street



Figure 4.17-1b. Project Access 1 / Main Street Driveway. Looking East onto Main Street



Figure 4.17-1c. SR-49 / Project Access 2 (North). Looking North onto SR-49



Figure 4.17-1d. SR-49 / Project Access 2 (North). Looking South onto SR-49



Figure 4.17-1e. SR-49 / Project Access 3 (South). Looking North onto SR-49



Figure 4.17-1f. SR-49 / Project Access 3 (South). Looking South onto SR-49

It should also be noted, for vehicles exiting the site from the Project Access 1 / Main Street driveway, the sight distance might be slightly limited under existing conditions due to a dip in the roadway profile on Main Street in front of the City Hall building.

Evaluation of Collision History

An evaluation of the collision history and patterns has been conducted in the project site vicinity to determine potential areas experiencing high collision or repeated patterns. The data has been obtained from the Statewide Integrated Traffic Records System (SWITRS) for the years 2020, 2021, 2022, and 2023. Table 4.17-12 summarizes the results of the collision history and evaluation. Detailed SWITRS data is contained in Appendix G.

Table 4.17-12
3-Year Collision History for SR-49 / Main Street Intersection & Vicinity

#	Year	Intersection	Location	Collision Type	Primary Factor	Property Damage	Injury	Fatality
1	2020	SR-49 / Main Street	150 feet South of Intersection	Rear End	Unsafe Speed	X		
2	2020	SR-49 / Main Street	At Intersection	Broadside	Right-of-Way	X		
3	2022	SR-49 / Main Street	336 feet South of Intersection	Unknown / Other	Unsafe Speed		X	

Source: Statewide Integrated Traffic Records System (SWITRS) data for years 2020, 2021, 2022, and 2023

Notes: No collisions reported for 2021 and 2023

As shown in Table 4.17-12, based on the data published by SWITRS, there are not many traffic collisions or repeated patterns of collisions in the study area and project site vicinity within the last three years.

Site Circulation

As previously noted, access to the site would be shared with the proposed adjacent parcel and uses which consist of the Plymouth Trading Post and Fig Barn Coffee. The project site is planned to take access via the following existing driveways:

- One existing full access unsignalized driveway along Main Street; and
- Two existing full access unsignalized driveways along State Route (SR) 49.

The proposed project is planned to maintain the existing sidewalks on the project site frontage along Main Street and up to approximately 175 feet south of the SR 49 / Main Street intersection to continue facilitating pedestrian access in the area. No sidewalks are planned beyond that point along SR 49 since SR 49 does not have any sidewalks on either side south of the project site.

Additionally, to facilitate pedestrian access to and from the nearby land uses, pedestrian crosswalks would continue to be provided on all four legs of the SR 49 / Main Street intersection and on the south and west leg of the Mill Street / Main Street intersection. These crosswalks would also provide pedestrian connectivity to the on-street parking spaces currently located on the north edge of Main Street and across from the project site.

Based on evaluation of multiple elements, including peak hour level of service operations of the driveways, vehicular queueing evaluation at the driveways, fuel truck turning maneuvers, and evaluation and examination of past collision history and patterns, the project site driveways can be expected to experience satisfactory operations in regard to the evaluated elements.

d) *Would the project result in inadequate emergency access?*

Less Than Significant Impact. The proposed project would utilize the three existing driveways located on the two existing parcels that would divide the property with the project site, based on the proposed lot line reconfiguration. During construction, construction equipment would be staged on the project site and would not block the roadways surrounding the project site. Construction on and obstruction of public rights-of-way associated with utility connections to existing utility infrastructure would be in accordance with applicable City regulations. No lane or road closures would result during the construction phase of the project. Accordingly, temporary construction activities would not impede the use of surrounding roadways for emergency evacuation or access for emergency response vehicles. Ingress and egress for the project site would be reviewed by the Amador Fire Protection District to ensure there is sufficient emergency access provided at the site as required by the City of Plymouth Municipal Code Section 15.05.020, which adopts by reference the California Fire Code. Therefore, impacts would be less than significant, and no mitigation is required.

REGULATORY REQUIREMENTS

Local

City of Plymouth Municipal Code

City of Plymouth Municipal Code Chapter 15.05, Building Code, requires compliance with the 2022 California Building Code (or most current version) and the 2019 edition of the California Fire Code (Part 9 of Title 24 of the California Code of Regulations).

MITIGATION MEASURES

Project implementation would not result in significant impacts related to traffic and transportation; therefore, no mitigation measures are required.

4.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

XVIII. TRIBAL CULTURAL RESOURCES

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

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public 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 checked="" type="checkbox"/>	<input type="checkbox"/>

This section reviews the potential to have adverse effects on Tribal Cultural Resources. The City of Plymouth conducted consultation with California Native American Tribes, as required by CEQA, per Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18). The City of Plymouth initiated consultation on October 31, 2023, by notifying the City’s consultation list of the proposed project located at 18725 CA 49. The outreach included the Buena Vista Rancheria of Me-Wuk Indians, the Calaveras Band of Mi-Wuk Indians, the Chicken Ranch Rancheria of Me-Wuk Indians, the Lone Band of Miwok Indians, the Jackson Rancheria Band of Miwok Indians, the United Auburn Indian Community of the Auburn Rancheria, the Washoe Tribe of Nevada and California, the Shingle Springs Band of Miwok Indians, the Nashville Enterprise Miwok-Maidu-Nishinam Tribe, and the Wilton Rancheria. The outreach referenced a 30-day timeframe to receive any feedback related to the project. One response was received initiating consultation.

IMPACT ANALYSIS

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:

- a) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*

Less Than Significant Impact. As discussed in Section 4.5, Cultural Resources, the cultural resources study conducted for the project site did not identify any previously recorded prehistoric or historic archaeological sites or historic structures within the project site. There are no registered or eligible historic resources on-site. Furthermore, the project site does not contain any known sacred lands or sites. However, the proposed project would involve grading of the site and significant ground disturbance and site improvements. Compliance with Mitigation Measures CUL-1 through CUL-3 would avoid or reduce impacts to any previously undiscovered archaeological or cultural resources or human remains that may be uncovered during project implementation.

AB 52 established a formal consultation process for California tribes within the CEQA process. AB 52 specifies that any project that may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Section 21074 of AB 52 also defines tribal cultural resources as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and that are either listed on, or eligible for, the California Register of Historical Resources or a local historic register, or the lead agency chooses to treat the resource as a significant resource.

The City notified tribes that requested to be alerted of new projects on October 30, 2023, which included the Buena Vista Rancheria of Me-Wuk Indians, the Calaveras Band of Mi-Wuk Indians, the Chicken Ranch Rancheria of Me-Wuk Indians, the Lone Band of Miwok Indians, the Jackson Rancheria Band of Miwok Indians, the United Auburn Indian Community of the Auburn Rancheria, the Washoe Tribe of Nevada and California, the Shingle Springs Band of Miwok Indians, the Nashville Enterprise Miwok-Maidu-Nishinam Tribe, and the Wilton Rancheria.

The Shingle Springs Band of Miwok Indians notified the City on November 14, 2023, that the identified location of the project site is within an area of interest and requested initiation of consultation to address cultural and historic resource issues.

With implementation of Mitigation Measures CUL-1 through CUL-3, impacts to tribal cultural resources would be mitigated to a less than significant level.

Mitigation Measures

Project implementation would not result in significant impacts related to tribal cultural resources; therefore, no mitigation measures are required.

- b) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

Less Than Significant Impact. The project site does not contain any known resources 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. It is further noted that any discovery of human remains, as noted in Section 4.5, Cultural Resources, would be subject to Section 5097.98 of the California Public Resources Code, as well as Mitigation Measure CUL-3. With implementation of regulatory requirements and Mitigation Measure CUL-3, impacts would be less than significant, and no additional mitigation is required.

REGULATORY REQUIREMENTS

Local

City of Plymouth General Plan Environmental Impact Report

The City of Plymouth General Plan EIR Mitigation Monitoring and Reporting Program requires mitigation measures to avoid or lessen impacts related to discovery of cultural resources and/or human remains. These mitigation measures are reflected in Mitigation Measures CUL-1 through CUL-3.

MITIGATION MEASURES

Refer to Mitigation Measures CUL-1 through CUL-3.

4.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, waste water 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the waste water 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

IMPACT ANALYSIS

- a) *Would the project require or result in the relocation or construction of new or expanded water, waste water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

Less Than Significant Impact.

WATER

The City of Plymouth supplies water to the surrounding area and would supply water to the project site. Water line improvements at the project site would be constructed in accordance with Title 14, Water, of the Plymouth Municipal Code.

The City purchases water wholesale from the Amador Water Agency (AWA). The imported water is channeled from the Mokelumne River to Lake Tabeaud. From the lake, water is conveyed by a gravity pipeline system to the Tanner Water Treatment Plant (TWTP), where it is treated for use by the customers of Plymouth.³³ According to the Amador Water Agency Water Master Plan Study, dated January 28, 2021, the TWTP does not have sufficient water supply for its entire service area, including Plymouth, through 2040, because the capacity of the plant is limited due to the placement of hydroelectric turbines. The AWA anticipates a 4 percent growth in Plymouth's population, and an equivalent increase in the City's water demands through 2040. When combined with anticipated growth throughout the service region, the Study anticipates a water supply deficit of at least 1.15 million gallons per day (MGD) by 2040 for the TWTP. The AWA is currently considering several ways to increase the capacity of the TWTP, as well as combining the treatment plant with the nearby Lone Treatment Plant.³⁴

Nonetheless, the proposed project would not individually exceed the capacity of the existing water supply and the TWTP. Additionally, the carwash would have a reclamation system that would reduce its demand on the local water supply. Though the carwash manufacturer and reclamation system have not yet been selected, it is anticipated that the convenience store and car wash would use approximately 3,800 gallons of water per day, which equates to only 0.068 percent of the existing capacity of the TWTP. The project would also be required to comply with the CalGreen Code (as adopted by the City), which requires indoor and outdoor conservation measures such as low flush toilets, aerators on sinks and showerheads, other water-efficient appliances, and water-efficient automatic irrigation system controllers. Furthermore, prior to the issuance of the building permit, the Applicant would be required to verify that the City's water system can accommodate the proposed project's fire flows and potable water demand. The estimated water demand of the project is not expected to exceed available supplies. Impacts would be less than significant, and no mitigation measures are required.

WASTEWATER

The City of Plymouth's Public Works Department maintains the City's sewer system. Wastewater from the City's system is treated at the City's wastewater treatment plant located approximately 1.5 miles west of the city. Sewer line improvements at the project site would be constructed in accordance with Title 13 of the Plymouth Municipal Code, including all applicable connection and service fees. The project would generate an estimated 3,000 gallons of wastewater per day. Wastewater generation of the project would not substantially increase the demand on the City's wastewater treatment plant. The Applicant would be required to obtain a connection permit from the City prior to establishing a sewer connection at the project site, verifying that the City's sewer system can accommodate the project's anticipated flows. Therefore, impacts to wastewater services would be less than significant and no mitigation is required.

STORM WATER

As discussed in Section 4.10, Hydrology and Water Quality, storm water drainage would be facilitated through implementation of water quality and retention facilities. The proposed project is designed to have several high and low points throughout the site to convey and collect stormwater drainage appropriately. The project would include a storm drain system consisting of a series of inlets and pipes that ultimately convey runoff to a stormwater quality treatment device located on-site. Treated water would be detained in an underground

³³ Amador Water Agency. 2022. "Annual Consumer Confidence Report." 31 December 2022. Accessed 20 October 2023. <https://cityofplymouth.org/wp-content/uploads/2023/07/Annual-Consumer-Confidence-Report-Jan-Dec-2022.pdf>.

³⁴ 2021. *Amador Water Agency Master Plan Study*. 28 January 2021. Accessed 20 October 2023. <https://amadorwater.org/wp-content/uploads/2021/02/AWA-Water-Master-Plan-FINAL-2021-01-28.pdf>.

system and then discharged on-site, adjacent to the public right-of-way. Additionally, the proposed project would comply with the NPDES permit requirements as discussed in Section 4.10. Implementation of BMPs would improve water quality and reduce runoff during construction and operation. Therefore, impacts to storm water drainage would be less than significant and no mitigation is required.

ELECTRICITY AND NATURAL GAS

Pacific Gas and Electric Company (PG&E) currently provides electricity and natural gas to the city. The project site would require connection to power lines in the vicinity of the site in accordance with the installation requirements of PG&E and extension rules on file with the California Public Utilities Commission (CPUC). The project would not use natural gas on-site. As described in Section 4.6, Energy, the project would not result in energy use such that new or expanded facilities would be required. The Project Applicant would coordinate with PG&E to ensure avoidance of any notable service disruptions during the extension of, relocation of, upgrade of, or connection to services. The Applicant would also be responsible for the payment of electricity connections and use of the utilities.

The project proposes the installation of two electric vehicle charging station stalls located on the western property line. The City of Plymouth has an expedited permitting process to encourage the installation of electric vehicle charging stations; the Project Applicant would be required to obtain a permit for the electric vehicle charging stations in accordance with Chapter 15.08 of the City of Plymouth Municipal Code.

A significant impact related to the need for new systems or supplies or substantial alterations related to electricity would not occur. Establishment of electricity at the project site and connection to existing power lines would be required to comply with PG&E, State, and local regulations. Impacts would be less than significant, and no mitigation is required.

TELECOMMUNICATIONS

Xfinity provides telecommunications service to the area, including the project site. The service would be provided in accordance with Xfinity's policies and extension rules on file with the CPUC. Impacts would be less than significant and no mitigation is required.

CONCLUSION

The Project Applicant would coordinate with all utility providers to ensure avoidance of any notable service disruptions during the extension of, relocation of, upgrade of, or connection to services. Based on the analysis above, the project would not require or result in the relocation or construction of new or expanded water or wastewater infrastructure and treatment facilities, storm water drainage, electricity, natural gas, or telecommunications facilities. All necessary infrastructure improvements and connections required to establish utility services at the project site would be conducted in accordance with utility company, State, and local policies and regulations. Impacts would be less than significant, and no mitigation measures are required.

- b) *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***

Less Than Significant Impact. The project site is within the service boundary of the City of Plymouth. The City purchases water wholesale from the Amador Water Agency (AWA). The AWA channels water from the Mokelumne River to Lake Tabeaud. A gravity pipeline system conveys this water to the Tanner Reservoir and Tanner Water Treatment Plant (TWTP), from which potable water is transmitted to regional customers,

including the City of Plymouth. The AWA depends on snow melt to ensure adequate water supplies are available throughout the County. The AWA does not currently import water. According to the Amador Water Agency Water Master Plan Study, dated January 28, 2021, the TWTP is currently operating at a slight supply deficit, which is expected to increase to at least 1.15 million gallons per day (MGD) by 2040.

The water supply deficit in the region would not be caused directly by the project, and development such as the proposed project is anticipated and planned in the future expansion strategies of the AWA. The proposed project would place a relatively minimal demand on the water supply, with a demand of approximately 3,800 gallons per day. This usage translates to approximately 0.068 percent of the existing capacity of the TWTP. Additionally, the project proposes a reclamation facility to be constructed for the car wash, which would limit the project site's demand on the water supply. The project would comply with the CalGreen Code (as adopted by the City), which requires indoor and outdoor conservation measures.

Water service to the project would also be provided in compliance with Title 14, Water, of the Plymouth Municipal Code, which sets regulations for service connections, water rates, and other water system provisions. With compliance with the City's water service regulations and the CALGreen Code, the proposed project would not significantly impact the City's water supply. Impacts would be less than significant, and no mitigation is required.

- c) *Would the project 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?***

Less Than Significant Impact. Wastewater generation of the project is not expected to significantly increase the demand on the City's wastewater treatment system. The Project Applicant would also be required to pay connection and service fees to fund wastewater treatment that would be needed by the project, pursuant to Title 13, Sewers, of the Plymouth Municipal Code. The Project Applicant must obtain a permit prior to making any connection to existing sewer lines near the project site. The project is not anticipated to exceed the capacities of the City's wastewater treatment facility. Impacts would be less than significant, and no mitigation is required.

- d) *Would the project 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?***

Less Than Significant Impact. ACES Waste Services, Inc. provides trash and recycling services to all commercial facilities within Plymouth. Waste collected by ACES within the City is taken to one of ACES's two transfer stations, located in Pine Grove and Lone, which accept trash and full-serve recycling. The proposed project would contract with ACES to provide solid waste removal once per day. The California Department of Resources Recycling and Recovery's (CalRecycle) most recent solid waste generation rates for commercial uses is 10.53 pounds per employee per day. The project's commercial uses are expected to generate up to 15 new jobs. Therefore, with a total of up to 15 employees, the proposed project would generate an estimated 157.95 pounds per day of solid waste. This is a conservative estimate, as not all 15 employees would be working at the same time. Nevertheless, this increase would be 0.0796 percent of the landfill's daily maximum permitted throughput and could be accommodated.

Based on available capacities at existing facilities, the project is anticipated to result in a less than significant impact on the applicable solid waste facilities. The project would not generate solid waste in excess of State or local standards or impair the attainment of solid waste reduction goals. Impacts would be less than significant, and no mitigation is required.

e) ***Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

Less Than Significant Impact. Solid waste would be generated during construction and operation of the proposed project. The Solid Waste Reuse and Recycling Access Act of 1991 requires that adequate areas be provided for collecting and loading recyclable materials such as paper products, glass, and other recyclables. As of July 1, 2012, Assembly Bill (AB) 341 mandates any business generating more than 4 cubic yards of solid waste per week to recycle. Additionally, the project would be subject to State, County, and local statutes and regulations related to solid waste. Compliance with all applicable Federal, State, and local laws, regulations, and standards regarding solid waste disposal, including the mandates of the Resource Conservation and Recovery Act (RCRA), AB 939, AB 341, AB 1826, and the California Green Building Code, would further reduce impacts to solid waste disposal. In accordance with Section 4.408 of the CALGreen Code, at least 65 percent of demolition and construction debris would need to be diverted from landfills by recycling, reuse, and/or salvage.

The proposed project would have daily waste collective services and be provided with recycling bins to promote recycling. The project proposes a 12-foot by 18-foot trash enclosure located adjacent to the car wash entrance that would have sufficient space for regular waste receptacles and recycling receptacles. It would be enclosed with a 6-foot-tall concrete masonry unit wall with a metal gate.

Therefore, the project would comply with statutes and regulations pertaining to solid waste and impacts would be less than significant in this regard. No mitigation is required.

REGULATORY REQUIREMENTS

Local

City of Plymouth Municipal Code

Title 15, Buildings and Construction

The project shall be designed and constructed with water-efficient fixtures and systems, as required by the CALGreen Code, which has been adopted by reference into Section 15.05.020, Adoption of Uniform Codes, or the Plymouth Municipal Code. The project contractor shall recycle, reuse, and/or salvage at least 65 percent of demolition and construction debris, in accordance with Section 4.408 of the CALGreen Code.

Title 13, Sewers

Wastewater service to the project, including application for sewer service, service connections, and rates, shall be constructed and provided in accordance with Title 13, Sewers, of the Plymouth Municipal Code. The Project Applicant shall pay the applicable connection fee and obtain a connection permit.

Title 14, Water

Water service for the project, including application for water service, service connections, water rates, fire service, and water mains, shall be constructed and provided in accordance with Title 14, Water, of the Plymouth Municipal Code.

MITIGATION MEASURES

Project implementation would not result in significant impacts related to utilities and service systems; therefore, no mitigation measures are required.

4.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

IMPACT ANALYSIS

a) *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact. The proposed project is not within a designated VHFHSZ, as defined by the California Department of Forestry and Fire Prevention (CALFIRE). The project site is located within an area designated as outside of the Very High fire Hazard Severity Zone in the Local Responsibility Area. The project site is located adjacent to two recognized emergency evacuation routes. The Amador Fire Safe Council designates Main Street as a primary evacuation route and SR 49 as an evacuation highway. This evacuation route leads south and west to Jackson and Highway 16, north to Placerville, and connects to both easterly and westerly evacuation routes to Amador County cities and unincorporated areas. As discussed in Section 4.9, Hazards and Hazardous Materials, Impact Threshold (f), development of the proposed project would not require the closure or blocking of an emergency evacuation route and would maintain adequate access to the emergency evacuation route.

In addition, all proposed construction is required to meet minimum standards for fire safety in conformance with the California Building Code and Fire Code, which are adopted in Chapter 15.05 of the City of Plymouth Municipal Code. The surrounding roadways would continue to provide emergency access to the project site and surroundings during construction and postconstruction.

Because Checklist Response thresholds 4.20(a) through 4.20(d) apply only to those projects that are “located in or near state responsibility areas or lands classified as very high fire hazard severity zones”, impacts would be less than significant, and no mitigation measures are required.

- b) *Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

Less Than Significant Impact. The project site is vacant and contains vegetation. The topography of the site varies with minimal slopes, and the general drainage is from north to south, and slightly from east to west. The city does not experience high-speed prevailing winds; average wind speeds are approximately 5.6 miles per hour during the windier part of the year, from November to March.³⁵

Development on the project site would be subject to compliance with the CBC. Moreover, the City of Plymouth is under the Amador County Local Hazard Mitigation Plan, which provides guidance to effectively respond to and mitigate emergencies, including wildfires. The project site is not within a State Responsibility Area, nor is it designated as being located in a VHFHSZ. Development of the project would be in conformance with the CBC and Fire Code. The proposed project would be reviewed and approved by the Amador Fire Protection District. Therefore, the project is not expected to exacerbate wildfire risks and create pollutants associated with wildfire or uncontrolled spread of wildfire, impacts would be less than significant, and no mitigation is required.

- c) *Would the project 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?***

Less Than Significant Impact. The proposed project would consist of new construction on a currently vacant and undeveloped site. The proposed project would require the installation of new infrastructure and utility services to the site, in connection with existing services nearby. The new infrastructure would be constructed in compliance with the California Building and Fire Code, the Amador Fire Protection District’s building standards, and Municipal Code Title 15, Buildings and Construction, including Section 15.05.020 Item G, the 2019 California Fire Code. Additionally, the proposed project would comply with the 2019 California Residential Code and the 2019 California Electrical Code pursuant to Municipal Code Chapter 15.05, Building Code.

The proposed project is not located within a VHFHSZ or a State Responsibility Area. The construction of new and improved infrastructure for the project would not directly increase fire risk, and impacts would be less than significant. No mitigation is required.

- d) *Would the project 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?***

Less Than Significant Impact. As discussed in Section 4.7, Geology and Soils, the project site is not within a flood hazard zone or landslide area. There are no flooding or safety concerns caused by drainage. Additionally, due to the relatively gentle slope of the project site, there is a low risk for slope stability related hazards.

Construction activities related to the proposed project would be subject to compliance with the CBC and would include BMPs. BMPs may include, but are not limited to, covering of the soil, use of a dust-inhibiting material, landscaping, use of straw and jute, hydroseeding, and grading in a pattern that slows stormwater flow and reduces the potential for erosion, landslides, and downstream flooding. Operationally, natural drainage at the

³⁵ Weather Spark. 2023. “Climate and Average Weather Year Round in Jackson.” Accessed 20 October 2023. <https://weatherspark.com/y/1350/Average-Weather-in-Jackson-California-United-States-Year-Round#Sections-Wind>.

project site would generally be similar to existing conditions and the project would include drainage improvements to capture and treat runoff. Development of the site would not affect downstream or downslope flooding or landslides. The project site would become significantly more impervious than existing conditions, and the proposed build out of the currently vegetated site would lessen the potential for post-fire slope instability. Therefore, with implementation of BMPs, impacts would be less than significant, and no mitigation is required.

REGULATORY REQUIREMENTS

Local

City of Plymouth Municipal Code

Title 15, Buildings and Construction

The project shall be designed and constructed in accordance with the California Building Code and Fire Code, which have been adopted by reference into Section 15.05.020, Adoption of Uniform Codes, or the Plymouth Municipal Code.

MITIGATION MEASURES

Project implementation would not result in significant impacts related to wildfire; therefore, no mitigation measures are required.

4.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) ***Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?***

Less Than Significant Impact With Mitigation Incorporated. There are no sensitive biological resources, habitats, or species on the project site that would be affected by the project. As indicated in Section 4.4, Biological Resources, of this IS/MND, given the current ruderal condition and the existing trees and shrubs on the site, migratory birds may nest on the vegetation on-site. However, MM BIO-1 would avoid impacts to active bird nests during construction of the project. Impacts to nesting birds would be less than significant after mitigation.

There are no historical resources on the project site that would be impacted by the proposed project. Additionally, implementation of MM CUL-1 through CUL-3 would prevent or reduce impacts to buried archaeological resources and human remains that may be uncovered during grading and excavation activities. Implementation of MM-GEO-2 would also mitigate impacts to paleontological resources. With implementation

noof these mitigation measures, the project’s potential impacts on cultural and tribal cultural resources would be less than significant.

Therefore, the project would not substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of a rare or endangered plant or animal; or eliminate important examples of the major periods of California history or prehistory. Impacts would be less than significant with mitigation.

- b) *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)***

Less Than Significant Impact. As identified in the preceding analyses, all project-level impacts have been determined to be less than significant with or without compliance with regulatory requirements or mitigated to a level considered less than significant with incorporation of mitigation measures. These impacts would not be cumulatively considerable, since mitigation measures would be implemented to avoid or reduce potential project-specific impacts associated with these environmental issues.

Development projects would be subject to environmental review by the City, pursuant to CEQA, the State CEQA Guidelines, and the City’s Local CEQA Guidelines, to determine if they would lead to cumulative environmental effects as part of the appropriate CEQA analysis for each project. Since the proposed project would not have significant impacts after mitigation, the impacts of the project are not expected to result in cumulatively considerable impacts when added to the impacts of other projects planned or proposed in the vicinity of the site. Cumulative impacts would be less than significant, and no mitigation is required.

- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?***

Less Than Significant Impact With Mitigation Incorporated. Based on the environmental analyses above, with compliance with applicable regulatory requirements and/or the implementation of mitigation measures, the project would have less than significant impacts on humans, as it relates to the following environmental issue areas: aesthetics, agriculture and forestry resources, air quality, energy, greenhouse gas emissions, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire.

The proposed project’s impacts on the following issue areas would require the implementation of mitigation measures: biological resources, cultural resources, geology and soils, hazards and hazardous materials, and noise. All impacts would be avoided or reduced to less than significant levels after mitigation.

Therefore, the proposed project would not result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, with the implementation of mitigation measures. All impacts would be less than significant after mitigation.

5 REFERENCES AND PREPARERS

5.1 References Cited

2021. *Amador Water Agency Master Plan Study*. 28 January 2021. Accessed 20 October 2023. <https://amadorwater.org/wp-content/uploads/2021/02/AWA-Water-Master-Plan-FINAL-2021-01-28.pdf>.
- Amador County. 2020. *Local Hazard Mitigation Plan*. Amador County. May 2020. 01 June 2023. https://amadorsheriff.org/images/Amador_County_LHMP_Update_Complete1.pdf.
- Amador County, California. 2015. *Amador County Energy Action Plan*. 26 May 2015. Accessed 27 October 2023. <https://www.amadorgov.org/home/showpublisheddocument/23721/635993417890200000>.
- Amador County California. 2018. "Office of Emergency Services Plans and Documents." Accessed 21 October 2023. <https://www.amadorgov.org/departments/office-of-emergency-services/plans-and-documents>.
- Amador County California. 2018. "Library Locations." Accessed 18 October 2023. <https://www.amadorgov.org/departments/library/library-branches-hours-and-location>.
- Amador Water Agency. 2022. "Annual Consumer Confidence Report." 31 December 2022. Accessed 20 October 2023. <https://cityofplymouth.org/wp-content/uploads/2023/07/Annual-Consumer-Confidence-Report-Jan-Dec-2022.pdf>.
- California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective*, April 2005.
- California Air Resources Board, *Air Quality and Meteorological Information*, <https://www.arb.ca.gov/aqmis2/aqdselect.php?tab=specialrpt>, accessed September 27, 2023.
- California Air Resources Board, *California Greenhouse Gas Emissions for 2000 to 2020*, https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf, accessed September 21, 2023.
- California Department of Conservation. 2016. "Mines Online." Accessed 18 October 2023. <https://maps.conservation.ca.gov/mol/index.html>.
- California Department of Conservation. 2020. *California Important Farmland Finder*. Accessed 11 May 2023. <https://maps.conservation.ca.gov/DLRP/CIFF/>.
- California Department of Forestry and Fire Protection. 2007. *FHSZ Viewer*. <https://egis.fire.ca.gov/FHSZ/>. Accessed 03 October 2023.
- California Department of Forestry and Fire Protection. 2022. *California Large Fire Perimeters (by decade)*. <https://hub.arcgis.com/maps/653647b20bc74480b335e31d6d81a52f/explore?location=38.475689%2C-120.839021%2C13.26>. Accessed 03 October 2023.
- California Department of Water Resources. "Dam Breach Inundation Map Web Publisher." Accessed 17 October 2023. https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2.

- California Energy Commission. 2023. "Electricity Consumption by County." Accessed 26 October 2023. <https://ecdms.energy.ca.gov/elecbycounty.aspx>.
- California Energy Commission, *CEC-A15 Gasolines Sales by Cities*, <https://www.energy.ca.gov/media/5869>, accessed September 28, 2023.
- California Geological Survey. 2022. *CGS Seismic Hazards Program: Liquefaction Zones*. State of California. 11 October 2017. 31 May 2023. <https://gis.data.ca.gov/datasets/cadoc::cgs-seismic-hazards-program-liquefaction-zones-1/explore?location=38.553953%2C-120.914823%2C10.70>.
- California Geological Survey. *Earthquake Zones of Required Investigation*. 31 May 2023. <https://maps.conservation.ca.gov/cgs/EQZApp/app/>.
- Carbon Dioxide Equivalent (CO₂e) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.
- Department of Conservation Division of Mines and Geology. 2000. *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*. August 2000. Accessed 25 September 2023. https://ww3.arb.ca.gov/toxics/asbestos/ofr_2000-019.pdf.
- Duffield, Wendell A., and Robert V. Sharp. 1975. *Geology of the Sierra Foothills Melange and Adjacent Areas, Amador County, California*. Washington D.C.: United States Government Printing Office. 05 June 2023. <https://pubs.usgs.gov/pp/0827/report.pdf>.
- FEMA. 2010. "FEMA Flood Map Service Center: Search By Address." 20 May 2010. Accessed 17 October 2023. <https://msc.fema.gov/portal/search?AddressQuery=plymouth>.
- Light, Air and Space Construction. 2022. *Phase I Environmental Site Assessment for 9506 Main Street and 18725 Highway 49, Plymouth, CA 95669*. San Jose: Light, Air and Space Construction. 05 February 2022. 05 June 2023.
- Loyd, Ralph. California Department of Conservation Division of Mines and Geology. 1983. "Mineral Land Classification of the Sutter Creek 15 Minute Quadrangle, Amador and Calaveras Counties, California." Accessed 18 October 2023. [ofr_83-36_plate8.pdf](https://www.dcr.ca.gov/Files/083-36_plate8.pdf).
- Office of the State Fire Marshal. 2023. *Fire Hazard Severity Zones Maps*. Amador County. 15 June 2023. <https://osfm.fire.ca.gov/fire-hazard-severity-zones-maps-2022/>. Accessed 02 October 2023.
- San Joaquin Valley Air Pollution Control District, *Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno, 2014*.
- Scripps Institution of Oceanography, *Carbon Dioxide Concentration at Mauna Loa Observatory*, <https://scripps.ucsd.edu/programs/keelingcurve/>, accessed September 21, 2023.
- South Coast Air Quality Management District, *Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno, 2014*.

State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023*, May 2023.

United States Environmental Protection Agency, *Carbon Monoxide Emissions*, https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10, accessed by September 26, 2023.

U.S. Army Corps of Engineers. 2016. "National Levee Database." Accessed 17 October 2023.
<https://levees.sec.usace.army.mil/#/>.

Weather Spark. 2023. "Climate and Average Weather Year Round in Jackson." Accessed 20 October 2023.
<https://weatherspark.com/y/1350/Average-Weather-in-Jackson-California-United-States-Year-Round#Sections-Wind>.

5.2 List of Preparers

CSG CONSULTANTS, INC

3707 W. Garden Grove Blvd, Suite 100
Orange, California 92868
Phone: 714.815.8124

Glenn Lajoie, AICP – Project Manager
Kelli Allen – Environmental Analyst
Rachel Dobrolenski – Publications Specialist Lead

TECHNICAL CONSULTANTS

Michael Baker International

5 Hutton Centre Drive, Suite 500
Santa Ana, California 92707
Phone: 949.472.3505

Eddie Torres – Technical Studies Manager
Tina Yuan – Air Quality/GHG Specialist
Margo Nyar – Cultural Resources Specialist
Kholood Abdo – Cultural Resources Specialist
Richard Johnston - Simulations

Hunting Environmental LLC

3606 Cambridge Road
Cameron Park, California 95682
Phone: 916.501.2258

Joyce Hunting – Biologist

Bollard Acoustical Consultants, Inc

P.O. Box 7968
Auburn, California 95604
Phone: 530.537.2328

Dario Gotchet – Noise Specialist

MAT Engineering, Inc

17192 Murphy Avenue
Irvine, California 92623
Phone: 949.344.1828

Alex Tabrizi – Traffic Specialist

INTENTIONALLY LEFT BLANK

APPENDIX A

Project Description Information – Applicant Provided

PROJECT DESCRIPTION AND JUSTIFICATION

**Proposed ARCO Facility
Convenience Store, Car Wash, and Fuel Station
18725 CA-49, Plymouth, CA 95669
APNs 010-062-001 & 010-062-002
Applicant: Dildeep Kaile, 830 E Street, Marysville, CA 95669
Owner: Lance Jagers, Plymouth Hospitality Partners LLC, PO Box 184,
Amador City, CA 95601**

Project Description

The subject parcel is located at 18725 CA-49, Plymouth, CA. The subject parcel is 1.91 acres. The site is currently improved with an existing gas station on the northern parcel. The southern parcel is unimproved. The project proposes the reconfiguration of parcel lines in order to retain the existing gas station building for Plymouth Trading Post to the north (the elements of the fueling facility will be removed including tanks and piping) and create a .96 acre parcel in the south for a new ARCO ampm with retail fueling facility and carwash. The current lot line orientation is North/South; the proposed lot line orientation will be East/West.

Surrounding land uses include a coffee shop the north, a restaurant and residences to the west and a bank to the east.

An application to adjust the lot lines was submitted and the lot line adjustment was conditionally approved on February 15, 2022. The conditions are as follows:

- The existing lot lines configure lot frontage on Main Street with Parcel 1 at 0.647 acres and Parcel 2 at 1.257 acres.
- The adjusted lot lines if approved, would change lot frontage to Mill Street and Main. The new lots will be 1.025 and 0.879 acres in size.
- City Engineer conditionally approves the Lot Line Adjustment contingent on the General Plan and Zoning Designation and Land Use Designation.
- City Engineer takes no exception to the lot reconfiguration. Approval of Building Permit will address site improvements including drainage, water, and wastewater.

Under the new orientation the northern lot (Fig Barn Coffee and Sierra Trading Post) will keep the existing General Plan (Urban Commercial) and Zoning (Village Commercial) designations, and the southern lot (vacant) has applied to change to a new General Plan (Suburban Commercial) and Zoning (Highway Commercial) designations.

The project calls for the construction on the new southern lot of an ARCO facility consisting of an AM/PM convenience store (c-store) of 3,400 square feet, 24-by 48-foot automatic car wash (1,152 square feet), and a 49- by 94-foot fuel canopy (4,606 square feet) with six (6) multi-product dispensers (MPDs) that results in a total of twelve (12) vehicle fueling positions (VFPs). The fueling facility will require the installation of three (3) underground storage tanks, one with a single compartment for unleaded fuel, and a second tank with two compartments, one for premium and one for diesel.

The c-store would have a maximum height of 30 feet, the carwash has a maximum height of 22 feet 9 inches, and the canopies would have a maximum height of 18 feet 6 inches. The materials for the c-store are stucco in Great Plains Gold and Brandy Cream colors, with the entry tower flanked by ACM in Rustic Walnut, pilasters and wainscot of stone veneer in Alaskan Sunset, and also including steel awnings and

aluminum and ACM trim. Those materials, as applicable, are duplicated in the carwash. The materials for the canopy are pearl-colored ACM with a printed bullnose decal with blue LED light.

The c-store would include typical elements and merchandise associated with convenience retail (ARCO AM/PM) and would operate 24 hours a day. The carwash will typically operate between 6 AM and 10 PM. Items being sold would include pre-packaged convenience grocery items, sundries, hot and cold drinks, tobacco products, beer and wine, and automobile-related convenience items. Cold storage facilities and limited on-site dry storage would be provided to support both retail sales and food service. Food preparation is limited to warming (re-heating) and packaging for re-sale.

The convenience store, canopy and carwash tunnel will have solar panels installed in accordance with the 2022 California Building Code. Final positioning angling and energy demand will be determined by design engineering during the preparation of construction documents.

The business is expected to have 12 to 15 employees, who will work during 3 shifts of 8 hours, some full time and some part time.

The required setbacks are 5-feet for the front yard, 10-feet for the side street yard, 0-feet for the side interior yard and 10-feet for the rear yard. The project complies with the requirement for a 25-foot residential buffer.

The number of customers anticipated each day will be approximately 2,000. Vehicle trips are anticipated at 1,860 per day. Vendors serving the business are expected to make 2 to 4 visits per day. Fuel deliveries are anticipated to happen 5 times per week. The business has no recurring special events or activities.

Twelve parking stalls are required for the ARCO. Eleven parking stalls are located in front of the c-store, including an ADA accessible stall, with an additional twelve at the retail fuel island, two vacuum stalls located at the west property line and two electric vehicle charging station stalls are also located at the west property line. Parking areas will utilize concrete pavement for durability.

Landscaping is provided at an overall coverage of 32%, or 13,710 square feet. Perimeter landscape planters are proposed in widths varying from 10 feet to 20 feet. Trees will be provided at a rate of one shade tree for every ten parking stalls. No fences are proposed.

Additional site developments include a propane exchange and bike rack along the eastern elevation of the ARCO am/pm facility. An air/water unit is placed adjacent to the parking stall along the western property line. The proposed 12-foot by 18-foot trash enclosure is located adjacent to the car wash entrance and will have sufficient space for regular waste receptacles and recycling receptacles. It will be enclosed with a 6-foot high CMU wall with a metal gate, in coordinating colors with the other structures.

Pedestrian-friendly amenities include a bike rack capable of storing four (4) bicycles and a new sidewalk along the project's CA-49 frontage with an accessible path from the public right-of-way to the project site.

This project will include both standalone outdoor parking lot lighting and building-attached lighting. All site and canopy lights will be designed to be shielded to confine light throw to the property.

Access to and from the site will be from a full access 35-foot wide shared driveway on CA-49 approximately 174 feet from the intersection, and a full access existing drive on Main Street approximately 176 feet from the intersection. An easement for access rights to the shared driveway and existing driveway will be granted to the southern parcel.

The proposed car wash is located parallel to the eastern property line, fronting CA-49. The circulation route for the car wash requires vehicles to enter the site and drive around the fuel canopy area. The entrance to the car wash is from a dedicated drive aisle located near the western property line and approximately 60 feet from the fuel canopy. Vehicles will exit the car wash from the north side of the car wash.

Fuel tankers will enter the site traveling northbound on CA-49 and turning left into the site, and then left to travel around the canopy and line up for a right-side discharge of the fuel into the underground storage tanks. The tanker will then exit by the same driveway, turning right to leave southbound on CA-49.

Noise levels are not anticipated to be in excess of the ambient noise for the c-store operation, or the intercom use at the fuel island. However, the carwash dryer may produce sound in excess of ambient noise at the point of exit. Possible mitigation measures will be recommended in the acoustic study currently underway.

The grading proposed will be sufficient to provide appropriate stormwater management and sloping for utilities and fuel lines. The proposed project is designed to have several high and low points throughout the site to convey and collect stormwater drainage appropriately. The storm drain system consists of a series of inlets and pipes that ultimately convey runoff to a stormwater quality treatment device. Upon exiting this device, treated water will be detained in an underground system and then discharged onsite adjacent to the public right-of-way.

Water and sewer will be provided by municipal utilities. The carwash manufacturer and associated reclamation system has not yet been selected so it is not possible to provide exact wastewater and water usage figures. A rough estimate of the c-store and carwash uses is a generation of approximately 3,000 gallons of wastewater going to sewer per day, and water usage of 3,800 gallons a day. Solid waste removal will take place once per day by a local waste management company under contract with the business.

The business is expected to utilize public services such as fire and police protection as a typical business of this type would. There is not expected to be a significant impact to those local services.

No hazardous materials or waste will be generated as part of this project, with the minor exception of temporary storage of materials used to clean up minor fuel spills. Those materials will be handled in accordance with the business' Hazardous Materials Business Plan approved by the local authority.

A Phase I Environmental Site Assessment was performed for the properties. There are no bodies of water indicating wetlands, existing ditches, gullies, ravines, and natural drainage courses on the property.

The preparer did find evidence that current use or historic use of the property or current and/or historic activity at neighboring properties that would indicate the likelihood of environmental impairment to the subject property. In addition, the preparer did observe visual evidence of hazardous-material contamination, indications of improper hazardous material storage or disposal, or identify significant concerns relating to USTs and storage of hazardous materials at the subject property. The preparer recommends additional investigation to determine the presence of possible soil and groundwater contaminants.

A preliminary screening for Asbestos Containing Materials (ACM) and Lead-based Paint (LBP) was performed by the preparer. The level of the preliminary screening performed by preparer was designed solely to identify the presence of the most obvious and common ACM, not to comply with the survey requirements of the Asbestos Hazard Emergency Response Act (AHERA) of 1986. ACM were not observed on the subject site but are likely to be present due to the age of construction (pre-1970) of the buildings on the Property. LBP is likely to be present due to the age of the buildings on the Property (built prior to 1970). Based upon this information, LBP is considered a potential Recognized Environmental Concern for the Property.

The immediate surrounding area is mainly commercial with some residential. It is under-served by fueling station and food uses, therefore the development would be providing a convenient location for pre-packaged convenience grocery items, sundries, hot and cold drinks, tobacco products, beer and wine, and automobile-related convenience items, as well as purchases of gas and diesel.

Rezone Findings of Fact

The purpose of a Zoning Amendment is to allow modification to any provisions of this title (including adoption of new regulations or deletion of existing regulations), or to rezone or change the zoning designation on the Zoning Map for any parcel(s). A Zoning Amendment may be granted for any changes to the zoning districts or the boundaries of districts shown on the Plymouth Zoning Map or for any changes to the provisions of this title whenever a public necessity and convenience and the general welfare require such amendment.

19.26.040 Approval Findings

A Zoning Amendment may be approved only when the City Council finds that the Zoning Amendment is consistent with the General Plan goals, policies, and implementation programs.

Community character relates to the use of land and also clarifies the relationship of land use and its influence on the character of development and the overall appearance of the community. To protect and enhance Plymouth's character, land use and development design elements should complement its "small-town" character. The Suburban Commercial land use designation is designed to be compatible within a neighborhood environment.

By adjusting the lot lines and retaining the long-existing Plymouth Trading Post building, a recognizable community element is preserved. The future use of the building is yet to be determined.

The new ARCO will provide the community-serving needs to purchase fuel in a location where residents have long expected a gas station. The inclusion of amenities such as a carwash and electric vehicle charging makes this proposed development even more valuable for the community.

Conditional Use Permit Findings of Fact

The Conditional Use Permit provides a process for Planning Commission review and determination of requests for uses and activities whose effects on adjacent sites and surroundings need to be evaluated in terms of specific development proposal for the specific site. It is anticipated that uses qualifying for a Conditional Use Permit are not minor in nature, may have an impact on immediately adjacent properties and the community, and can be modified and/or conditioned to ensure compatibility.

19.14.040 D Conditional Use Permit Findings

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

Once the southern parcel is rezoned to Highway Commercial, the proposed uses are allowed with approval of a use permit. The project as designed complies with all applicable provisions of the Zoning Code, Municipal Code, General Plan, and any applicable specific plans or City regulations/standards

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

At a size of .96 acres, the property is more than adequate in size, and it is of a shape that can best accommodate the proposed uses and development. The project is proposed at the location of a major intersection which would be appropriate for the uses, and the community has been long-accustomed to a gas station at this location.

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

Granting the permit would not be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity in which the project is located. The immediate surrounding area is mainly commercial and residential. It is under-served by fueling station and food uses, therefore the development would be providing a convenient location for pre-packaged convenience grocery items, sundries, hot and cold drinks, tobacco products, beer and wine, and automobile-related convenience items, as well as purchases of gas and diesel. The site will be designed using the principles of Crime Prevention Through Environmental Design to promote general safety and welfare. Should impacts be identified that might have an adverse impact on nearby residences, conditions can be imposed to provide mitigation measures to minimize the impact.

APPENDIX B

Air Quality and Greenhouse Gas Emissions Modeling Results

Plymouth Arco Gas Station Detailed Report

Table of Contents

1. Basic Project Information
 - 1.1. Basic Project Information
 - 1.2. Land Use Types
 - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
2. Emissions Summary
 - 2.1. Construction Emissions Compared Against Thresholds
 - 2.2. Construction Emissions by Year, Unmitigated
 - 2.3. Construction Emissions by Year, Mitigated
 - 2.4. Operations Emissions Compared Against Thresholds
 - 2.5. Operations Emissions by Sector, Unmitigated
 - 2.6. Operations Emissions by Sector, Mitigated
3. Construction Emissions Details
 - 3.1. Demolition (2024) - Unmitigated
 - 3.2. Demolition (2024) - Mitigated

3.3. Grading (2024) - Unmitigated

3.4. Grading (2024) - Mitigated

3.5. Grading (2025) - Unmitigated

3.6. Grading (2025) - Mitigated

3.7. Building Construction (2024) - Unmitigated

3.8. Building Construction (2024) - Mitigated

3.9. Building Construction (2025) - Unmitigated

3.10. Building Construction (2025) - Mitigated

3.11. Paving (2025) - Unmitigated

3.12. Paving (2025) - Mitigated

3.13. Architectural Coating (2025) - Unmitigated

3.14. Architectural Coating (2025) - Mitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.1.2. Mitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.2. Electricity Emissions By Land Use - Mitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.2.4. Natural Gas Emissions By Land Use - Mitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.3.2. Mitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.4.2. Mitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.5.2. Mitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.6.2. Mitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.7.2. Mitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.8.2. Mitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.9.2. Mitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.9.2. Mitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.10.4. Landscape Equipment - Mitigated

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Plymouth Arco Gas Station
Construction Start Date	10/1/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	21.2
Location	9506 Main St, Plymouth, CA 95669, USA
County	Amador
City	Plymouth
Air District	Amador County APCD
Air Basin	Mountain Counties
TAZ	3004
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.19

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
------------------	------	------	-------------	-----------------------	------------------------	--------------------------------	------------	-------------

Convenience Market with Gas Pumps	12.0	Pump	0.04	8,006	13,710	—	—	—
Automobile Care Center	1.15	1000sqft	0.03	1,152	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-10-A	Water Exposed Surfaces
Construction	C-10-B	Water Active Demolition Sites

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.57	11.0	10.6	15.7	0.02	0.44	0.22	0.66	0.40	0.05	0.46	—	2,540	2,540	0.10	0.03	1.11	2,553
Mit.	1.57	11.0	10.6	15.7	0.02	0.44	0.22	0.66	0.40	0.05	0.46	—	2,540	2,540	0.10	0.03	1.11	2,553
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.87	2.42	23.2	25.3	0.04	0.99	5.65	6.64	0.91	2.65	3.56	—	4,661	4,661	0.17	0.14	0.05	4,706
Mit.	2.87	2.42	23.2	25.3	0.04	0.99	2.41	3.39	0.91	1.09	1.99	—	4,661	4,661	0.17	0.14	0.05	4,706
% Reduced	—	—	—	—	—	—	57%	49%	—	59%	44%	—	—	—	—	—	—	—

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.35	0.79	2.85	3.12	0.01	0.12	0.67	0.79	0.11	0.32	0.43	—	590	590	0.02	0.02	0.10	595
Mit.	0.35	0.79	2.85	3.12	0.01	0.12	0.28	0.41	0.11	0.13	0.24	—	590	590	0.02	0.02	0.10	595
% Reduced	—	—	—	—	—	—	58%	49%	—	59%	44%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.06	0.14	0.52	0.57	< 0.005	0.02	0.12	0.14	0.02	0.06	0.08	—	97.6	97.6	< 0.005	< 0.005	0.02	98.6
Mit.	0.06	0.14	0.52	0.57	< 0.005	0.02	0.05	0.07	0.02	0.02	0.04	—	97.6	97.6	< 0.005	< 0.005	0.02	98.6
% Reduced	—	—	—	—	—	—	58%	49%	—	59%	44%	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.57	11.0	10.6	15.7	0.02	0.44	0.22	0.66	0.40	0.05	0.46	—	2,540	2,540	0.10	0.03	1.11	2,553
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	2.87	2.42	23.2	25.3	0.04	0.99	5.65	6.64	0.91	2.65	3.56	—	4,661	4,661	0.17	0.14	0.05	4,706
2025	2.01	1.70	16.5	17.9	0.03	0.69	5.55	6.24	0.64	2.63	3.27	—	3,699	3,699	0.13	0.12	0.04	3,739
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.35	0.29	2.85	3.12	0.01	0.12	0.67	0.79	0.11	0.32	0.43	—	590	590	0.02	0.02	0.10	595
2025	0.25	0.79	1.90	2.63	< 0.005	0.08	0.03	0.11	0.07	0.01	0.08	—	481	481	0.02	0.01	0.06	484
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2024	0.06	0.05	0.52	0.57	< 0.005	0.02	0.12	0.14	0.02	0.06	0.08	—	97.6	97.6	< 0.005	< 0.005	0.02	98.6
2025	0.05	0.14	0.35	0.48	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.02	—	79.7	79.7	< 0.005	< 0.005	0.01	80.1

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.57	11.0	10.6	15.7	0.02	0.44	0.22	0.66	0.40	0.05	0.46	—	2,540	2,540	0.10	0.03	1.11	2,553
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	2.87	2.42	23.2	25.3	0.04	0.99	2.41	3.39	0.91	1.09	1.99	—	4,661	4,661	0.17	0.14	0.05	4,706
2025	2.01	1.70	16.5	17.9	0.03	0.69	2.31	3.00	0.64	1.06	1.70	—	3,699	3,699	0.13	0.12	0.04	3,739
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.35	0.29	2.85	3.12	0.01	0.12	0.28	0.41	0.11	0.13	0.24	—	590	590	0.02	0.02	0.10	595
2025	0.25	0.79	1.90	2.63	< 0.005	0.08	0.03	0.11	0.07	0.01	0.08	—	481	481	0.02	0.01	0.06	484
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.06	0.05	0.52	0.57	< 0.005	0.02	0.05	0.07	0.02	0.02	0.04	—	97.6	97.6	< 0.005	< 0.005	0.02	98.6
2025	0.05	0.14	0.35	0.48	< 0.005	0.01	< 0.005	0.02	0.01	< 0.005	0.01	—	79.7	79.7	< 0.005	< 0.005	0.01	80.1

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	18.2	17.3	18.4	118	0.18	0.28	13.8	14.0	0.27	3.51	3.78	5.56	18,399	18,404	1.56	1.09	1,977	20,745
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	15.8	14.8	20.9	101	0.17	0.28	13.8	14.0	0.27	3.51	3.78	5.56	17,126	17,132	1.68	1.18	1,901	19,426
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	16.1	15.1	20.1	102	0.17	0.28	13.6	13.9	0.27	3.47	3.74	5.56	17,418	17,424	1.63	1.14	1,932	19,738
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.93	2.76	3.67	18.6	0.03	0.05	2.48	2.53	0.05	0.63	0.68	0.92	2,884	2,885	0.27	0.19	320	3,268

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	18.2	17.0	18.4	117	0.18	0.28	13.8	14.0	0.27	3.51	3.78	—	18,161	18,161	0.97	1.08	78.0	18,586
Area	0.07	0.32	< 0.005	0.40	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.64	1.64	< 0.005	< 0.005	—	1.64
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	236	236	0.04	< 0.005	—	238
Water	—	—	—	—	—	—	—	—	—	—	—	0.45	0.58	1.03	0.05	< 0.005	—	2.51
Waste	—	—	—	—	—	—	—	—	—	—	—	5.11	0.00	5.11	0.51	0.00	—	17.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,899	1,899
Total	18.2	17.3	18.4	118	0.18	0.28	13.8	14.0	0.27	3.51	3.78	5.56	18,399	18,404	1.56	1.09	1,977	20,745
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	15.8	14.6	20.9	101	0.17	0.28	13.8	14.0	0.27	3.51	3.78	—	16,890	16,890	1.09	1.17	2.02	17,268

Area	—	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	236	236	0.04	< 0.005	—	238
Water	—	—	—	—	—	—	—	—	—	—	—	0.45	0.58	1.03	0.05	< 0.005	—	2.51
Waste	—	—	—	—	—	—	—	—	—	—	—	5.11	0.00	5.11	0.51	0.00	—	17.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,899	1,899
Total	15.8	14.8	20.9	101	0.17	0.28	13.8	14.0	0.27	3.51	3.78	5.56	17,126	17,132	1.68	1.18	1,901	19,426
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	16.0	14.9	20.1	102	0.17	0.28	13.6	13.9	0.27	3.47	3.74	—	17,181	17,181	1.03	1.14	33.7	17,580
Area	0.03	0.29	< 0.005	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.81	0.81	< 0.005	< 0.005	—	0.81
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	236	236	0.04	< 0.005	—	238
Water	—	—	—	—	—	—	—	—	—	—	—	0.45	0.58	1.03	0.05	< 0.005	—	2.51
Waste	—	—	—	—	—	—	—	—	—	—	—	5.11	0.00	5.11	0.51	0.00	—	17.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,899	1,899
Total	16.1	15.1	20.1	102	0.17	0.28	13.6	13.9	0.27	3.47	3.74	5.56	17,418	17,424	1.63	1.14	1,932	19,738
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.93	2.71	3.67	18.5	0.03	0.05	2.48	2.53	0.05	0.63	0.68	—	2,845	2,845	0.17	0.19	5.58	2,911
Area	0.01	0.05	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.13	0.13	< 0.005	< 0.005	—	0.13
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	39.0	39.0	0.01	< 0.005	—	39.4
Water	—	—	—	—	—	—	—	—	—	—	—	0.07	0.10	0.17	0.01	< 0.005	—	0.42
Waste	—	—	—	—	—	—	—	—	—	—	—	0.85	0.00	0.85	0.08	0.00	—	2.96
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	314	314
Total	2.93	2.76	3.67	18.6	0.03	0.05	2.48	2.53	0.05	0.63	0.68	0.92	2,884	2,885	0.27	0.19	320	3,268

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
--------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	18.2	17.0	18.4	117	0.18	0.28	13.8	14.0	0.27	3.51	3.78	—	18,161	18,161	0.97	1.08	78.0	18,586
Area	0.07	0.32	< 0.005	0.40	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.64	1.64	< 0.005	< 0.005	—	1.64
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	236	236	0.04	< 0.005	—	238
Water	—	—	—	—	—	—	—	—	—	—	—	0.45	0.58	1.03	0.05	< 0.005	—	2.51
Waste	—	—	—	—	—	—	—	—	—	—	—	5.11	0.00	5.11	0.51	0.00	—	17.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,899	1,899
Total	18.2	17.3	18.4	118	0.18	0.28	13.8	14.0	0.27	3.51	3.78	5.56	18,399	18,404	1.56	1.09	1,977	20,745
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	15.8	14.6	20.9	101	0.17	0.28	13.8	14.0	0.27	3.51	3.78	—	16,890	16,890	1.09	1.17	2.02	17,268
Area	—	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	236	236	0.04	< 0.005	—	238
Water	—	—	—	—	—	—	—	—	—	—	—	0.45	0.58	1.03	0.05	< 0.005	—	2.51
Waste	—	—	—	—	—	—	—	—	—	—	—	5.11	0.00	5.11	0.51	0.00	—	17.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,899	1,899
Total	15.8	14.8	20.9	101	0.17	0.28	13.8	14.0	0.27	3.51	3.78	5.56	17,126	17,132	1.68	1.18	1,901	19,426
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	16.0	14.9	20.1	102	0.17	0.28	13.6	13.9	0.27	3.47	3.74	—	17,181	17,181	1.03	1.14	33.7	17,580
Area	0.03	0.29	< 0.005	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.81	0.81	< 0.005	< 0.005	—	0.81
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	236	236	0.04	< 0.005	—	238
Water	—	—	—	—	—	—	—	—	—	—	—	0.45	0.58	1.03	0.05	< 0.005	—	2.51
Waste	—	—	—	—	—	—	—	—	—	—	—	5.11	0.00	5.11	0.51	0.00	—	17.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,899	1,899
Total	16.1	15.1	20.1	102	0.17	0.28	13.6	13.9	0.27	3.47	3.74	5.56	17,418	17,424	1.63	1.14	1,932	19,738

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.93	2.71	3.67	18.5	0.03	0.05	2.48	2.53	0.05	0.63	0.68	—	2,845	2,845	0.17	0.19	5.58	2,911
Area	0.01	0.05	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.13	0.13	< 0.005	< 0.005	—	0.13
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	39.0	39.0	0.01	< 0.005	—	39.4
Water	—	—	—	—	—	—	—	—	—	—	—	0.07	0.10	0.17	0.01	< 0.005	—	0.42
Waste	—	—	—	—	—	—	—	—	—	—	—	0.85	0.00	0.85	0.08	0.00	—	2.96
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	314	314
Total	2.93	2.76	3.67	18.6	0.03	0.05	2.48	2.53	0.05	0.63	0.68	0.92	2,884	2,885	0.27	0.19	320	3,268

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.69	5.79	0.01	0.19	—	0.19	0.17	—	0.17	—	852	852	0.03	0.01	—	855
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.04	0.03	0.31	0.38	< 0.005	0.01	—	0.01	0.01	—	0.01	—	56.0	56.0	< 0.005	< 0.005	—	56.2
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.28	9.28	< 0.005	< 0.005	—	9.31
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.09	0.85	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	99.7	99.7	0.01	0.01	0.01	102
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.74	6.74	< 0.005	< 0.005	0.01	6.91
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.12	1.12	< 0.005	< 0.005	< 0.005	1.14
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.2. Demolition (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.69	5.79	0.01	0.19	—	0.19	0.17	—	0.17	—	852	852	0.03	0.01	—	855
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.31	0.38	< 0.005	0.01	—	0.01	0.01	—	0.01	—	56.0	56.0	< 0.005	< 0.005	—	56.2
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.28	9.28	< 0.005	< 0.005	—	9.31
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.09	0.85	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	99.7	99.7	0.01	0.01	0.01	102
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.74	6.74	< 0.005	< 0.005	0.01	6.91
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.12	1.12	< 0.005	< 0.005	< 0.005	1.14
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.41	1.19	11.4	10.7	0.02	0.53	—	0.53	0.49	—	0.49	—	1,713	1,713	0.07	0.01	—	1,719

Dust From Material Movement:	—	—	—	—	—	—	5.31	5.31	—	2.57	2.57	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.36	1.28	< 0.005	0.06	—	0.06	0.06	—	0.06	—	205	205	0.01	< 0.005	—	205
Dust From Material Movement:	—	—	—	—	—	—	0.63	0.63	—	0.31	0.31	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.25	0.23	< 0.005	0.01	—	0.01	0.01	—	0.01	—	33.9	33.9	< 0.005	< 0.005	—	34.0
Dust From Material Movement:	—	—	—	—	—	—	0.12	0.12	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.07	0.64	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	74.8	74.8	0.01	0.01	0.01	76.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.01	1.20	0.09	0.01	0.01	0.12	0.13	0.01	0.03	0.04	—	540	540	< 0.005	0.08	0.02	565

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.18	9.18	< 0.005	< 0.005	0.02	9.41
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.14	0.01	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	—	64.5	64.5	< 0.005	0.01	0.04	67.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.52	1.52	< 0.005	< 0.005	< 0.005	1.56
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.7	10.7	< 0.005	< 0.005	0.01	11.2

3.4. Grading (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.41	1.19	11.4	10.7	0.02	0.53	—	0.53	0.49	—	0.49	—	1,713	1,713	0.07	0.01	—	1,719
Dust From Material Movement	—	—	—	—	—	—	2.07	2.07	—	1.00	1.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.36	1.28	< 0.005	0.06	—	0.06	0.06	—	0.06	—	205	205	0.01	< 0.005	—	205

Dust From Material Movement:	—	—	—	—	—	—	0.25	0.25	—	0.12	0.12	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.25	0.23	< 0.005	0.01	—	0.01	0.01	—	0.01	—	33.9	33.9	< 0.005	< 0.005	—	34.0
Dust From Material Movement:	—	—	—	—	—	—	0.05	0.05	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.07	0.64	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	74.8	74.8	0.01	0.01	0.01	76.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.01	1.20	0.09	0.01	0.01	0.12	0.13	0.01	0.03	0.04	—	540	540	< 0.005	0.08	0.02	565
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.18	9.18	< 0.005	< 0.005	0.02	9.41
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.14	0.01	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	—	64.5	64.5	< 0.005	0.01	0.04	67.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.52	1.52	< 0.005	< 0.005	< 0.005	1.56
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	< 0.005	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.7	10.7	< 0.005	< 0.005	0.01	11.2
---------	---------	---------	------	---------	---------	---------	---------	---------	---------	---------	---------	---	------	------	---------	---------	------	------

3.5. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.29	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43	—	1,714	1,714	0.07	0.01	—	1,720
Dust From Material Movement:	—	—	—	—	—	—	5.31	5.31	—	2.57	2.57	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.35	3.35	< 0.005	< 0.005	—	3.37
Dust From Material Movement:	—	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.56	0.56	< 0.005	< 0.005	—	0.56

Dust From Material Movement:	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.07	0.60	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	73.5	73.5	< 0.005	0.01	0.01	75.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.01	1.13	0.09	0.01	0.01	0.12	0.13	0.01	0.03	0.04	—	532	532	< 0.005	0.08	0.02	558
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.15	0.15	< 0.005	< 0.005	< 0.005	0.15
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.04	1.04	< 0.005	< 0.005	< 0.005	1.09
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.02	0.02	< 0.005	< 0.005	< 0.005	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.17	0.17	< 0.005	< 0.005	< 0.005	0.18

3.6. Grading (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.29	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43	—	1,714	1,714	0.07	0.01	—	1,720
Dust From Material Movement	—	—	—	—	—	—	2.07	2.07	—	1.00	1.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.35	3.35	< 0.005	< 0.005	—	3.37
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.56	0.56	< 0.005	< 0.005	—	0.56
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.07	0.60	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	73.5	73.5	< 0.005	0.01	0.01	75.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.01	1.13	0.09	0.01	0.01	0.12	0.13	0.01	0.03	0.04	—	532	532	< 0.005	0.08	0.02	558
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.15	0.15	< 0.005	< 0.005	< 0.005	0.15
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.04	1.04	< 0.005	< 0.005	< 0.005	1.09
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.02	0.02	< 0.005	< 0.005	< 0.005	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.17	0.17	< 0.005	< 0.005	< 0.005	0.18

3.7. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	1.01	1.26	< 0.005	0.05	—	0.05	0.04	—	0.04	—	235	235	0.01	< 0.005	—	236	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	0.02	0.02	0.18	0.23	< 0.005	0.01	—	0.01	0.01	—	0.01	—	38.9	38.9	< 0.005	< 0.005	—	39.0	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.02	0.02	0.03	0.25	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	29.2	29.2	< 0.005	< 0.005	< 0.005	29.9	
Vendor	< 0.005	< 0.005	0.10	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	46.7	46.7	< 0.005	0.01	< 0.005	48.8	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.41	5.41	< 0.005	< 0.005	0.01	5.55	
Vendor	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.41	8.41	< 0.005	< 0.005	0.01	8.79	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.90	0.90	< 0.005	< 0.005	< 0.005	0.92	
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.39	1.39	< 0.005	< 0.005	< 0.005	1.46	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	

3.8. Building Construction (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	1.01	1.26	< 0.005	0.05	—	0.05	0.04	—	0.04	—	235	235	0.01	< 0.005	—	236
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.18	0.23	< 0.005	0.01	—	0.01	0.01	—	0.01	—	38.9	38.9	< 0.005	< 0.005	—	39.0
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.02	0.02	0.03	0.25	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	29.2	29.2	< 0.005	< 0.005	< 0.005	29.9
Vendor	< 0.005	< 0.005	0.10	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	46.7	46.7	< 0.005	0.01	< 0.005	48.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.41	5.41	< 0.005	< 0.005	0.01	5.55
Vendor	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.41	8.41	< 0.005	< 0.005	0.01	8.79
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.90	0.90	< 0.005	< 0.005	< 0.005	0.92
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.39	1.39	< 0.005	< 0.005	< 0.005	1.46
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.52	2.05	< 0.005	0.06	—	0.06	0.06	—	0.06	—	386	386	0.02	< 0.005	—	387	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	0.03	0.03	0.28	0.37	< 0.005	0.01	—	0.01	0.01	—	0.01	—	63.8	63.8	< 0.005	< 0.005	—	64.1	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.03	0.02	0.02	0.32	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	32.3	32.3	< 0.005	< 0.005	0.14	32.8	
Vendor	< 0.005	< 0.005	0.09	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	46.1	46.1	< 0.005	0.01	0.12	48.2	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.02	0.02	0.03	0.23	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.7	28.7	< 0.005	< 0.005	< 0.005	29.4	
Vendor	< 0.005	< 0.005	0.09	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	46.1	46.1	< 0.005	0.01	< 0.005	48.2	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.73	8.73	< 0.005	< 0.005	0.02	8.87	
Vendor	< 0.005	< 0.005	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.6	13.6	< 0.005	< 0.005	0.01	14.2	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.45	1.45	< 0.005	< 0.005	< 0.005	1.47
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.25	2.25	< 0.005	< 0.005	< 0.005	2.36
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.52	2.05	< 0.005	0.06	—	0.06	0.06	—	0.06	—	386	386	0.02	< 0.005	—	387
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.28	0.37	< 0.005	0.01	—	0.01	0.01	—	0.01	—	63.8	63.8	< 0.005	< 0.005	—	64.1

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.32	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	32.3	32.3	< 0.005	< 0.005	0.14	32.8
Vendor	< 0.005	< 0.005	0.09	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	46.1	46.1	< 0.005	0.01	0.12	48.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.03	0.23	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.7	28.7	< 0.005	< 0.005	< 0.005	29.4
Vendor	< 0.005	< 0.005	0.09	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	46.1	46.1	< 0.005	0.01	< 0.005	48.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.73	8.73	< 0.005	< 0.005	0.02	8.87
Vendor	< 0.005	< 0.005	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.6	13.6	< 0.005	< 0.005	0.01	14.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.45	1.45	< 0.005	< 0.005	< 0.005	1.47
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.25	2.25	< 0.005	< 0.005	< 0.005	2.36
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.37	5.31	0.01	0.19	—	0.19	0.18	—	0.18	—	823	823	0.03	0.01	—	826
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.37	5.31	0.01	0.19	—	0.19	0.18	—	0.18	—	823	823	0.03	0.01	—	826
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.26	0.32	< 0.005	0.01	—	0.01	0.01	—	0.01	—	49.6	49.6	< 0.005	< 0.005	—	49.8
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.22	8.22	< 0.005	< 0.005	—	8.25
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.15	0.14	0.12	1.90	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	193	193	0.01	0.01	0.83	196
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.15	1.39	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	172	172	0.01	0.01	0.02	176
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.6	10.6	< 0.005	< 0.005	0.02	10.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.76	1.76	< 0.005	< 0.005	< 0.005	1.79
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Paving (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.37	5.31	0.01	0.19	—	0.19	0.18	—	0.18	—	823	823	0.03	0.01	—	826
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.37	5.31	0.01	0.19	—	0.19	0.18	—	0.18	—	823	823	0.03	0.01	—	826	
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	0.04	0.03	0.26	0.32	< 0.005	0.01	—	0.01	0.01	—	0.01	—	49.6	49.6	< 0.005	< 0.005	—	49.8	
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.22	8.22	< 0.005	< 0.005	—	8.25	
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.15	0.14	0.12	1.90	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	193	193	0.01	0.01	0.83	196	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

Worker	0.14	0.12	0.15	1.39	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	172	172	0.01	0.01	0.02	176
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.6	10.6	< 0.005	< 0.005	0.02	10.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.76	1.76	< 0.005	< 0.005	< 0.005	1.79
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	9.65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.05	8.05	< 0.005	< 0.005	—	8.08
Architectural Coatings	—	0.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.33	1.33	< 0.005	< 0.005	—	1.34
Architectural Coatings	—	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.46	6.46	< 0.005	< 0.005	0.03	6.57
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.36	0.36	< 0.005	< 0.005	< 0.005	0.36
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.06	0.06	< 0.005	< 0.005	< 0.005	0.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Architectural Coating (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	—	9.65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.05	8.05	< 0.005	< 0.005	—	8.08
Architect ural Coatings	—	0.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.33	1.33	< 0.005	< 0.005	—	1.34
Architectural Coatings	—	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.46	6.46	< 0.005	< 0.005	0.03	6.57
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.36	0.36	< 0.005	< 0.005	< 0.005	0.36
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.06	0.06	< 0.005	< 0.005	< 0.005	0.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	11.4	10.7	11.6	73.5	0.11	0.18	8.64	8.82	0.17	2.20	2.37	—	11,395	11,395	0.61	0.68	49.0	11,662
Automobile Care Center	6.77	6.34	6.86	43.7	0.07	0.11	5.13	5.23	0.10	1.31	1.41	—	6,766	6,766	0.36	0.40	29.1	6,924
Total	18.2	17.0	18.4	117	0.18	0.28	13.8	14.0	0.27	3.51	3.78	—	18,161	18,161	0.97	1.08	78.0	18,586
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	9.91	9.15	13.1	63.5	0.10	0.18	8.64	8.82	0.17	2.20	2.37	—	10,598	10,598	0.68	0.74	1.27	10,835
Automobile Care Center	5.89	5.43	7.77	37.7	0.06	0.11	5.13	5.23	0.10	1.31	1.41	—	6,292	6,292	0.41	0.44	0.75	6,433
Total	15.8	14.6	20.9	101	0.17	0.28	13.8	14.0	0.27	3.51	3.78	—	16,890	16,890	1.09	1.17	2.02	17,268
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	1.84	1.70	2.30	11.6	0.02	0.03	1.56	1.59	0.03	0.40	0.43	—	1,785	1,785	0.11	0.12	3.50	1,826

Automob Care Center	1.09	1.01	1.37	6.91	0.01	0.02	0.92	0.94	0.02	0.24	0.25	—	1,060	1,060	0.06	0.07	2.08	1,084
Total	2.93	2.71	3.67	18.5	0.03	0.05	2.48	2.53	0.05	0.63	0.68	—	2,845	2,845	0.17	0.19	5.58	2,911

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	11.4	10.7	11.6	73.5	0.11	0.18	8.64	8.82	0.17	2.20	2.37	—	11,395	11,395	0.61	0.68	49.0	11,662
Automobile Care Center	6.77	6.34	6.86	43.7	0.07	0.11	5.13	5.23	0.10	1.31	1.41	—	6,766	6,766	0.36	0.40	29.1	6,924
Total	18.2	17.0	18.4	117	0.18	0.28	13.8	14.0	0.27	3.51	3.78	—	18,161	18,161	0.97	1.08	78.0	18,586
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	9.91	9.15	13.1	63.5	0.10	0.18	8.64	8.82	0.17	2.20	2.37	—	10,598	10,598	0.68	0.74	1.27	10,835
Automobile Care Center	5.89	5.43	7.77	37.7	0.06	0.11	5.13	5.23	0.10	1.31	1.41	—	6,292	6,292	0.41	0.44	0.75	6,433
Total	15.8	14.6	20.9	101	0.17	0.28	13.8	14.0	0.27	3.51	3.78	—	16,890	16,890	1.09	1.17	2.02	17,268

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	1.84	1.70	2.30	11.6	0.02	0.03	1.56	1.59	0.03	0.40	0.43	—	1,785	1,785	0.11	0.12	3.50	1,826
Automobile Care Center	1.09	1.01	1.37	6.91	0.01	0.02	0.92	0.94	0.02	0.24	0.25	—	1,060	1,060	0.06	0.07	2.08	1,084
Total	2.93	2.71	3.67	18.5	0.03	0.05	2.48	2.53	0.05	0.63	0.68	—	2,845	2,845	0.17	0.19	5.58	2,911

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	229	229	0.04	< 0.005	—	231
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	6.65	6.65	< 0.005	< 0.005	—	6.72
Total	—	—	—	—	—	—	—	—	—	—	—	—	236	236	0.04	< 0.005	—	238
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Convenience	—	—	—	—	—	—	—	—	—	—	—	—	229	229	0.04	< 0.005	—	231
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	6.65	6.65	< 0.005	< 0.005	—	6.72
Total	—	—	—	—	—	—	—	—	—	—	—	—	236	236	0.04	< 0.005	—	238
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	37.9	37.9	0.01	< 0.005	—	38.3
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	1.10	1.10	< 0.005	< 0.005	—	1.11
Total	—	—	—	—	—	—	—	—	—	—	—	—	39.0	39.0	0.01	< 0.005	—	39.4

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	229	229	0.04	< 0.005	—	231	
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	6.65	6.65	< 0.005	< 0.005	—	6.72	

Total	—	—	—	—	—	—	—	—	—	—	—	—	236	236	0.04	< 0.005	—	238
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	229	229	0.04	< 0.005	—	231
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	6.65	6.65	< 0.005	< 0.005	—	6.72
Total	—	—	—	—	—	—	—	—	—	—	—	—	236	236	0.04	< 0.005	—	238
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	37.9	37.9	0.01	< 0.005	—	38.3
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	1.10	1.10	< 0.005	< 0.005	—	1.11
Total	—	—	—	—	—	—	—	—	—	—	—	—	39.0	39.0	0.01	< 0.005	—	39.4

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Convenience Market with Gas Pumps	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Automobile Care Center	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Automobile Care Center	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Automobile Care Center	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Automobile Care Center	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Automobile Care Center	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Automobile Care Center	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.07	0.07	< 0.005	0.40	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.64	1.64	< 0.005	< 0.005	—	1.64
Total	0.07	0.32	< 0.005	0.40	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.64	1.64	< 0.005	< 0.005	—	1.64
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	0.01	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.13	0.13	< 0.005	< 0.005	—	0.13
Total	0.01	0.05	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.13	0.13	< 0.005	< 0.005	—	0.13

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.07	0.07	< 0.005	0.40	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.64	1.64	< 0.005	< 0.005	—	1.64
Total	0.07	0.32	< 0.005	0.40	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.64	1.64	< 0.005	< 0.005	—	1.64
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consum Products	—	0.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architect ural Coatings	—	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consum er Products	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architect ural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landsca pe Equipme nt	0.01	0.01	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.13	0.13	< 0.005	< 0.005	—	0.13
Total	0.01	0.05	< 0.005	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.13	0.13	< 0.005	< 0.005	—	0.13

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.24	0.39	0.63	0.02	< 0.005	—	1.42

Automobile	—	—	—	—	—	—	—	—	—	—	—	0.21	0.20	0.41	0.02	< 0.005	—	1.09
Total	—	—	—	—	—	—	—	—	—	—	—	0.45	0.58	1.03	0.05	< 0.005	—	2.51
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.24	0.39	0.63	0.02	< 0.005	—	1.42
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.21	0.20	0.41	0.02	< 0.005	—	1.09
Total	—	—	—	—	—	—	—	—	—	—	—	0.45	0.58	1.03	0.05	< 0.005	—	2.51
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.04	0.06	0.10	< 0.005	< 0.005	—	0.24
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03	0.07	< 0.005	< 0.005	—	0.18
Total	—	—	—	—	—	—	—	—	—	—	—	0.07	0.10	0.17	0.01	< 0.005	—	0.42

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.24	0.39	0.63	0.02	< 0.005	—	1.42
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.21	0.20	0.41	0.02	< 0.005	—	1.09
Total	—	—	—	—	—	—	—	—	—	—	—	0.45	0.58	1.03	0.05	< 0.005	—	2.51
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.24	0.39	0.63	0.02	< 0.005	—	1.42
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.21	0.20	0.41	0.02	< 0.005	—	1.09
Total	—	—	—	—	—	—	—	—	—	—	—	0.45	0.58	1.03	0.05	< 0.005	—	2.51
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.04	0.06	0.10	< 0.005	< 0.005	—	0.24
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03	0.07	< 0.005	< 0.005	—	0.18
Total	—	—	—	—	—	—	—	—	—	—	—	0.07	0.10	0.17	0.01	< 0.005	—	0.42

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	2.74	0.00	2.74	0.27	0.00	—	9.59
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	2.37	0.00	2.37	0.24	0.00	—	8.30
Total	—	—	—	—	—	—	—	—	—	—	—	5.11	0.00	5.11	0.51	0.00	—	17.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	2.74	0.00	2.74	0.27	0.00	—	9.59
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	2.37	0.00	2.37	0.24	0.00	—	8.30
Total	—	—	—	—	—	—	—	—	—	—	—	5.11	0.00	5.11	0.51	0.00	—	17.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.45	0.00	0.45	0.05	0.00	—	1.59

Automob Care Center	—	—	—	—	—	—	—	—	—	—	—	0.39	0.00	0.39	0.04	0.00	—	1.37
Total	—	—	—	—	—	—	—	—	—	—	—	0.85	0.00	0.85	0.08	0.00	—	2.96

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	2.74	0.00	2.74	0.27	0.00	—	9.59
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	2.37	0.00	2.37	0.24	0.00	—	8.30
Total	—	—	—	—	—	—	—	—	—	—	—	5.11	0.00	5.11	0.51	0.00	—	17.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	2.74	0.00	2.74	0.27	0.00	—	9.59
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	2.37	0.00	2.37	0.24	0.00	—	8.30
Total	—	—	—	—	—	—	—	—	—	—	—	5.11	0.00	5.11	0.51	0.00	—	17.9

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	0.45	0.00	0.45	0.05	0.00	—	1.59
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	0.39	0.00	0.39	0.04	0.00	—	1.37
Total	—	—	—	—	—	—	—	—	—	—	—	0.85	0.00	0.85	0.08	0.00	—	2.96

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,660	1,660
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	239	239
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,899	1,899
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Convenience	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,660	1,660
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	239	239
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,899	1,899
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	275	275
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	39.5	39.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	314	314

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,660	1,660
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	239	239

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,899	1,899
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,660	1,660
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	239	239
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,899	1,899
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Convenience Market with Gas Pumps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	275	275
Automobile Care Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	39.5	39.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	314	314

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
----------------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme nt Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequest	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	10/1/2024	11/1/2024	5.00	24.0	—
Grading	Grading	11/1/2024	1/1/2025	5.00	44.0	—
Building Construction	Building Construction	10/1/2024	5/31/2025	5.00	174	—
Paving	Paving	3/1/2025	4/1/2025	5.00	22.0	—
Architectural Coating	Architectural Coating	4/1/2025	4/30/2025	5.00	22.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41

Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	14.1	LDA,LDT1,LDT2
Demolition	Vendor	—	8.98	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	14.1	LDA,LDT1,LDT2
Grading	Vendor	—	8.98	HHDT,MHDT
Grading	Hauling	6.48	20.0	HHDT
Grading	Onsite truck	—	—	HHDT

Building Construction	—	—	—	—
Building Construction	Worker	2.93	14.1	LDA,LDT1,LDT2
Building Construction	Vendor	1.50	8.98	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	14.1	LDA,LDT1,LDT2
Paving	Vendor	—	8.98	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.59	14.1	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.98	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	14.1	LDA,LDT1,LDT2
Demolition	Vendor	—	8.98	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	14.1	LDA,LDT1,LDT2
Grading	Vendor	—	8.98	HHDT,MHDT
Grading	Hauling	6.48	20.0	HHDT

Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	2.93	14.1	LDA,LDT1,LDT2
Building Construction	Vendor	1.50	8.98	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	14.1	LDA,LDT1,LDT2
Paving	Vendor	—	8.98	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.59	14.1	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.98	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	13,737	4,579	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	—	—
Grading	2,280	—	33.0	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Convenience Market with Gas Pumps	0.00	0%
Automobile Care Center	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	204	0.03	< 0.005
2025	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Convenience Market with Gas Pumps	1,174	1,174	1,174	428,495	12,028	12,028	12,028	4,390,307

Automobile Care Center	697	697	697	254,407	7,141	7,141	7,141	2,606,623
------------------------	-----	-----	-----	---------	-------	-------	-------	-----------

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Convenience Market with Gas Pumps	1,174	1,174	1,174	428,495	12,028	12,028	12,028	4,390,307
Automobile Care Center	697	697	697	254,407	7,141	7,141	7,141	2,606,623

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	13,737	4,579	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Convenience Market with Gas Pumps	410,041	204	0.0330	0.0040	0.00
Automobile Care Center	11,900	204	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Convenience Market with Gas Pumps	410,041	204	0.0330	0.0040	0.00
Automobile Care Center	11,900	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Convenience Market with Gas Pumps	125,486	163,262
Automobile Care Center	108,381	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Convenience Market with Gas Pumps	125,486	163,262
Automobile Care Center	108,381	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Convenience Market with Gas Pumps	5.08	—
Automobile Care Center	4.40	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Convenience Market with Gas Pumps	5.08	—
Automobile Care Center	4.40	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Convenience Market with Gas Pumps	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Convenience Market with Gas Pumps	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0
Automobile Care Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Automobile Care Center	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0
------------------------	--	--------	-------	------	------	------	------

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Convenience Market with Gas Pumps	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Convenience Market with Gas Pumps	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0
Automobile Care Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Automobile Care Center	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
----------------	-----------	-------------	----------------	---------------	------------	-------------

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
----------------	-----------	-------------	----------------	---------------	------------	-------------

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
----------------	-----------	----------------	---------------	----------------	------------	-------------

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
----------------	-----------	--------	--------------------------	------------------------------	------------------------------

5.17. User Defined

Equipment Type	Fuel Type
----------------	-----------

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
--------------------------	----------------------	---------------	-------------

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
--------------------------	----------------------	---------------	-------------

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
--------------------	---------------	-------------

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
--------------------	---------------	-------------

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
-----------	--------	------------------------------	------------------------------

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
-----------	--------	------------------------------	------------------------------

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	30.3	annual days of extreme heat
Extreme Precipitation	8.90	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	14.7	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
----------------	----------------	-------------------	-------------------------	---------------------

Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	1	0	0	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	0	0	0	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	1	1	1	2
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	1	1	1	2
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	68.2
AQ-PM	13.2
AQ-DPM	4.54
Drinking Water	68.4
Lead Risk Housing	24.1
Pesticides	55.2
Toxic Releases	18.9
Traffic	1.93
Effect Indicators	—
CleanUp Sites	89.9
Groundwater	52.5
Haz Waste Facilities/Generators	0.00
Impaired Water Bodies	0.00
Solid Waste	98.8
Sensitive Population	—
Asthma	34.2
Cardio-vascular	25.9
Low Birth Weights	50.2
Socioeconomic Factor Indicators	—

Education	40.8
Housing	22.7
Linguistic	14.9
Poverty	41.7
Unemployment	86.8

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	59.15565251
Employed	19.02989863
Median HI	49.80110355
Education	—
Bachelor's or higher	45.32272552
High school enrollment	100
Preschool enrollment	31.61811882
Transportation	—
Auto Access	45.25856538
Active commuting	53.31707943
Social	—
2-parent households	56.28127807
Voting	94.39240344
Neighborhood	—
Alcohol availability	75.01604004
Park access	16.91261388
Retail density	1.462851277

Supermarket access	21.3396638
Tree canopy	98.01103554
Housing	—
Homeownership	81.9196715
Housing habitability	57.2308482
Low-inc homeowner severe housing cost burden	48.23559605
Low-inc renter severe housing cost burden	21.04452714
Uncrowded housing	91.95431798
Health Outcomes	—
Insured adults	79.19928141
Arthritis	0.0
Asthma ER Admissions	57.0
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	26.4
Cognitively Disabled	29.3
Physically Disabled	7.8
Heart Attack ER Admissions	51.2
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0

Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	15.4
SLR Inundation Area	0.0
Children	87.9
Elderly	9.3
English Speaking	89.5
Foreign-born	6.0
Outdoor Workers	31.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	97.0
Traffic Density	2.9
Traffic Access	0.0
Other Indices	—
Hardship	40.9
Other Decision Support	—
2016 Voting	90.3

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	34.0
Healthy Places Index Score for Project Location (b)	56.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No

Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Per PD
Construction: Construction Phases	per AQ Questionnaire
Operations: Vehicle Data	Per traffic study
Operations: Energy Use	No NG usage per operational questionnaire

APPENDIX C

Biological Resources Assessment



ARCO Commercial Center and Car Wash
Project
Biological Resource Assessment
October 16, 2023

Hunting Environmental LLC



ARCO Commercial Center and Car Wash Project
Biological Resource Assessment
October 16, 2023

Prepared by:

Hunting Environmental LLC
Joyce Hunting
3606 Cambridge Road
Cameron Park, CA 95682
916.501.2258

TABLE OF CONTENTS

INTRODUCTION..... 1

PROJECT LOCATION 1

PROJECT DESCRIPTION 1

BIOLOGICAL STUDY AREA (BSA) 1

PROJECT SETTING 1

 Topography..... 1

 Hydrology 1

 Soils 1

 Climate 5

REGULATORY SETTING 5

FEDERAL 5

 Endangered Species Act..... 5

 Clean Water Act 5

 Migratory Bird Treaty Act..... 7

STATE..... 7

 California Endangered Species Act..... 7

 California Fish and Game Code 7

 California Wetlands and Other Water Policies 9

NONGOVERNMENTAL AGENCIES 10

 California Native Plant Society 10

LOCAL 10

 Plymouth General Plan 10

STUDY METHODS 11

STUDIES REQUIRED 12

 Literature Review..... 12

 Habitat Assessment..... 12

 Jurisdictional Delineation 12

Impact Assessment.....	12
BIOLOGICAL SETTING.....	12
LAND COVER.....	13
Urban/Disturbed	13
Ruderal..	13
REGIONAL SPECIES AND HABITATS OF CONCERN.....	15
Special-Status Natural Communities.....	15
Special-Status Species.....	15
DISCUSSION OF IMPACTS AND MITIGATION	21
STANDARDS OF SIGNIFICANCE	21
METHODOLOGY	21
IMPACTS	22
REFERENCES.....	25
APPENDIX A – DATABASE RESULTS.....	26

FIGURES

FIGURE 1: PROJECT LOCATION MAP	2
FIGURE 2: PROJECT VICINITY	3
FIGURE 3: PROJECT SITE	4
FIGURE 4: CNDDDB OCCURRENCES WITHIN 1 MILE OF BIOLOGICAL STUDY AREA	ERROR! BOOKMARK NOT DEFINED.
FIGURE 5: LAND COVER	ERROR! BOOKMARK NOT DEFINED.

TABLES

TABLE 1: Special-Status Species In The Project Vicinity.....	17
--	----

INTRODUCTION

The proposed project (project) is intended to provide a new commercial operation over an empty ruderal in-fill site in the Plymouth California. The following provides a discussion of the existing biological resources on the project site and potential impacts that might occur to those resources.

PROJECT LOCATION

The project is located in Plymouth California, Amador County (**Figure 1**). More specifically, the project is located directly south of the corner of SR 40 and Mill Street. The project is comprised of portions of Assessor's Parcel Number (APN) 010-062-002-501 and APN 010-062-001-000 and consists of 1.02 acres (**Figure 2**).

PROJECT DESCRIPTION

The project would include construction of an ARCO fueling facility consisting of an AM/PM convenience store and a car wash on the southern vacant lot. The convenience store would be 3,400 square-feet (SF), with a height of 30 feet, and the automatic car wash would be 22 feet 9 inches in height and occupy 1,152 SF on a 24-by-48-foot section of the parcel. The gas station would include a 49-by-94-foot fuel canopy (4,606 SF) with a height of 18 feet 6 inches and six (6) multi-product dispensers that would create a total of twelve (12) vehicle fueling positions. The fueling facility would require the installation of three (3) underground storage tanks, one with a single compartment for unleaded fuel, and a second with two compartments, one for premium fuel and one for diesel.

BIOLOGICAL STUDY AREA (BSA)

The BSA for this Project is defined as the boundary of the project (**Figure 3**).

PROJECT SETTING

Topography

The ±1.02-acre BSA is located mostly flat, with an average elevation of 1,070 feet above mean sea level.

Hydrology

The project lies in the Little Indian Creek HUC-12 (hydrologic unit code) which is a component of the Upper Consumnes River HUC-10 .

Soils

The Natural Resources Conservation Service's (NRCS) Web Soil Survey identifies a single soil series in the BSA. Exchequer and Auburn loams, 3 to 31 percent slopes (EhD). The Exchequer series consists of shallow, somewhat excessively drained soils that formed in material weathered from hard andesitic breccia, schist and metamorphosed volcanic rocks. These soils



Figure 1
Project Location



Figure 2
Project Vicinity



are undulating to steep uplands. The mean annual precipitation is about 25 inches, and the mean annual air temperature is about 61 degrees. The soil map unit is not hydric (NRCS 2023).

Climate

In a typical year, Plymouth temperatures fall below 50F° for 179 days per year. Annual precipitation in Plymouth is typically 31.0 inches per year and snow covers the ground 0 days per year or 0.0% of the year (the lowest in the US). The humidity in Plymouth, California is below 60% for approximately 175.0 days or 47.9% of the year.

REGULATORY SETTING

This section identifies the environmental review and consultation requirements, as well as permits and approvals that must be attained from local, state, and federal agencies before implementation of the Project.

FEDERAL

Endangered Species Act

The Endangered Species Act of 1973 (FESA), as amended, provides protective measures for federally listed threatened and endangered species, including their habitats, from unlawful take (16 United States Code [USC] Sections 1531–1544). FESA defines “take” to mean “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” Title 50, Part 222, of the Code of Federal Regulations (50 CFR Section 222) further defines “harm” to include “an act which actually kills or injures fish or wildlife. Such an act may include significant habitat modification or degradation where it actually kills or injures fish or wildlife by significantly impairing essential behavioral patterns including feeding, spawning, rearing, migrating, feeding, or sheltering.”

FESA Section 7(a)(1) requires federal agencies to utilize their authority to further the conservation of listed species. FESA Section 7(a)(2) requires consultation with the US Fish and Wildlife Service (USFWS) and/or the National Marine Fisheries Service (NMFS) if a federal agency undertakes, funds, permits, or authorizes (termed the federal nexus) any action that may affect endangered or threatened species, or designated critical habitat. For projects that may result in the incidental take of threatened or endangered species, or critical habitat, and that lack a federal nexus, a Section 10(a)(1)(b) incidental take permit can be obtained from the USFWS and/or the NMFS.

Clean Water Act

The basis of the Clean Water Act (CWA) was established in 1948; however, it was referred to as the Federal Water Pollution Control Act. The act was reorganized and expanded in 1972 (33 USC Section 1251), and the Clean Water Act became the act's commonly used name. The basis of the CWA is the regulation of pollutant discharges into waters of the United States, as well as the establishment of surface water quality standards.

Section 404

CWA Section 404 (33 USC Section 1344) established the program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Under this regulation, certain activities within waters of the United States require the obtainment of a permit prior to initiation. These activities include, but are not limited to, placement of fill for the purposes of development, water resource projects (e.g., dams and levees), infrastructure development (e.g., highways and bridges), and mining operations.

The program's primary objective is to ensure that the discharge of dredge or fill material is not permitted if a practicable alternative to the proposed activities exists that results in less impact to waters of the United States, or the proposed activity would result in significant adverse impacts to waters of the United States. To comply with these objectives a permittee must document the measures taken to avoid and minimize impacts to waters of the United States and provide compensatory mitigation for any unavoidable impacts.

The US Environmental Protection Agency (EPA) and the USFWS are assigned roles and responsibilities in the administration of this program; however, the US Army Corps of Engineers (USACE) is the lead agency in the administration of day-to-day activities, including issuance of permits. The agencies will typically assert jurisdiction over the following waters: (1) traditional navigable waters (TNW); (2) wetlands adjacent to TNWs; (3) relatively permanent waters (RPW) that are non-navigable tributaries to TNWs, and have relatively permanent flow or seasonally continuous flow (typically three months); and (4) wetlands that directly abut RPWs. Case-by-case investigations are usually conducted by the agencies to ascertain their jurisdiction over waters that are non-navigable tributaries and do not contain relatively permanent or seasonal flow, wetlands adjacent to the aforementioned features, and wetlands adjacent to but not directly abutting RPWs (USACE 2007). Jurisdiction is not generally asserted over swales or erosional features (e.g., gullies or small washes characterized by low volume/short duration flow events) or ditches constructed wholly within and draining only uplands that do not have relatively permanent flows.

Section 401

Under CWA Section 401 (33 USC Section 1341), federal agencies are not authorized to issue a permit and/or license for any activity that may result in discharges to waters of the United States unless a state or tribe where the discharge originates either grants or waives CWA Section 401 certification. CWA Section 401 provides states or tribes with the ability to grant, grant with conditions, deny, or waive certification. Granting certification, with or without conditions, allows the federal permit/license to be issued and remain consistent with any conditions set forth in the CWA Section 401 certification. Denial of the certification prohibits the issuance of the federal license or permit, and waiver allows the permit/license to be issued without state or tribal comment. Decisions made by states or tribes are based on the proposed Project's compliance with EPA water quality standards as well as applicable effluent limitations guidelines, new source performance standards, toxic pollutant restrictions, and any other appropriate requirements of state or tribal law. In California, the State Water Resources Control Board (SWRCB) is primary regulatory authority for CWA Section 401 requirements (additional details below).

Migratory Bird Treaty Act

Migratory birds are protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC Sections 703–711). The act makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Section 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR Section 21). Much of the birds found in the Project vicinity are protected under the act.

STATE

California Endangered Species Act

Under the California Endangered Species Act (CESA), the California Department of Fish and Wildlife (CDFW) has the responsibility for maintaining a list of endangered and threatened species (California Fish and Game Code (FGC) Section 2070). The CDFW also maintains a list of “candidate species,” which are species formally noticed as being under review for potential addition to the list of endangered or threatened species, and a list of “species of special concern,” which serve as a species “watch lists.”

Pursuant to the requirements of CESA, an agency reviewing a proposed project within its jurisdiction must determine whether any state-listed endangered or threatened species may be present, and determine whether the proposed project will have a potentially significant impact on such species. In addition, the CDFW encourages informal consultation on any proposed project that may impact a candidate species.

Project-related impacts to species on the CESA endangered or threatened list would be considered significant. State-listed species are fully protected under the mandates of CESA. Take of protected species incidental to otherwise lawful management activities may be authorized under FGC Section 206.591. Authorization from the CDFW would be in the form of an incidental take permit.

California Fish and Game Code

Streambed Alteration Agreement

State and local public agencies are subject to FGC Section 1602, which governs construction activities that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated as waters of the state by the CDFW. Under FGC Section 1602, a discretionary Streambed Alteration Agreement must be issued by the CDFW to the Project proponent prior to the initiation of construction activities within lands under CDFW jurisdiction. As a general rule, this requirement applies to any work undertaken within the 100-year floodplain of a stream or river containing fish or wildlife resources.

Native Plant Protection Act

The Native Plant Protection Act (FGC Sections 1900–1913) prohibits the taking, possessing, or sale within the state of any plants with a state designation of rare, threatened, or endangered (as defined by the CDFW). An exception in the act allows landowners, under specified circumstances, to take listed plant species, provided that the owners first notify the CDFW and give that state agency at least 10 days to retrieve the plants before they are plowed under or

otherwise destroyed (FGC Section 1913). Project impacts to these species are not considered significant unless the species are known to have a high potential to occur within the area of disturbance associated with construction of the proposed project.

Birds of Prey

Under FGC Section 3503.5, it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.

Fully Protected Species

California statutes also afford "fully protected" status to a number of specifically identified birds, mammals, reptiles, and amphibians. These species cannot be taken, even with an incidental take permit. FGC Section 3505 makes it unlawful to take "any egret or egret, osprey, bird of paradise, goura, numidi, or any part of such a bird." FGC Section 3511 protects from take the following fully protected birds: (a) American peregrine falcon (*Falco peregrinus anatum*); (b) brown pelican (*Pelecanus occidentalis*); (c) California black rail (*Laterallus jamaicensis coturniculus*); (d) California clapper rail (*Rallus longirostris obsoletus*); (e) California condor (*Gymnogyps californianus*); (f) California least tern (*Sterna albifrons browni*); (g) golden eagle (*Aquila chrysaetos*); (h) greater sandhill crane (*Grus canadensis tabida*); (i) light-footed clapper rail (*Rallus longirostris levipes*); (j) southern bald eagle (*Haliaeetus leucocephalus leucocephalus*); (k) trumpeter swan (*Cygnus buccinator*); (l) white-tailed kite (*Elanus leucurus*); and (m) Yuma clapper rail (*Rallus longirostris yumanensis*).

FGC Section 4700 identifies the following fully protected mammals that cannot be taken: (a) Morro Bay kangaroo rat (*Dipodomys heermanni morroensis*); (b) bighorn sheep (*Ovis canadensis*), except Nelson bighorn sheep (subspecies *Ovis canadensis nelsoni*); (c) Guadalupe fur seal (*Arctocephalus townsendi*); (d) ring-tailed cat (genus *Bassariscus*); (e) Pacific right whale (*Eubalaena sieboldi*); (f) salt-marsh harvest mouse (*Reithrodontomys raviventris*); (g) southern sea otter (*Enhydra lutris nereis*); and (h) wolverine (*Gulo gulo*).

FGC Section 5050 protects from take the following fully protected reptiles and amphibians: (a) blunt-nosed leopard lizard (*Crotaphytus wislizenii silus*); (b) San Francisco garter snake (*Thamnophis sirtalis tetrataenia*); (c) Santa Cruz long-toed salamander (*Ambystoma macrodactylum croceum*); (d) limestone salamander (*Hydromantes brunus*); and (e) black toad (*Bufo boreas exsul*).

FGC Section 5515 also identifies certain fully protected fish that cannot lawfully be taken even with an incidental take permit: (a) Colorado River squawfish (*Ptychocheilus lucius*); (b) thicktail chub (*Gila crassicauda*); (c) Mohave chub (*Gila mohavensis*); (d) Lost River sucker (*Catostomus luxatus*); (e) Modoc sucker (*Catostomus microps*); (f) shortnose sucker (*Chasmistes brevirostris*); (g) humpback sucker (*Xyrauchen texanus*); (h) Owens River pupfish (*Cyprinoden radiosus*); (i) unarmored threespine stickleback (*Gasterosteus aculeatus williamsoni*); and (j) rough sculpin (*Cottus asperimus*).

California Wetlands and Other Water Policies

The SWRCB and its various departments do not authorize or approve Projects that fill or otherwise harm or destroy coastal, estuarine, or inland wetlands. Exceptions may be granted if all of the following conditions are met:

- 1) The Project is water dependent.
- 2) No other feasible alternative is available.
- 3) The public trust is not adversely affected.

Porter-Cologne Water Quality Control Act

Porter-Cologne Water Quality Control Act of 1966 (California Water Code Section 13000 et seq.; California Code of Regulations Title 23, Chapter 3, Subchapter 15) is the primary state regulation that addresses water quality. The requirements of the act are implemented at the state level by the SWRCB and at the local level by the Regional Water Quality Control Board (RWQCB). The RWQCB carries out planning, permitting, and enforcement activities related to water quality in California. The act provides for waste discharge requirements and a permitting system for discharges to land or water. RWQCB certification is required for activities that can affect water quality.

Clean Water Act, Section 401 Water Quality Certification

CWA Section 401 (33 USC Section 1341) requires that any applicant for a federal license or permit that may result in a pollutant discharge to waters of the United States obtain a certification that the discharge will comply with EPA water quality standards. The state or tribal agency responsible for issuance of the Section 401 certification may also require compliance with additional effluent limitations and water quality standards set forth in state/tribal laws. In California, the SWRCB is the primary regulatory authority for CWA Section 401 requirements.

The Central Valley RWQCB is responsible for enforcing water quality criteria and protecting water resources in the Project area. In addition, the RWQCB is responsible for controlling discharges to surface waters of the state by issuing waste discharge requirements (WDR) or commonly by issuing conditional waivers to WDRs. The RWQCB requires that a Project proponent obtain a CWA Section 401 water quality certification for CWA Section 404 permits issued by the USACE. A request for water quality certification (including WDRs) by the RWQCB and an application for a General Permit for Storm Water Discharges Associated with Construction Activities are prepared and submitted following completion of the California Environmental Quality Act (CEQA) environmental document and submittal of the wetland delineation to the USACE.

Delegated Permit Authority

California has been delegated permit authority for the National Pollutant Discharge Elimination System (NPDES) permit program, including stormwater permits for all areas except tribal lands. Issuance of CWA Section 404 dredge and fill permits remains the responsibility of the USACE; however, the State actively uses its CWA Section 401 certification authority to ensure CWA Section 404 permits are in compliance with state water quality standards.

State Definition of Covered Waters

Under California state law, “waters of the state” means “any surface water or groundwater, including saline waters, within the boundaries of the state.” Therefore, water quality laws apply to both surface water and groundwater. After the US Supreme Court decision in *Solid Waste Agency of Northern Cook County v. US Army Corps of Engineers*, the Office of Chief Counsel of the SWRCB released a legal memorandum confirming the State’s jurisdiction over isolated wetlands. The memorandum stated that under the California Porter-Cologne Water Quality Control Act (Porter-Cologne), discharges to wetlands and other waters of the state are subject to state regulation, and this includes isolated wetlands. In general, the SWRCB regulates discharges to isolated waters in much the same way as it does for waters of the United States, using the Porter-Cologne Act rather than Clean Water Act authority.

NONGOVERNMENTAL AGENCY

California Native Plant Society

The California Native Plant Society (CNPS) is a nongovernmental agency that classifies native plant species according to current population distribution and threat level, in regard to extinction. The data is utilized by the CNPS to create and maintain a list of native California plants that have low numbers or limited distribution or are otherwise threatened with extinction. This information is published in the Inventory of Rare and Endangered Plants of California (CNPS 2015). Potential impacts to populations of CNPS-listed plants receive consideration under CEQA review.

The following identifies the definitions of the CNPS listings:

- List 1A: Plants believed to be extinct
- List 1B: Plants that are rare, threatened, or endangered in California and elsewhere
- List 2B: Plants that are rare, threatened, or endangered in California but are more numerous elsewhere

All of the plant species on Lists 1 and 2 meet the requirements of the Native Plant Protection Act Section 1901, Chapter 10, or FGC Section 2062 and Section 2067 and are eligible for state listing. Plants appearing on List 1 or 2 are considered to meet the criteria of CEQA Section 15380, and effects on these species are considered “significant.” Plants on List 3 (plants about which more information is needed) and/or List 4 (plants of limited distribution), as defined by the CNPS, are not currently protected under state or federal law.

LOCAL

Plymouth General Plan

The City’s General Plan identifies specific goals, objectives, and policies regarding natural resources (Plymouth 2016). The General Plan serves as the overall guiding policy document for land use, development, and environmental quality for the City. Section 5 (Parks, Open Space, Conservation And Schools Element of the General Plan include goals and policies to preserve, protect, enhance, and promote the city’s valuable natural resources. The General

Plan identifies specific goals and policies regarding biological and natural resources. The following policies are applicable to the proposed project.

PRESERVATION OF NATURAL AREAS AND OPEN SPACES

Relevant Goals

5H Preservation of the oak woodlands that contribute to the natural beauty of Plymouth.

5I Acquisition and conservation of sensitive areas and sites.

Relevant Recommended Actions

5.11 Amend the subdivision regulations as follows: - Include provisions requiring riparian buffers around all naturally occurring water bodies and wetlands. The standards should restrict septic systems within the buffer area and include requirements for planting indigenous plants and trees to enhance the buffer's absorption and filtering potential. - Incorporate resource protection standards providing for preservation of sensitive areas and mitigation of environmental impacts. - Establish the allowable and limited uses of open space regarding buildings, structures, and impervious surfaces. - Specify the means of ownership and maintenance of open spaces such as the use of homeowners' associations, conservation easements in favor of the City, or dedication to a public agency or a City-approved private, non-profit organization. - Require submittal of an open space landscape maintenance plan outlining both short- and long-term maintenance arrangements, timing for the completion of landscape improvements, and provisions for periodic inspection.

5.12 Amend the tree preservation ordinance to include "champion" as well as heritage trees and to provide for avoidance and mitigation when other trees are proposed to be removed to clear land for development. The ordinance should include provisions for tree removal and replacement (including relocation of protected trees), tree maintenance standards, and strict penalties.

5.13 Develop a "land bank" program whereby owners of flood-prone property may deed land to the "bank" for long-term conservation. Non-profit organizations that specialize in land acquisition and establishment of conservation easements can assist with such initiatives.

5.14 Work with agencies such as the Trust for Public Land¹ and the California State Parks' Land and Water Conservation Fund program to identify and acquire valued open space areas in and around the community.

5.15 Through the subdivision process work with development applicants to locate parks to incorporate and maximize the presence of natural amenities while preserving environmental resources and site features.

5.16 Utilize open space areas for low impact recreation opportunities. Depending on the specific characteristics of a site, open space areas may be used as recreational amenities and developed with multi purpose trails, interpretive signage, and wildlife and nature viewing amenities

STUDY METHODS

This section describes the survey methods used to collect data on biological resources on and in the vicinity of the Project site.

STUDIES REQUIRED

Pedestrian surveys were conducted across the BSA to assess the biological resources that could be impacted due to the Project. A formal evaluation of potentially jurisdictional waters was performed in compliance with USACE guidelines. Biologists reviewed the Project design plans and project description.

Literature Review

A list of special-status species and habitats that have the potential to occur within the BSA or in the vicinity was prepared using information provided by the USFWS Critical Habitat Portal (2023), the CDFW's California Natural Diversity Database (CNDDDB 2023).

A search of the USFWS's Critical Habitat Portal database was performed for the BSA to identify federally protected species and their habitats that may be affected by the Project. In addition, a CNDDDB search was performed for the Amador City USGS 7.5-minute quadrangle to identify special-status species under their jurisdiction that may be affected by the project. Lastly, the CNPS database was queried to identify special-status plant species with the potential to occur within the aforementioned USGS quadrangles. Please see **Appendix A** for the raw data returned from the database queries.

Habitat Assessment

A reconnaissance-level survey was conducted on the entire BSA by HE biologist on July 24, 2023. Field investigations included a general inspection of the BSA, with emphasis on areas having the potential to support special-status species.

Jurisdictional Delineation

A preliminary jurisdictional determination concluded that there were no signs of wetlands or other waters on the project site.

Impact Assessment

The impact assessment is based on the Project design plans and information provided in the Project description; the biological and regional setting; and federal, state, and local regulatory requirements regarding impacts to biological resources. In addition, the impact analysis used data collected from the literature review, habitat assessment, habitat mapping, and jurisdictional delineation. When information about the presence of a particular special-status species is unknown, but suitable habitat is present, the impact analysis takes a conservative approach by inferring presence of special-status species within the BSA until preconstruction or protocol-level surveys determine otherwise.

BIOLOGICAL SETTING

This chapter describes the existing biological conditions of the BSA.

LAND COVER

Vegetative communities are assemblages of plant species that occur in the same area and are defined by species composition and relative abundance. The BSA is characterized by two vegetative communities: urban/disturbed and ruderal (**Figure 4**).

Urban/Disturbed

Urban communities are classified as areas that have been heavily modified by humans, including roadways, existing buildings, and structures, as well as recreation fields, lawns, and landscaped vegetation found in residential yards. Because of the high degree of disturbance in these areas, they generally have low habitat value for wildlife; however, migratory birds may find limited nesting and foraging opportunities in trees and shrubs scattered throughout urban areas.

Typically, the species composition in urban areas consists of a mix of native and non-native trees, shrubs, flowers, and turf grass. Common landscape trees in the BSA include valley oak (*Quercus lobata*), redwoods (*Sequoia sempervirens*), eucalyptus (*Eucalyptus* sp.), various pines (*Pinus* sp.), and ornamentals. Wildlife adapted to living in heavily urbanized areas includes common raccoon (*Procyon lotor*), Virginia opossum (*Didelphis virginiana*), striped skunk (*Mephitis mephitis*), black rat (*Rattus rattus*), American crow (*Corvus brachyrhynchos*), mourning dove (*Zenaida macroura*), house finch (*Carpodacus mexicanus*), cliff swallow (*Hirundo pyrrhonota*), northern mockingbird (*Mimus polyglottus*), and common ground dove (*Columbina passerina*). The project site contains 0.200 acres of urban / disturbed community.

Ruderal

Ruderal communities occur in areas of disturbances such as along roadsides, trails, parking lots, etc. These communities are subjected to ongoing or past disturbances (e.g., vehicle activities, mountain bikes, mowing). Ruderal habitat in disturbed areas supports a diverse weedy flora including clover (*Medicago* sp.), filaree (*Erodium* sp.), wild radish (*Raphanus sativus*), mustards (i.e., *Brassica nigra*), vetch (*Vicia* spp.), field bindweed (*Convolvulus arvensis*), milk thistle (*Silybum marianum*), perennial ryegrass (*Lolium perenne*), and wild oat. The project site includes ruderal vegetation along roadways and trails and within undeveloped areas. A distinguishing characteristic of urban and ruderal habitats is the mixture of native and exotic plant species. Native and introduced animal species that are tolerant of human activities often thrive in urban and ruderal habitats. Birds and mammals that occur in these areas typically include introduced species adapted to human habitation, including rock pigeon (*Columba livia*), European starling (*Sturnus vulgaris*), house sparrow (*Passer domesticus*), house mouse (*Mus musculus*), and Norway rat (*Rattus norvegicus*). Some native species persist in commercial development lands, including western toad (*Bufo boreas*), western fence lizard, Brewer's blackbird (*Euphagus cyanocephalus*), house finch (*Carpodacus mexicanus*), western scrub jay, and American crow (*Corvus brachyrhynchos*). The project site contains 0.821 acres of urban / disturbed community.



REGIONAL SPECIES AND HABITATS OF CONCERN

Special-Status Natural Communities

Sensitive habitats include areas of special concern to resource agencies, areas protected under CEQA, areas designated as sensitive natural communities by the CDFW, areas outlined in Section 1600 of the California Fish and Game Code, areas regulated under Section 404 of the federal Clean Water Act, and areas protected under local regulations and policies.

Wetlands and Other Waters of the United States

Jurisdictional waters of the United States and isolated wetlands provide a variety of functions for plants and wildlife. Wetlands and other water features provide habitat, foraging, cover, migration, and movement corridors for both special-status and common species. In addition to habitat functions, these features provide physical conveyance of surface water flows capable of handling large stormwater events. Large storms can produce extreme flows that cause bank cutting and sedimentation of open waters and streams. Jurisdictional waters can slow these flows and lessen the effects of these large storm events, protecting habitat and other resources.

Special-Status Species

Candidate, sensitive, or special-status species are commonly characterized as species that are at potential risk or actual risk to their persistence in a given area or across their native habitat. These species have been identified and assigned a status ranking by governmental agencies such as the CDFW and the USFWS, and private organizations such as the CNPS. The degree to which a species is at risk of extinction is the determining factor in the assignment of a status ranking. Some common threats to a species' or a population's persistence include habitat loss, degradation, and fragmentation, as well as human conflict and intrusion. For the purposes of this BRA, special-status species are defined by the following codes:

- Listed, proposed, or candidates for listing under FESA (50 CFR Section 17.11 – listed; 61 Federal Register Section 7591, February 28, 1996, candidates)
- Listed or proposed for listing under CESA (FGC 1992 Section 2050 et seq.; 14 California Code of Regulations (CCR) Section 670.1 et seq.)
- Designated as Species of Special Concern by the CDFW
- Designated as Fully Protected by the CDFW (FGC Sections 3511, 4700, 5050, 5515)
- Species that meet the definition of rare or endangered under CEQA (14 CCR Section 15380), including CNPS List 1 and 2

The USFWS, CNDDDB, and CNPS database queries identified a few special-status species with the potential be in the BSA. **Figure 5** depicts CNDDDB occurrence data within one mile of the BSA. **Table 1** provides a summary of all species identified in the database queries, a description of the habitat requirements for each species, and conclusions regarding the potential for each species which a may occur in the project site (**Table 1**).



TABLE 1: SPECIAL-STATUS SPECIES IN THE PROJECT VICINITY*

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	Habitat	Impacts Analyzed	Rationale
Plants							
<i>Eryngium pinnatisectum</i>	Tuolumne button-celery	—	—	1B.2	Broadleaved upland forest, chaparral, cismontane woodland, lower montane coniferous forest; often on clay soils, cliffs, or near drainages; at elevations between 260 and 1,085 feet.	N	The site is ruderal previously graded and does not provide suitable habitat for this species; This plant was not observed on the site. The site is outside of the elevation range of the species.
Insects							
<i>Danaus plexippus</i>	Monarch Butterfly	Candidate	—		Milkweed and flowering plants are needed for monarch habitat. Adult monarchs feed on the nectar of many flowers during breeding and migration, but they can only lay eggs on milkweed plants. For overwintering monarchs, habitat with a specific microclimate is needed for protection from the elements, as well as moderate temperatures to avoid freezing. These conditions vary between populations Monarchs living west of the Rocky Mountain range in North America	N	The site does not contain milkweed.

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	Habitat	Impacts Analyzed	Rationale
					primarily overwinter in California at sites along the Pacific Coast, roosting in eucalyptus, Monterey pines and Monterey cypress trees.		
Amphibians							
<i>Rana boylei</i>	Foothill yellow-legged frog	PE	SE		Frequents rocky streams and rivers with rocky substrate and open, sunny banks, in forests, chaparral, and woodlands. Sometimes found in isolated pools, vegetated backwaters, and deep, shaded, spring-fed pools. From sea level to 6,700 feet (2,030 m) (Nafis 2015).	N	Suitable habitat not present. There are no streams, pools, or ephemeral waters with nearby woodlands on-site.
<i>Rana draytonii</i>	California red-legged frog	FT	SSC		Found mainly near ponds in humid forests, woodlands, grasslands, coastal scrub, and streambanks with plant cover. Most common in lowlands or foothills. Frequently found in woods adjacent to streams. Breeding habitat is in permanent or ephemeral water sources; lakes, ponds, reservoirs, slow streams,	N	Suitable habitat not present. There are no streams, pools, or ephemeral waters with nearby woodlands on-site.

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	Habitat	Impacts Analyzed	Rationale
					marshes, bogs, and swamps. Ephemeral wetland habitats require animal burrows or other moist refuges for estivation when the wetlands are dry. From sea level to 5,000 ft (1,525 m) (Nafis 2015).		
Reptiles							
<i>Actinemys marmorata</i>	Western Pond Turtle	Status Under Review	SSC		Occurs in ponds, lakes, rivers, streams, creeks, marshes, and irrigation ditches, with abundant vegetation, and either rocky or muddy bottoms, in woodland, forest, and grassland. In streams, prefers pools to shallower areas. Logs, rocks, cattail mats, and exposed banks are required for basking. May enter brackish water and even seawater.	N	Aquatic habitats are not present in th3 BSA.

*(CDFW 2023a, USFWS 2023a)

Key
Federal & State Status
(FC) Federal Candidate
(FD) Federally Delisted
(FE) Federal Endangered
(FP) Fully Protected
(FT) Federal Threatened
(PT) Proposed Threatened
(SCE) State Candidate Endangered
(SCT) State Candidate Threatened
(SE) State Endangered
(SR) State Rare
(SSC) State Species of Special Concern
(ST) State Threatened
(X) Federally Designated Critical Habitat
CNPS Rare Plant Rank
<i>Rareness Ranks</i>
(1A) Presumed Extinct in California
(1B) Rare, Threatened, or Endangered in California and Elsewhere
(2B) Rare, Threatened, or Endangered in California, But More Common Elsewhere
<i>Threat Ranks</i>
(0.1) Seriously threatened in California
(0.2) Fairly threatened in California
(0.3) Not very threatened in California

DISCUSSION OF IMPACTS AND MITIGATION

This chapter discusses impacts to special-status natural communities and species with the potential to occur in the BSA. Potential effects to species are based on the current Project design and description, likelihood of each species to occur within the BSA, and each species' biological growth, reproduction, feeding, resting, and cover requirements as appropriate. Each species is discussed, including results of surveys for the species, designated critical habitat for the species within the BSA (if applicable), avoidance and minimization measures proposed to avoid or reduce Project-related impacts to the species, expected or potential Project-related effects to the species. Project-related effects to plant and wildlife species can be direct, indirect, permanent, temporary, and cumulative.

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following CEQA Guidelines Appendix G standards of significance:

- 1) 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 CDFW or the USFWS.
- 2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the CDFW or the USFWS.
- 3) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- 4) 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.
- 5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- 6) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.
- 7) Reduce the number or restrict the range of an endangered, rare, or threatened plant or animal species or biotic community, thereby causing the species or community to drop below self-sustaining levels.

METHODOLOGY

The impact assessment below discusses impacts associated with proposed project activities. The impact assessment was based on the Project description and design plans, information described in the Project and biological setting and the standards of significance described above.

IMPACTS

Impact BIO-1 Project-related activities may result in impacts, either directly or through habitat modifications, to nesting migratory birds including raptors.

The project site does not support federally and state-listed species, but the project site contains many native and nonnative mature trees which provide suitable nesting habitat for raptors and migratory birds. All native breeding birds (except game birds during the hunting season), regardless of their listing status, are protected under the Migratory Bird Treaty Act. As a result, vegetation clearing during the nesting season could result in direct impacts to nesting birds should they be present. The removal of trees during the nesting season could potentially have a significant adverse effect on nesting raptors. Noise and other human activity may result in nest abandonment if nesting birds.

In order to reduce potential impacts to a less than significant level, implementation of mitigation measure MM BIO-1 is recommended. Implementation of this measure would reduce impacts to nesting birds in the area by requiring preconstruction surveys and avoidance if necessary.

MM BIO-1 If clearing and/or construction activities would occur during the bird nesting season (January 15–August 31), preconstruction surveys to identify active migratory bird and raptor nests shall be conducted by a qualified biologist within 14 days of construction initiation. Preconstruction surveys must be performed by a qualified biologist for the purposes of determining presence/absence of active nest sites in the project area and a 200-foot (500-foot for raptors) buffer. If no active nests are found, no further mitigation is required. Surveys shall be repeated if construction activities are delayed or postponed for more than 30 days.

If active nest sites are identified within 200 feet (500 feet for raptors) of project activities, the City shall impose an exclusionary buffer for all active nest sites prior to commencement of any Project-related activities to avoid construction or access-related disturbances to nesting raptors. An exclusionary buffer constitutes an area where project-related activities (i.e., vegetation removal, earth moving, and construction) will not occur, and shall be imposed within 100 feet (250 feet for raptors) of any active nest sites until the nest is deemed inactive by a qualified biologist.

Impact BIO-2 Project activities will not have a no effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the CDFW or the USFWS

The biological survey concluded that no riparian habitat or other sensitive communities are present I the project site. No impact.

Impact BIO-3 Project-related activities will not result in the disturbance, degradation, and/or removal of federally protected wetlands.

A preliminary jurisdictional determination concluded that there were no signs of wetlands or other waters on the project site. No impact.

Impact BIO-4 Project-related activities are not expected to result in impacts to the movement of native resident or migratory fish or wildlife species or established migratory corridors.

Available data on movement corridors and linkages was accessed via the CDFW BIOS Viewer (2023). Data reviewed included the Essential Connectivity Areas [ds623] layer and the Missing Linkages in California [ds420] layer. The project is not located within an identified corridor. In addition, the majority of the project site is either developed or has been disturbed by previous and ongoing filling, grazing, or some other form of disturbance. Furthermore, the BSA abuts urban uses which further impair any corridor function. As such, **no impact** is anticipated, and no additional avoidance and minimization measures are proposed. No impact.

Impact BIO-5 The proposed project is not expected to conflict with local policies or ordinances protecting biological resources after implementation of the required mitigation measures.

There are five trees slated for removal in the proposed project. These trees may be subject to the:

"Plymouth Municipal Code Chapter 8.20 : TREE PRESERVATION AND TREE REMOVAL PERMITS"

Applicable provisions from the Plymouth Municipal Code Chapter 8.20 include the following:

8.20.040 Removal of Heritage and Protected Tree - Permit

A. Except as otherwise provided within this Chapter, any person desiring to remove, or significantly prune one or more Heritage or Protected Trees from any private or public property shall apply to the City Manager or his/her designee for a tree removal permit. The application for a tree removal permit shall be made on forms provided by the City and shall include a list of the number of tree(s) to be removed, with the species of each tree and its size measured dbh, a topographic map showing the location of the trees relative to any watercourses or natural drainage and manmade features, and explanation of the reason for the removal of each such tree. The application shall be signed by the owner of the land on which the tree is located. (Ord 2011- 05)

B. The Community Development Director shall review each application and shall determine:

1. The condition of the tree or trees with respect to disease, danger of falling, proximity to existing or proposed structures, and interference with utility services based on the opinion of an Arborist;
2. The necessity to remove the tree or trees in order to construct any proposed improvements to allow economic development of the property;
3. The topography of the land and the effect of the removal of the tree on erosion, soil retention, and diversion or increased flow of surface waters; and
4. What level of review is required under the California Environmental Quality Act ("CEQA").

C. The Community Development Director shall make his/her recommendations to the City Manager. The application may be approved, denied, or conditionally approved by the City Manager or his/her designee after consultation with an Arborist, the cost of which shall be paid for by the applicant in advance. The City Manager or his/her designee shall give priority to any applications for the removal of trees based on hazard or danger of disease. of approval imposed by the approving body at the tree removal site. The permit, or the

conditions of approval granted by the approving body, shall entitle the applicant to remove only the tree or trees approved for removal.

8.20.050 Grading and Paving Involving Heritage or Protected Trees - Permit

A. Any person proposing to grade or pave within the Protected Zone of a Heritage or Protected Tree shall first apply to the City Manager or his/her designee for a tree removal permit. The application for a permit shall be made on forms provided by the City and shall indicate all protected zones in which the applicant wishes to grade and/or pave with the species of each tree and its size measured dbh, the amount of cut or fill in the protected zone, the location of the trees relative to any watercourses or natural drainage and manmade features, and explanation of the reason for the grading or paving. The application shall be signed by the owner of the land on which the tree is located. Upon request of the City Manager, the applicant shall provide a grading plan.

B. The City Manager or his/her designee and the City Engineer shall review each application and shall impose limits based on the opinion of an Arborist, the cost of which opinion shall be paid for by the applicant in advance.

1. The extent of cut or fill in proximity to the tree which may be allowed without causing damage or death to the tree;

2. The limit of any paving in proximity to the tree which may be allowed without causing damage or death to the tree.

8.20.060 Tree Removal Permits for Trees on Undeveloped Property

A. An application for a tree removal permit on undeveloped property must, in addition to the other required submissions, include a professionally prepared habitat analysis. A biologist shall be consulted as part of the required habitat analysis. Additional studies may also be required as determined by the City Manager or his/her designee. Sites which the City Manager, Registered Professional Forester.

The Project's compliance with the Plymouth Municipal Code Chapter 8.20 will ensure that there will be no impact.

Impact BIO-6 The proposed project will not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

There are no Conservation Plans that include the proposed project site. No impact.

Impact BIO-7 Project-related activities would not reduce the number or restrict the range of an endangered, rare, or threatened plant or animal species or biotic community, thereby causing the species or community to drop below self-sustaining levels.

Implementation of mitigation measure MM BIO-1 will ensure that the proposed project does not reduce sensitive wildlife populations. No impact.

REFERENCES

- CDFW (California Department of Fish and Wildlife). 2009. Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities.
- . 2023a. California Natural Diversity Database QuickView Tool in BIOS 5. Sacramento: CDFW Biogeographic Data Branch. Accessed July 13. <https://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp>.
- . 2023b. California Wildlife Habitat Relationships System (online edition). Sacramento: CDFW Biogeographic Data Branch. http://www.dfg.ca.gov/biogeodata/cwhr/wildlife_habitats.asp.
- . 2023c. California Wildlife Habitat Relationships System Life History Accounts and Range Maps (online edition). Sacramento: CDFW Biogeographic Data Branch. <http://www.dfg.ca.gov/biogeodata/cwhr/cawildlife.aspx>.
- . 2023d. Biogeographic Information & Observation System (BIOS) 5 Viewer. Sacramento: CDFW Biogeographic Data Branch. <https://map.dfg.ca.gov/bios/?bookmark=327>.
- CNPS (California Native Plant Society). 2023. Inventory of Rare and Endangered Plants (online edition, v8-01a). Sacramento: CNPS. Accessed July 13. <http://www.rareplants.cnps.org/>.
- Environmental Laboratory. 1987. *Corps of Engineers Wetland Delineation Manual. Technical Report Y-87-1*. Vicksburg, MS: USACE Waterways Experiment Station.
- Nafis, Gary. 2015. *California Herps: A Guide to Reptiles and Amphibians of California*. Accessed July 13. <http://www.californiaherps.com>.
- NRCS (US Department of Agriculture, Natural Resources Conservation Service). 2023. Web Soil Survey 2.3 (online edition). Accessed July 20. <http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>.
- Shuford, W. D., and T. Gardali, eds. 2008. *California Bird Species of Special Concern: A ranked assessment of species, subspecies, and distinct populations of birds of immediate conservation in California*. Studies of Western Birds 1. Western Field Ornithologists, Camarillo, CA, and California Department of Fish and Game, Sacramento, CA.
- USACE (US Army Corps of Engineers). 2007. *Jurisdictional Determination Form Instructional Guidebook*. USACE and US Environmental Protection Agency.
- USFWS (US Fish and Wildlife Service). 2023a. US Fish and Wildlife Service Information for Planning and Conservation (IPaC) (online edition). Accessed October 13. <http://criticalhabitat.fws.gov/crithab>.
- . 2023b. Critical Habitat Portal (online edition). Accessed July 15. <http://criticalhabitat.fws.gov/crithab>.

APPENDIX A – DATABASE RESULTS



Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: Quad IS (Amador City (3812047))

Arco Commercial Center and Car Wash Project

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
<i>Agelaius tricolor</i> tricolored blackbird	G1G2 S2	None Threatened	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_EN-Endangered USFWS_BCC-Birds of Conservation Concern	645 645	957 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Balsamorhiza macrolepis</i> big-scale balsamroot	G2 S2	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive USFS_S-Sensitive	1,000 1,000	51 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Bombus pensylvanicus</i> American bumble bee	G3G4 S2	None None	IUCN_VU-Vulnerable	711 1,065	225 S:2	0	0	0	0	0	2	2	0	2	0	0
<i>Chrysis tularensis</i> Tulare cuckoo wasp	G1G2 S2	None None		1,075 1,075	5 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Emys marmorata</i> western pond turtle	G3G4 S3	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_VU-Vulnerable USFS_S-Sensitive	960 1,160	1518 S:4	0	4	0	0	0	0	4	0	4	0	0
<i>Eryngium pinnatisectum</i> Tuolumne button-celery	G2 S2	None None	Rare Plant Rank - 1B.2 SB_UCSC-UC Santa Cruz	1,050 1,050	30 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Rana boylei pop. 5</i> foothill yellow-legged frog - south Sierra DPS	G3T2 S2	Endangered Endangered	BLM_S-Sensitive USFS_S-Sensitive	1,075 1,235	272 S:2	0	0	0	0	2	0	2	0	0	0	2
<i>Sphenopholis obtusata</i> prairie wedge grass	G5 S2	None None	Rare Plant Rank - 2B.2	1,500 1,500	19 S:1	0	1	0	0	0	0	1	0	1	0	0



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To:
Project Code: 2024-0004872
Project Name: Arco BP

October 13, 2023

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2))

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office

Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

PROJECT SUMMARY

Project Code: 2024-0004872
Project Name: Arco BP
Project Type: New Constr - Above Ground
Project Description: Arco BP Fueling Station
Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@38.48084405,-120.8458923118155,14z>



Counties: Amador County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

AMPHIBIANS

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened
Foothill Yellow-legged Frog <i>Rana boylei</i> Population: South Sierra Distinct Population Segment (South Sierra DPS) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5133	Proposed Endangered

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: Plymouth city
Name: Joyce Hunting
Address: 3606 Cambridge Rd
City: Cameron Park
State: CA
Zip: 95682
Email: jhunting@huntenv.com
Phone: 9165012258

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Plymouth city

APPENDIX D

Cultural Resources Study

October 4, 2023

Kelli Allen
Assistant Environmental Planner
CSG Consultants, Inc.
3707 W. Garden Grove Blvd.
Orange, CA 92868

RE: Cultural Resources Identification Memorandum for the ARCO Commercial Center and Car Wash Development Project, City of Plymouth, Amador County, California

Dear Ms. Allen:

In support of the ARCO Commercial Center and Car Wash Project (project), Michael Baker International has conducted a cultural resources identification study, which includes a California Historical Resources Information System records search at the North Central Information Center (NCIC), Native American Heritage Commission (NAHC) Sacred Lands File search, local historical society consultation, literature, historical map, and aerial photo review, pedestrian survey, and archaeological buried site sensitivity analysis. These efforts were completed to determine whether the project could result in significant impacts to historical and archaeological resources, as defined by California Environmental Quality Act (CEQA) Section 15064.5(a). Methods, results, and recommendations of the identification study are summarized below.

PROJECT LOCATION AND DESCRIPTION

The project is located at 18725 State Highway 49 (CA-49) in the City of Plymouth, Amador County. The project area is south of Main Street and east of Mill Street on the southwest corner of the intersection of CA-49 and Main Street, and encompasses Assessor Parcel Numbers (APNs) 010-062-002-501 and 010-062-001-000. The project area is located within Township 7 North, Range 10 East, Section 11, and is depicted on the *Amador City, California* 1:24,000-series United States Geological Survey (USGS) topographic map (see **Attachment 1**).

The project proposes to reconfigure the parcel line of an existing 1.91-acre site at 18725 CA-49. The existing parcel is currently improved with the Plymouth Trading Post gas station, located in the northeast corner. The southern section of the parcel is unimproved and consists partially of a gravel lot, and primarily of an empty, vegetated area. An adjacent parcel, west of the project area, contains the Fig Barn Café. Parcel reconfiguration would reorient the parcel line in an east-west fashion, instead of north-south, to create a new 1.02-acre southern parcel on the unimproved lot, and retain the existing gas station and the café on the new, northern parcel. The elements of the existing Plymouth Trading Post fueling facility would be removed, including tanks and piping. A new ARCO gas station, with an AM/PM convenience store component and a car wash, would be constructed on the new southern parcel.

The convenience store would be 3,400 square feet (SF), with a height of 30 feet, and the automatic car wash would be 22 feet, 9 inches in height, and occupy 1,152 SF on a 24-foot by 48-foot section of the parcel. The gas station would include a 49-foot by 94-foot fuel canopy (4,606 SF) with a height of 18 feet, 6 inches and six multi-product dispensers that would create a total of twelve vehicle fueling

positions. The fueling facility would require the installation of three underground storage tanks, one with a single compartment for unleaded fuel, and a second with two compartments, one for premium fuel and one for diesel. The maximum depth of ground disturbance associated with the project construction is expected to reach 18 feet below the ground surface.

ENVIRONMENTAL SETTING

The project is located within a flat to gently rolling terrain at the lower elevations within the western portion of the Sierra Nevada geological province—a province identified as a fault block that tilts gently downward toward the west, characterized by a broad belt of Paleozoic and Mesozoic metamorphosed sedimentary and volcanic rocks that are intruded upon by Mesozoic granitic rock. The Mesozoic Amador series and Mariposa Formation (metamorphosed marine sediments) occur in the areas of Jackson and Plymouth (City of Plymouth 2009). The project area is underlain by rocks of the Mariposa Formation (Jm – dark gray slate with subordinate tuft, greywacke and conglomerate). These rocks are metamorphosed remnants of the bottom of an ancient inland sea that occupied much of the western US over 150 million years ago (Wagner et al 1981).

The Natural Resources Conservation Service (NRCS 2023) mapped the project area soils as Exchequer very rocky silt loam and Auburn loams, 3 to 31 percent slopes. The Exchequer series consists of shallow, somewhat excessively drained soils that formed in material weathered from hard andesitic breccia, schist, and metamorphosed volcanic rocks (USDA 2003). The Auburn series consists of shallow to moderately deep, well-drained soils formed in material weathered from amphibolite schist. Auburn soils are located on foothills and have slopes of 2 to 75 percent (USDA 2018). The Plymouth area is drained by several small tributaries to Little Indian Creek, which flows westerly from Plymouth for approximately twelve miles where it joins the Cosumnes River. Little Indian Creek and its tributaries are intermittent streams, meaning they transport water produced from seasonal rainfall and tend to dry up in the late summer months (City of Plymouth 2009). The project area is located within the Northern Sierran Foothills zone. Common vegetation includes needlegrass and annual grasslands, chamise, manzanita, interior live oak, ceanothus, blue oak, and foothill pine (Griffith 2016).

CULTURAL RESOURCES IDENTIFICATION METHODS

The cultural resources identification effort, presented below, included an NCIC records search, literature, historical map, and aerial photo review, NAHC Sacred Lands File search, local historical group consultation, archaeological sensitivity analysis, and pedestrian survey.

NORTH CENTRAL INFORMATION CENTER

NCIC staff conducted a cultural resources records search (File No. AMA-23-20; see **Attachment 2**) of the project area and a half-mile search radius on July 14, 2023. The NCIC at California State University, Sacramento, is part of the California Historical Resources Information System, an affiliate of the California Office of Historic Preservation (OHP). The NCIC is the official state repository of cultural resources records and reports for Amador County. This review was supplemented with a review of the online Built Environment Resources Directory. As part of the records search and background research, the following federal and state inventories were reviewed:

- National Register of Historic Places (National Park Service 2023)
- Built Environment Resources Directory for Amador County (OHP 2023a). The directory includes resources reviewed for eligibility for the National Register and the California Historical Landmarks programs through federal and state environmental compliance laws, and resources

Cultural Resources Identification Memorandum for the ARCO Commercial Center and Car Wash Development Project, City of Plymouth, Amador County, California

Page 3

nominated under federal and state registration programs, including the National Register, California Register of Historical Resources, California Historical Landmarks, and California Points of Historical Interest

- California Historical Resources (OHP 2023b)

Results

Previous Studies

Sixteen previous cultural resources studies were identified within the half-mile search radius, and two of the studies (Marvin and Costello 2004; Campbell and Galvin 2009) have been completed within the project area, as summarized below (Table 1).

Table 1: Previous Cultural Resource Studies Within 0.5 Miles of the Project Area

Report No.	Author(s)	Date	Report Title
000097	Armstrong, Williard P., M. Russo, and J. Johnson	1977	<i>Archeological Site Survey - Burke Ranch Estates Annexation. With Appendix: An Evaluation of Archeological Sites Ama-169 and Ama-170 near Plymouth, Amador County, California.</i>
000108	Peak & Associates, Inc.	1984	<i>Cultural Resource Assessment of the Proposed Plymouth Apartments, Amador County, California.</i>
003057	Robert Gerry	1996	<i>Cultural Resource Assessment of the Proposed Plymouth Reservoir, City of Plymouth, Amador Co, CA</i>
003589	Napton, L. Kyle	2006	<i>Cultural Resources Investigations of An 82-Acre Parcel in the City of Plymouth, Amador County, CA</i>
005240	Leach-Palm, Laura Patricia Mikkelsen, Jerome King, Jennifer Hatch, Bryan Larson, Julia Costello, and Monica Nolte	2004	<i>Cultural Resources Inventory of Caltrans District 10 rural Conventional Highways: Volume I Summary of Methods and Findings; Volume II B: Cultural Resources Inventory of Caltrans District 10 Rural Conventional Highways; Volume III: Geoarchaeological Study</i>
005455*	Marvin, Judith and Julia G. Costello	2004	<i>Cultural Resource Survey of the Proposed Vineyard Plaza (1.9 acres), Plymouth, Amador County, CA (APNs 10-062-01 and 10-062-02)</i>
005680	Marvin, Judith, Costello, Julia, and Cook, Deborah	2005	<i>Cultural Resources Survey and Evaluation of Deborah Prisk Parcel, Plymouth, Amador County, CA.</i>
006823	Napton, L. Kyle, Greathouse, Elizabeth, and Deborah Cook-Rice	2006	<i>Cultural Resources Investigations of the Proposed City of Plymouth Pipeline Project, Tanner Water Treatment Facility to Plymouth Water Treatment Plant, Amador County, CA</i>

Cultural Resources Identification Memorandum for the ARCO Commercial Center and Car Wash Development Project, City of Plymouth, Amador County, California
Page 4

Report No.	Author(s)	Date	Report Title
006823	L. Kyle Napton and E.A. Greathouse	2007	Cultural Resources Investigations of the Proposed City of Plymouth Pipeline Project, Tanner Water Treatment Facility to Plymouth Water Treatment Plant, Amador County, California (<i>Addendum Two</i>): <i>Proposed Plymouth Pipeline Segments 4-6 Upsize Project</i>
006984	Marvin, Judith	2006	<i>Historical Evaluation for the Plymouth IOOF Hall Lodge Hill, 18565 Empire Street Plymouth, Amador County, CA</i>
008207	Kyle Napton	2006	<i>Cultural Resources Investigation of a 23-Acre Parcel in the City of Plymouth, Amador County, California</i>
009758	Kimberly Kersey	2008	<i>Cultural Resources Survey for the 17-Acre Shenandoah Valley Center Project</i>
010336	Napton, Kyle L.	2009	<i>Cultural Resources Investigations of a 6.14-Acre Boundary Line Adjustment Area for the Cottage Knoll Estates Project, Amador County, California</i>
010456*	Campbell, Michelle and Galvin, Andrea	2009	<i>Archaeological Survey Report & Historic Property Survey Report for the City of Plymouth for the State Route 49 and Main Street / Shenandoah Road Intersection Improvement Project, City of Plymouth, Amador County, CA 10-AMA-49-PM 16.9-17.5 EA 10-0Q8800</i>
012472	Ugan, Andrew and Adrian Whitaker	2018	<i>Archaeological Survey Report for the Alpine, Amador, and Tuolumne County Culvert Rehabilitation Project</i>
013001	Waechter, Sharon Ashley Parker, Adrian Whitaker, Kaely Colligan, Jeffrey Rosenthal, Nathan Stevens, and Carly Whelan	2019	<i>Historic Property and Archaeological Survey Report for Director's Orders Hazard Tree Removal Project, District 10, Amador, Calaveras, Mariposa, Merced, San Joaquin, Stanislaus, and Tuolumne Counties, California, State Routes 4, 5, 12, 26, 49, 88, 108, 120, and 140.</i>

*Previously recorded studies within the project area.

Previously Documented Cultural Resources

The NCIC records search identified two resources within the project area and nine resources within the half-mile buffer. These included historic commercial and residential buildings and water conveyance structures. The Built Environment Resources Directory was consulted only for the streets bounding the project area. A brief description of the resources within the project area is provided below and **Table 2** summarizes the resources within the search area.

9506 Main Street Plymouth Post Office (03-000959)

The modern commercial-style one-story concrete block building was constructed at 9506 Main Street for use as US Post Office for Plymouth in the mid-1950s. The building has a front gable roof clad in standing-seam aluminum and single-light wood frame windows. The primary entry is via a wood door having one light over one panel in the primary north facade; a secondary door is located on the west elevation. Two small shed-roof additions have been made to the west elevation. Post office operations were moved to another location in 1985 and this building was converted to commercial use. The building was evaluated and determined ineligible for inclusion in the California Register and National Register (Marvin and Costello 2004; Campbell and Galvin 2009). It is not a historical resource as defined by CEQA Section 15064.5(a).

Plymouth Trading Post/Pool Brothers Garage/Gas Station (03-000960)

The modern commercial-style simple one-story frame building with a rectangular mass was constructed at 18725 State Highway 49 in 1932 as a garage and gasoline station. The building has a nearly flat shed roof. Walls are clad in T-11 plywood siding with batts. Fenestration consists of single-light fixed aluminum-framed windows. The primary entry is via a modern glass and metal door in the primary east facade. The building was constructed on a concrete foundation. A flat-roofed canopy extends over the gasoline pumps. A shed-roof addition has been made to the west elevation. The front wall replaced the original garage door in 1980. Windows and restrooms on the west elevation were remodeled circa 1980. The building was evaluated and determined ineligible for inclusion in the California Register and National Register (Marvin and Costello 2004; Campbell and Galvin 2009). It is not a historical resource as defined by CEQA Section 15064.5(a).

Table 2: Previously Documented Cultural Resources Within 0.5 Miles of the Project Area

Primary/ Trinomial No.	Resource Name/ Description	Type	OHP Status Code/ Eligibility Status
03-000420/ CA-AMA-000462H	A Segment of Plymouth Ditch	Water conveyance	Unevaluated
03-001173/ CA-AMA-000780H	Plymouth Catholic Cemetery	Cemetery	Unevaluated
03-001198	Earthen Ditch Segment	Water conveyance	Unevaluated
03-001199	Earthen Ditch Segment	Water conveyance	Unevaluated
03-001200	Stock Pond/Water Conveyance System	Water conveyance	Unevaluated
03-001762	1930s Multiple Family Residence, 18635 State Highway 49	Building	6Z – recommended ineligible for NR, CR, or local designation through survey evaluation
03-001507/CA-AMA-000470	Plymouth Trading Post, 9470 Main Street	No. 470 CA Historical Land Mark	3S-Appears eligible for NR as an individual property through survey evaluation.
03-001621	Ming's Store, Chinese Store, 9130 Main Street	Building	5S2 - Individual property that is eligible for local listing or designation

Primary/ Trinomial No.	Resource Name/ Description	Type	OHP Status Code/ Eligibility Status
03-001622	Residence, 9135 Landrum Street	Building	7R-Identified in reconnaissance level survey: Not evaluated

LITERATURE, HISTORICAL MAP, AND AERIAL PHOTOGRAPH REVIEW

Michael Baker International reviewed literature, historical maps, and aerial photographs for historical information about the project area and the vicinity. Below is a list of resources reviewed, followed by a narrative description of the results for the project area.

Literature Sources

- "Eastern Miwok " (Levy 1978)
- *Handbook of North American Indians: Volume 8, California* (Heizer 1978)
- *California Archaeology* (Moratto 1984)
- "The Sierra Nevada: Archaeology in the Range of Light" (Hull 2007)
- "Framework for Archaeological Research Management (FARM): National Forests of the North-Central Sierra Nevada" (Jackson et al. 1994)
- "Once Upon a Micron: A Story of Archaeological Site CA-ELD-145 Near Camino, El Dorado County, California" (Jackson and Ballard 1999)
- "The Central Valley: A View from the Catbird's Seat" (Rosenthal et al. 2007)
- Lone Band of Miwok Indians - Land Transfer and Casino Project Environmental Impact Statement (Lone Band of Miwok Indians 2007)
- *Cultural Resource Survey of the Proposed Vineyard Plaza (1.9 acres), Plymouth, Amador County, CA (APNs 10-062-01 and 10-062-02)* (Marvin and Costello 2004)
- *Archaeological Survey Report & Historic Property Survey Report for the City of Plymouth for the State Route 49 and Main Street / Shenandoa Road Intersection Improvement Project, City of Plymouth, Amador County, CA 10-AMA-49-PM 16.9-17.5 EA 10-0Q8800* (Campbell and Galvin 2009)

Historical Maps and Aerial Photography

- Township 7 North, Range 10 East, Mount Diablo Meridian (GLO 1870)
- Jackson, Calif. 1:25,000 scale topographic quadrangle (USGS 1889)
- Jackson, Calif. 1:25,000 scale topographic quadrangle (USGS 1897)
- Jackson, Calif. 1:25,000 scale topographic quadrangle (USGS 1902)
- Sutter Creek, Calif. 1:62,500 scale topographic quadrangle (USGS 1941)
- Sutter Creek, Calif. 1:62,500 scale topographic quadrangle (USGS 1944)
- Sutter Creek, Calif. 1:24,000 scale topographic quadrangle (USGS 1957)
- Amador City, Calif. 1:24,000 scale topographic quadrangle (USGS 1962)
- Plymouth, California, 1890 Sanborn Fire Insurance Map
- Plymouth, California, 1912 Sanborn Fire Insurance Map
- Plymouth, California, 1930 Sanborn Fire Insurance Map
- Historicaerials.com (NETR 2023)

Results

Comprehensive overviews of the prehistory of the Sierra Nevada and Amador County are provided by Hull (2007), Jackson et al. (1994), Moratto (1984: L304-314), and Rosenthal et al. (2007). Hull and Jackson both note that major issues for Sierran prehistory include chronology, economy (flaked stone technology, ground stone technology, exchange), settlement, social organization, and demography. Jackson and Ballard present a prehistoric overview focused upon the American River watershed (1999: 25-46) and propose a North-Central Sierra cultural chronology divided into four patterns: Late Pleistocene, Early Holocene, Archaic, and Sierran (1999: 242-252). The early Archaic period was represented by concave-base and large side-notched points, replaced during its latter part by stemmed and large corner-notched points. Land use appears transhumant (i.e., seasonal movement), associated with a highly mobile lifeway. Sites from this period seem to have experienced short-term seasonal use, with permanent villages or occupation sites lacking. After approximately 4000 before present (BP) the climate became cooler and wetter. At this time within the American River watershed, obsidian tool production escalated. Jackson and Ballard associate this with increased regional land use familiarity and exploitation of a broad range of Sierran plant and animal resources with increased reliance upon acorns (Jackson and Ballard 1999: 244-245).

The Sierran Pattern is subdivided into three periods: Early, Middle, and Late (Jackson and Ballard 1999: 243-244). The Early Sierran Period, c. 3200-1400 B.P., was characterized by the presence of Elko/Martis Series projectile points, and abundant milling slabs and handstones. At this time, increased obsidian tool production and a hypothesized increase in population of the region occurred. During this period, seasonal base camps were situated in prime locations (Jackson and Ballard 1999: 246-247). The Middle Sierran Period, c. 1400-600 B.P., was marked by the introduction of bow and arrow technology and a decrease in obsidian production (Jackson and Ballard 1999: 247-250). Elko/Martis Series dart points were replaced by arrow points assigned to the Gunther and Rosegate Series. Within the American River watershed, use of mortar and pestle technology was emphasized during this period (Jackson and Ballard 1999). As time progressed, Middle Sierran land use in the Sierra foothills was characterized by irregular occupation of the region, ephemeral site use, lower population numbers and density, and signs of social disruption. The Late Sierran Period, c. 600-150 B.P., was characterized by intensive use of the Sierra foothills increase in obsidian production continuation of earlier Sierran Pattern adaptations, and the introduction of Desert Series projectile points. This period is also characterized by widespread, intensive land use, active trade, and permanent settlements in some areas. Habitual use of mid- and high-elevation Sierran sites took place in the summer. Acorns were intensively used, with less reliance upon small seeds. Both large and small animals were hunted. The ethnohistoric pattern of land use was established at this time (Jackson and Ballard 1999: 250-252).

The project area lies within the ethnogeographic territory of the Northern Sierra Miwok. The Northern Sierra Miwok people lived on lands that today make up Amador County and the surrounding area. The Northern Sierra Miwok lived within the foothills and mountains of the Cosumnes and Mokelumne River drainages. They belong to the Sierra Miwok language group, which is a subset of the Utian language family. Lexicostatistical chronologies suggest that the Miwok ancestors inhabited California's Delta Region for millennia, with expansion into the foothills occurring in the more recent past (Lone Band of Miwok Indians 2007).

The Northern Sierra Miwok were almost entirely hunting and gathering people, their subsistence activities resembling that of other inhabitants of the Sierra Foothills. "As winter snows thawed, small groups moved out of the village, following deer into higher elevations. At the same time, spring greens were gathered to supplement the stored foods and meat. Seeds of many different plants, particularly grasses, were collected between May and August. Following the annual burning of the underbrush in

summer, prized gray-pine nuts (*P. sabiniana*) were collected. These pine nuts were also occasionally collected before they were ripe in the spring. Fall and early winter were when families would set out to collect and stockpile acorns. Hunting was a year-round activity for the Northern Sierra Miwok." (lone Band of Miwok Indians 2007)

Sierra Miwok made the most extensive use of acorns from the interior live oak, blue oak, and black oak—usually collecting them from the ground after they had fallen, although occasionally collecting them from the trees using long sticks (Levy 1978). The Northern Sierra Miwok hunted for mule deer, black bear, grizzly bears, tailed jackrabbits, cottontails, beavers, gray and ground squirrels, wood rats, valley quail, and mountain quail. Trade was important with goods generally traveling east to west; items included olivella and haliotis shells, salmon, salt, gray and sugar pine nuts, bows, arrows, deerskins, obsidian, and basketry. The village of *Yuleyumne* was the primary Northern Sierra Miwok settlement near the project area and was located where the town of Plymouth is now situated (Levy 1978).

The Spanish made occasional ventures into the Central Valley beginning around 1769, with the first written description composed by Pedro Fages in 1772. By 1776, José Canizares had explored Miwok territory. In 1808, Gabriel Moraga crossed Miwok territory while leading an expedition to identify appropriate sites for the establishment of new missions and to capture Indians who had fled missionary life. In 1813, a major battle was fought between the Miwok and the Spaniards near the mouth of the Cosumnes River. Though the Northern Sierra Miwok appear to have largely escaped being removed to missions by the Spanish (unlike the Plains Miwok), they were not spared the ravages of European-spread disease. In 1833, an unknown epidemic, which may have been malaria, raged through the Sacramento Valley, killing an estimated 75 percent of the native population. When John Sutter erected his fort at New Helvetia, the future site of Sacramento, he had no problem getting the few native survivors to settle nearby. The discovery of gold in 1848, near the Nisenan village of Culloma, drew thousands of miners into the foothills and led to widespread killing and the virtual destruction of traditional Miwok culture (lone Band of Miwok Indians 2007).

An influx of gold seekers arrived in Amador County, and gold was discovered along the banks of the creeks near Plymouth known as "Puckerville" in the 1850s. Gold was mined along rivers in the region using placer mining techniques. Of the many camps associated with these mines, a camp called "Pokerville," later called "Puckerville," was located in or near the general area of where Plymouth is today. Although the mining camp where Plymouth is today was settled as early as 1852, the town of Pokerville did not appear in historic records until 1856 (Campbell and Galvin 2009).

In 1871, the post office opened and the town of Plymouth was established. By 1890, Plymouth (named after the nearby Hooper's Plymouth mine) was thriving with a blacksmith shop, several hotels, and a bakery. Plymouth became a subnational town during the late nineteenth century. By the early twentieth century, the mining had reached deeper depths into the foothills and the ground was becoming heavier, which in turn required timbering to hold the mines open. The cost to mine this way was becoming more expensive. Several mining operations shut down as costs continued to rise by the beginning of World War I. When the mines and mining towns first emerged, a main road was established along Amador County that took settlers to each of these towns. The road (today State Highway 49) became a major highway during the 1930s. However, the gold mining era gradually ended, and shortly after the beginning of World War II, most mines closed. After World War II, Plymouth shifted its primary industry to farming and ranching, including hay, barley, and vineyards as some of its main crops. The Plymouth mine closed in 1947. Today Plymouth is known as "the gateway to Shenandoah Valley," with major industries in agriculture, wineries, and tourism (Campbell and Galvin 2009).

Project Area-Specific History

The project area is depicted on the 1870 GLO plat as undeveloped land half a mile to the east of the town of "Puckerville," and south of Potter's House and a schoolhouse. The northwest corner of the project area (north corner of APN-010-062-002-501) was first developed during the mid-1870s (Marvin and Costello 2004). The 1890 Sanborn map depicts an L shape structure marked "Forest Hotel" at the corner of Main and Mineral Streets (now Mill Street). Forest Hotel burned down in 1877 and was rebuilt in 1878, and burnt again in 1911 (Marvin and Costello 2004). The property was sold following the 1911 fire and remained undeveloped into the mid-twentieth century. The location of the hotel appears vacant on the 1912 and 1930 Sanborn maps (GLO 1870; Sanborn Map Company 1890, 1912, and 1930). The property was leased to the US government, and a simple block building was constructed in the mid-1950s. The building served as the Plymouth post office between at least 1957 and 1985 and has since been converted into commercial use, currently occupied by the Fig Barn. The northwest portion of the project area where the existing Plymouth Trading Post is located (APN-010-062-001-000) was first developed in 1932 as the Pool Brothers garage and gasoline station; this property was leased by various oil companies over the years (Marvin and Costello 2004). The property was sold in 1952, in 1979, and in 1991. It has been operated as Plymouth Trading Post since then. Map review depicted no development within the southern half of the project area; this area has remained undeveloped vacant land until the present day (USGS 1889, 1897, 1902, 1941, 1941, 1944, 1957, 1962; Historicaerials.com 2023).

SACRED LANDS FILE SEARCH

Michael Baker International contacted the NAHC on July 13, 2023, and requested that the NAHC conduct a search of the Sacred Lands File for the project area. The NAHC responded on July 26, 2023, that Sacred Lands File search results were negative (see **Attachment 3**).

The City is in the process of conducting Assembly Bill 52 and Senate Bill 18 outreach. Native American outreach will be documented separately as part of the environmental document.

LOCAL HISTORICAL GROUP CONSULTATION

Michael Baker International prepared a letter and figures describing the project and sent a copy via email to the Amador County Historical Society on August 1, 2023. The letter requested information or concerns regarding historical resources within the project area (**Attachment 4**). No response has been received to date.

ARCHAEOLOGICAL SURVEY

Michael Baker International archaeologist Elise Blindauer, BA, conducted a pedestrian survey of the project area on August 3, 2023. The project area was surveyed in transects spaced no farther than 15 meters apart. The north half of the project area is developed. It encompasses the Plymouth Trading Post gas station, the Fig Barn building (formerly the Plymouth post office) a paved area, and a gravel parking lot. The southern half of the property is an undeveloped vacant lot. Ground surface visibility in the undeveloped area was poor due to dense dry brush. Exposed soils observed within the undeveloped lot consist of silt loam. Disturbances noted within the southern undeveloped area of the project include modern refuse and several modern imported earth piles/push piles, disking, and vegetation clearance.

The entire project area has been subject to historical and modern development, including road construction and commercial development, construction, and maintenance of the fuel facilities such as

underground storage and aboveground storage tanks and piping associated with the gas station. No prehistoric or historical archaeological deposits or features were identified during the survey.

ARCHAEOLOGICAL BURIED SITE SENSITIVITY ANALYSIS

Sensitivity of the project area for buried prehistoric and historical archaeological resources is considered low. The NCIC records search, literature, and map review identified two previously recorded historic-period buildings within the project area—Plymouth Trading Post gas station (03-000960) and the former Plymouth post office (03-000959). Both buildings were evaluated and recommended ineligible for the California Register. The existing gas station was first developed in the 1930s and has been subject to disturbance through time, including the construction of underground and aboveground storage tanks, fuel piping, and other site improvements. Previous research and Sanborn map review for the project area suggested the former Plymouth post office is the site where the Forest Hotel once existed. The Forest Hotel was built in the early 1870s and burnt down in 1911.

The potential to encounter subsurface deposits associated with the Forest Hotel is considered low, due to the alteration of the subsurface by the construction of the existing building, remodeling, and site improvements. Additionally, the current proposed project construction will not demolish or alter the existing buildings within the project area. Therefore, the potential to encounter historic-period archaeological deposits is low.

The NCIC records search, NAHC Sacred Lands File search, and archaeological survey identified no prehistoric archaeological sites within or immediately adjacent to the project area, Northern Miwok Lone Triplet place named Yuleyumne was located to the southeast of the project area, with the Little Indian Creek and Dry Creek being the closest water sources. While this indicates potential for buried deposits, soils underlying the project area are composed of rocky silt loams. These soils are known to have a low potential for buried prehistoric deposits as they are composed of a shallow A horizon but do not contain a buried horizon, and are abruptly underlain by the Mariposa Formation dating to 150 million years ago. The soils are derived from the erosion of shallow bedrock Mariposa formations. Additionally, the undeveloped southern portion of the project area has been subject to previous disturbance through clearing and landscaping and the potential for encountering prehistoric buried deposits is low.

FINDINGS AND RECOMMENDATIONS

According to the result of the NCIC records search; literature, map, and aerial photo review; NAHC Sacred Lands File search; historical society outreach; and archaeological survey, no historical resources as defined by CEQA Section 15064.5(a) were identified within the project area. Additionally, sensitivity for buried prehistoric and historic-period archaeological resources is low, primarily due to the project area's history of past ground disturbance, and soils present as detailed in the sensitivity analysis above. Nonetheless, there is a potential for disturbing previously unknown archaeological resources during project construction in native undisturbed soils.

Impacts may be avoided or reduced to a less than significant level with adherence to the City of Plymouth General Plan EIR Mitigation Monitoring and Reporting Program (MMRP) requirements (City of Plymouth 2009: page 67-68):

M.1-In the event that undiscovered cultural resources are found during construction activities on the project site, for example, during road or utility excavations, the responsible field manager shall order the discontinuation of all activities within a minimum of ten (10) meters of the discovery and promptly contact a qualified archaeologist to evaluate the find.

M.2-Project construction personnel shall receive pre-construction orientation regarding cultural resources, their recognition, avoidance, and treatment in the event of fortuitous discoveries of cultural resources. A note to this effect shall be included on all project related plans including, but not limited to grading plans, improvement plans and final map.

M.3-In the event that human skeletal remains, however fragmentary they may be, or disturbed from their original context, the Amador County Coroner and the Native American Heritage Commission, Sacramento are to be notified immediately. All work within a minimum of ten (10) meters shall be discontinued until the representatives of these agencies have been consulted and a work plan has been identified.

PREPARER QUALIFICATIONS

This memorandum was prepared by Michael Baker International Senior Archaeologist Kholood Abdo. Archaeologist Elise Blindauer, BA, completed the field survey. Senior Cultural Resources Manager Margo Nayyar reviewed for quality assurance and control.

Kholood Abdo, MA, RPA, Principal Investigator/Senior Archaeologist, has 26 years of experience in prehistoric and historical archaeology and cultural resources management. Ms. Abdo has led and completed all phases of archaeology: Phase I pedestrian and shovel test surveys, extended Phase I survey (XPI), buried site testing, archaeological sensitivity assessments, Phase II testing and evaluations, Phase III data recovery, and Phase IV monitoring for projects in California. She has written and contributed to technical reports, including California Environmental Quality Act (CEQA), National Environmental Policy Act, and National Historic Preservation Act (NHPA) compliance documents. Ms. Abdo meets the Secretary of the Interior's Professional Qualification Standards for prehistory and historical archaeology.

Elise Blindauer, BA, Archaeologist, has completed projects in all phases of archaeology including Phase I pedestrian surveys, Phase II testing and evaluations, Phase III data recovery, and Phase IV monitoring. Her experience includes but is not limited to tribal collaboration, oral history, interpretive displays, information center records searches, technical report writing, and excavation of human remains. She is also trained in artifact analysis and identification including but not limited to ceramics, lithics, glass, and XRF soil analysis.

Margo Nayyar, MA, Senior Cultural Resources Manager, MA, Senior Cultural Resources Manager, is an architectural historian with 13 years of cultural management experience in California, Nevada, Arizona, Idaho, Texas, New Mexico, and Mississippi. Her experience includes built environment surveys, evaluation of historic-era resources using guidelines outlined in the National and California Registers, and preparation of cultural resources technical studies pursuant to CEQA and Section 106 of the NHPA, including identification studies, finding of effect documents, memorandum of agreements, programmatic agreements, and Historic American Buildings Survey/Historic American Engineering Record/Historic American Landscapes Survey mitigation documentation. She prepares cultural resources environmental document sections for CEQA environmental documents including infill checklists, initial studies, and environmental impact reports, as well as National Environmental Policy Act environmental documents, including environmental impact statements and environmental assessments. Ms. Nayyar meets the Secretary of the Interior's Professional Qualification Standards for history and architectural history.

Sincerely,



Kholood Abdo, MA, RPA
Senior Archaeologist

Attachments:

Attachment 1 – Figures

Attachment 2 – NCIC Records Search Results

Attachment 3 – NAHC Sacred Lands File Search Results

Attachment 4 – Local Historical Group Consultation

REFERENCES

- Campbell, Michelle and Galvin, Andrea. 2009. *Archaeological Survey Report & Historic Property Survey Report for the City of Plymouth for the State Route 49 and Main Street / Shenandoa Road Intersection Improvement Project, City of Plymouth, Amador County, CA 10-AMA-49-PM 16.9-17.5 EA 10-0Q8800*. Dokken Engineering. Prepared for the California Department of Transportation District 10.
- City of Plymouth. 2009. General Plan Environmental Impact Report (EIR). <https://cityofplymouth.org/planning/>.
- GLO (General Land Office). 1870. "Township 7 North, Range 10 East Mount Diablo." Electronic map. Accessed August 2023. https://gloreCORDS.blm.gov/details/survey/default.aspx?dm_id=294595&sid=z402gpre.x1t#surveyDetailsTabIndex=1.
- Griffith, Glenn E., James M. Omernik, David W. Smith, Terry D. Cook, Ed Tallyn, Kendra Moseley, and Colleen B. Johnson. 2016. Ecoregions of California. Washington DC: US Geological Open-File Report 2016-1021, with map, 1:1,100,000 scale. <http://dx.doi.org/10.3133/ofr20161021>.
- Heizer, Robert F., ed. 1978. *California. Handbook of North American Indians*, Volume 8. William C. Sturtevant, general editor. Washington, DC: Smithsonian Institution.
- Hull, K. L. 2007. "The Sierra Nevada: Archaeology in the Range of Light." In *Californian Prehistory: Colonization, Culture, and Complexity*, edited by T. L. Jones and K. A. Klar, 177-190. Latham, MD: AltaMira Press.
- Ione Band of Miwok Indians. 2007. *Land Transfer and Casino Project Draft Environmental Impact Statement. 228.04-Acre Fee-To-Trust Land Transfer And Casino Project Amador County, CA*. https://www.ioneeis.com/documents/draft_eis/default.htm.
- Jackson, R. J, and H. S. Ballard. 1999. "Once Upon a Micron: A Story of Archaeological Site CA-ELD-145 Near Camino, El Dorado County, California. Pacific Legacy, Cameron Park, California." Prepared for the California Department of Transportation, District 03. Marysville, California.
- Jackson, R. J., T. L. Jackson, C. Miksicek, K. Roper, and D. Simmons. 1994. *Framework for Archaeological Research Management (FARM): National Forests of the North-Central Sierra Nevada*. U. S. Forest Service, El Dorado National Forest, Placerville, California.
- Levy, R. S. 1978. "Eastern Miwok." In *California*, edited by R.F. Heizer, pp. 398-413, *Handbook of North American Indians*, Vol. 8, W.C. Sturtevant, general editor. Washington, DC: Smithsonian Institution.
- Marvin, Judith and Julia G. Costello. 2004. *Cultural Resource Survey of the Proposed Vineyard Plaza (1.9 acres), Plymouth, Amador County, CA (APNs 10-062-01 and 10-062-02)*. Prepared for Investment Development Associates. Foothill Resources, Ltd.
- Moratto, Michael J. 1984. *California Archaeology*. San Diego: Academic Press.

- National Park Service. 2023. National Register of Historic Places. National Register Database and Research Directory. Accessed August 2023.
<https://www.nps.gov/subjects/nationalregister/database-research.htm#table>.
- NETR (National Environmental Title Research, LLC). 2023. Historic and contemporary aerial views of the project area. Accessed August 2023. <https://www.historicaerials.com/viewer>.
- NRCS (Natural Resources Conservation Service). 2023. Web-based soil mapping interface. Accessed August 2023. <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>.
- OHP (California Office of Historic Preservation). 2023a. Built Environment Resources Directory. Accessed August 2023. https://ohp.parks.ca.gov/?page_id=30338.
- . 2023b. California Historical Resources. <https://ohp.parks.ca.gov/listedresources/>
- Rosenthal, J. A., G. G. White, and M. Q. Sutton. 2007. "The Central Valley: A View from the Catbird's Seat." In *California Prehistory: Colonization, Culture, and Complexity*, edited by T. L. Jones and K. A. Klar, 147-164. Lanham, MD: AltaMira Press.
- Sanborn Map Company. 1890. *Plymouth, Amador County, California*. : Sanborn Map Company. Available at the Library of Congress Geography and Map Division Washington, D.C. 20540-4650 USA. http://hdl.loc.gov/loc.gmd/g4364pm.g4364pm_g007651890.
- . 1912. Plymouth, Amador County, California.
http://hdl.loc.gov/loc.gmd/g4364pm.g4364pm_g007651912.
- . 1930. Plymouth, Amador County, California.
http://hdl.loc.gov/loc.gmd/g4364pm.g4364pm_g007651930.
- USDA (United States Department of Agriculture). 2003. Exchequer series soil description.
https://soilseries.sc.egov.usda.gov/OSD_Docs/E/EXCHEQUER.html.
- . 2018. Auburn series soil description.
https://soilseries.sc.egov.usda.gov/OSD_Docs/A/AUBURN.html.
- USGS (United States Geological Survey). 1889. *Jackson California* 1:25,000 scale topographic quadrangle. Reston, VA: US Department of the Interior.
- . 1897. *Jackson, California* 1:25:000 scale topographic quadrangle. Reston, VA: US Department of the Interior.
- . 1902. *Jackson, California* 1:25:000 scale topographic quadrangle. Reston, VA: US Department of the Interior.
- . 1941. *Sutter Creek California* 1:62,500 scale topographic quadrangle. Reston, VA: US Department of the Interior.
- . 1944. *Sutter Creek California* 1:62,500 scale topographic quadrangle. Reston, VA: US Department of the Interior.

**Cultural Resources Identification Memorandum for the ARCO Commercial Center and Car Wash
Development Project, City of Plymouth, Amador County, California**
Page 16

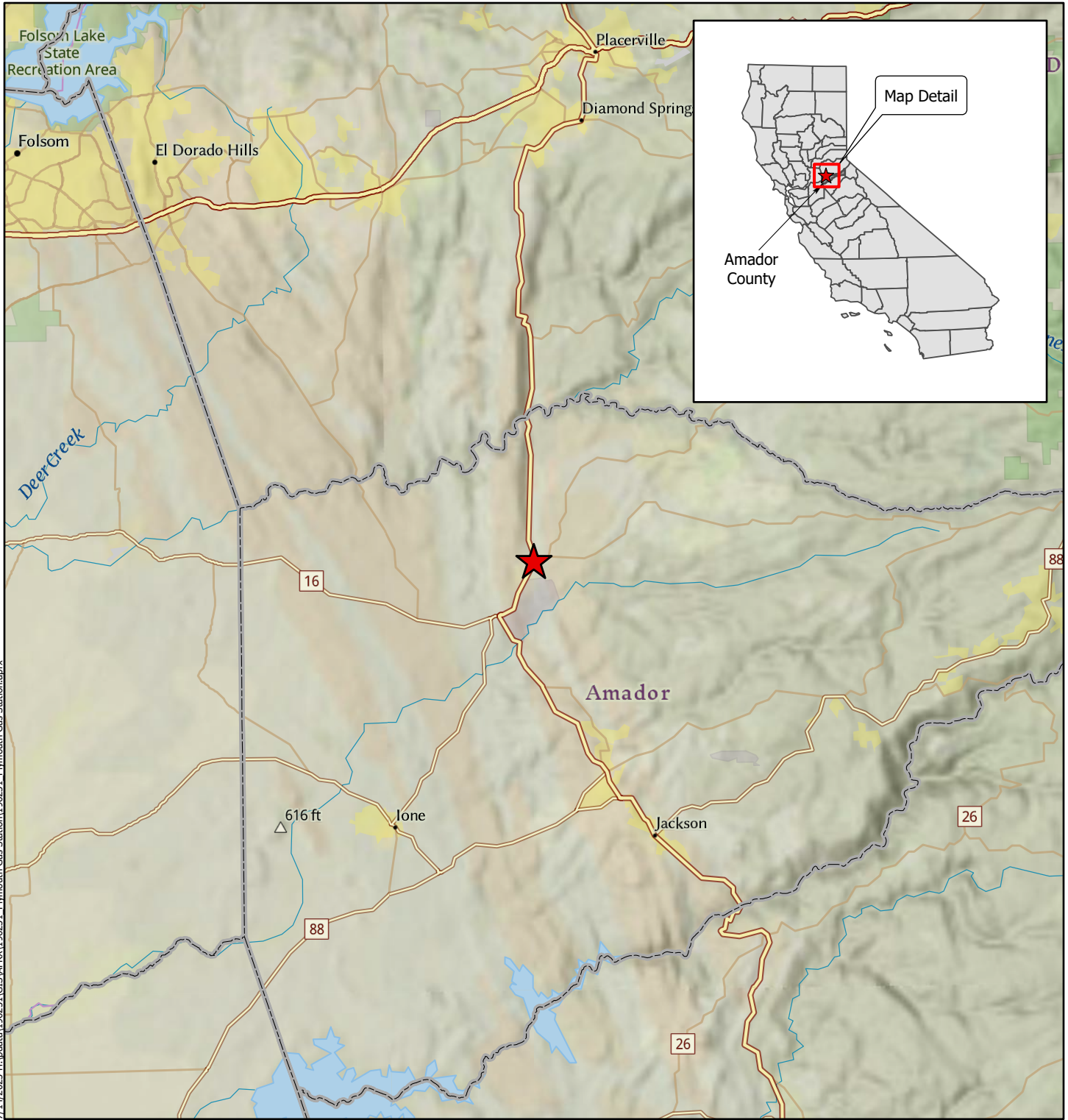
———. 1957. *Sutter Creek California* 1:24,000 scale topographic quadrangle. Reston, VA: US Department of the Interior.

———. 1962. *Amador City, California*, 1:24,000 scale topographic quadrangle. Reston, VA: US Department of the Interior.

Wagner, D. L., C. W. Jennings, T. L. Bedrossian, and E. J. Bortugno. 1981. Geological Map of the Sacramento Quadrangle, California, California Division of Mines and Geology, Regional Geologic Map RGM-1A, Scale 1:250,000. https://ngmdb.usgs.gov/ngm-bin/pdp/zui_viewer.pl?id=7669

Attachment 1

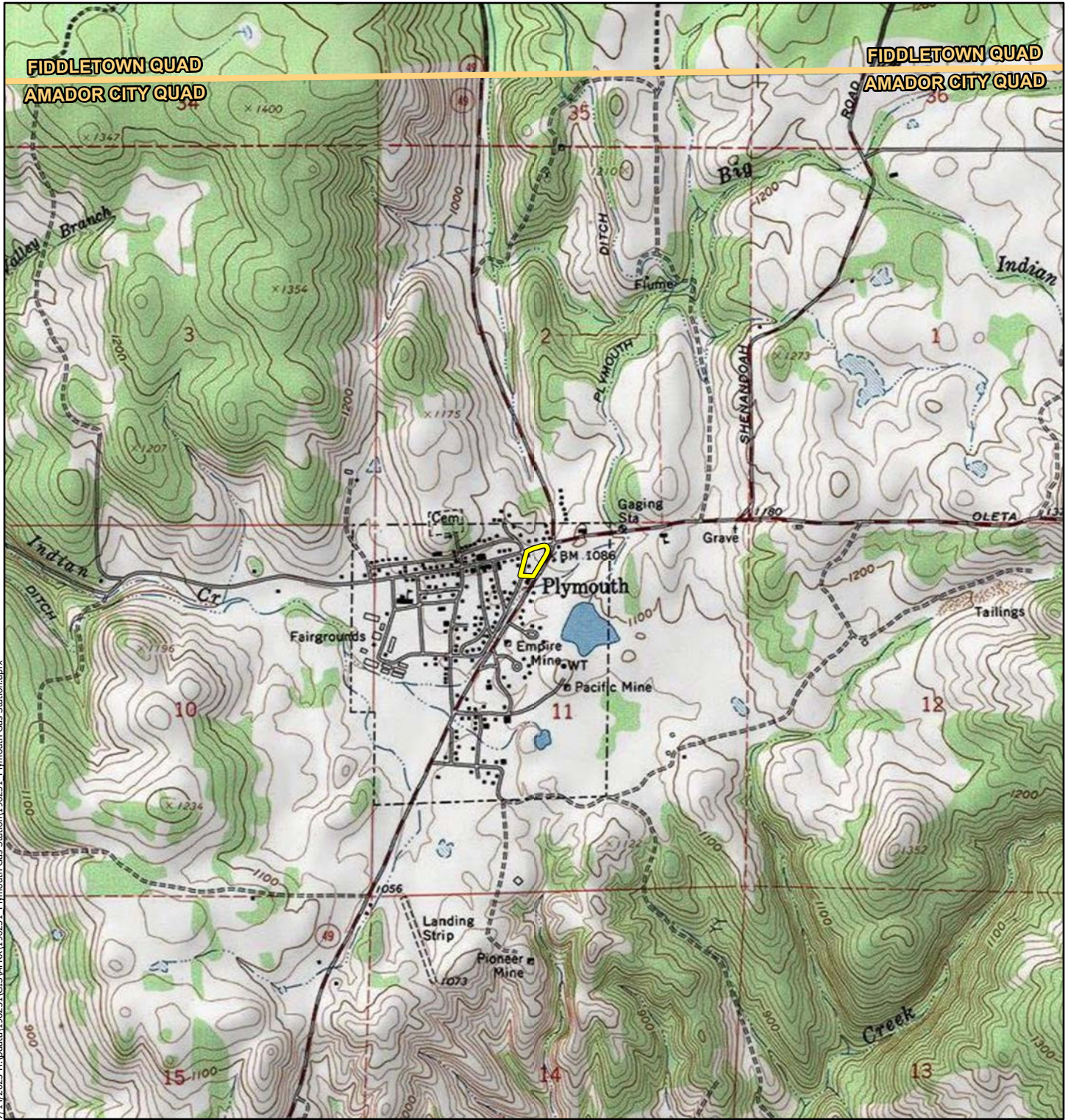
Figures



Legend

★ Project Location

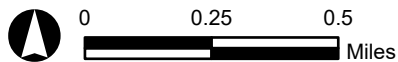
ARCO COMMERCIAL CENTER AND CAR WASH PROJECT
 PLYMOUTH, CA
Regional Vicinity



Legend
 Project Area

ARCO COMMERCIAL CENTER AND CAR WASH PROJECT
 PLYMOUTH, CA
Project Vicinity

Michael Baker
 INTERNATIONAL



Source: Esri, ArcGIS Online, Amador City USGS 7.5-Minute topographic quadrangle maps: Plymouth, California

Figure 2



7/14/2023 8:10:21 AM H:\pdata\196231\GIS\APRX\196231_Plymouth Gas Station.aprx

Legend

Project Area

Attachment 2
NCIC Records Search Results



7/17/2023

NCIC File No.: AMA-23-20

Epifanio Figueroa/Maximilian van Rensselaer
Michael Baker International
9635 Granite Ridge Road Drive
San Diego, CA 92123

Re: ARCO COMMERCIAL CENTER AND CAR WASH PROJECT

The North Central Information Center (NCIC) received your records search request for the project area referenced above, located on the Amador City USGS 7.5' quad. The following reflects the results of the records search for the project area and a ½-mi radius. The records search results are for archaeological resources in the project area and half mile radius, non-archaeological resources in the project area, and reports in the project area and half mile radius.

As indicated on the data request form, the locations of resources and reports are provided in the following format: custom GIS maps GIS data

Recorded resources within project area:	P-03-959 P-03-960 P-03-1762
Recorded resources outside project area, within radius:	P-03-420 P-03-1173 P-03-1198 P-03-1199 P-03-1200
Known reports within project area:	5455 10456
Known reports outside project area, within radius:	See list below

- Resource Database Printout (list):** enclosed not requested nothing listed/NA
- Resource Database Printout (details):** enclosed not requested nothing listed/NA
- Resource Digital Database Records:** enclosed not requested nothing listed/NA
- Report Database Printout (list):** enclosed not requested nothing listed/NA
- Report Database Printout (details):** enclosed not requested nothing listed/NA
- Report Digital Database Records:** enclosed not requested nothing listed/NA
- Resource Record Copies:** enclosed not requested nothing listed/NA
- Report Copies:** enclosed not requested nothing listed/NA
- Built Environment Resources Directory:** enclosed not requested nothing listed/NA
- Archaeological Resources Directory:** enclosed not requested nothing listed/NA

- CA Inventory of Historic Resources (1976):** enclosed not requested nothing listed/NA
- Caltrans Bridge Survey:** enclosed not requested nothing listed/NA
- Ethnographic Information:** enclosed not requested nothing listed/NA
- Historical Literature:** enclosed not requested nothing listed/NA
- Historical Maps:** enclosed not requested nothing listed/NA
- Local Inventories:** enclosed not requested nothing listed/NA
- GLO and/or Rancho Plat Maps:** enclosed not requested nothing listed/NA
- Shipwreck Inventory:** enclosed not requested nothing listed/NA
- Soil Survey Maps:** enclosed not requested nothing listed/NA

Please forward a copy of any resulting reports and resource records from this project to NCIC as soon as possible. The lead agency/authority and cultural resources consultant should coordinate sending documentation to NCIC. Digital materials are preferred and can be sent to our office via our file transfer system. Please contact NCIC for instructions. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, it is possible that not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the records search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Sincerely,

Paul Rendes, Coordinator
North Central Information Center

Known reports outside project area, within radius:

DocNo
000097
000108
003057
003589
005240
005680
006823
006984
008207
009758
010336
012472
013001

Attachment 3
NAHC Sacred Lands File
Search Results

Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission

1550 Harbor Blvd, Suite 100

West Sacramento, CA 95691

916-373-3710

916-373-5471 – Fax

nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: Plymouth ARCO Project

County: Amador

USGS Quadrangle Name: Amador City

Township: 7N **Range:** 10E **Section(s):** 11

Company/Firm/Agency: Michael Baker International

Street Address: 3536 Conours

City: Ontario **Zip:** 91764

Phone: 909-97-9475

Fax: _____

Email: Kholood.Abdo@mbakerintl.com

Project Description:

The project proposes the construction of an ARCO gas station with a with an AM/PM convenience store component, and a car wash.

NATIVE AMERICAN HERITAGE COMMISSION

July 26, 2023

Kholood Abdo
Michael Baker International

Via Email to: Kholood.Abdo@mbakerintl.com

Re: Plymouth ARCO Project, Amador County

Dear Mr. Abdo:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Pricilla.Torres-Fuentes@nahc.ca.gov.

Sincerely,

Pricilla Torres-Fuentes

Pricilla Torres-Fuentes
Cultural Resources Analyst

Attachment



CHAIRPERSON
[VAVANT]

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Sara Dutschke
Miwok

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Buffy McQuillen
Yokayo Pomo, Yuki,
Nomlaki

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
[VAVANT]

COMMISSIONER
[VACANT]

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok/Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

**Native American Heritage Commission
Native American Contact List
Amador County
7/26/2023**

County	Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation	Counties	Last Updated
Amador	Buena Vista Rancheria of Me-Wuk Indians	F	Rhonda Morningstar Pope, Chairperson	1418 20th Street, Suite 200 Sacramento, CA, 95811	(916) 491-0011	(916) 491-0012	rhonda@buenavistatribe.com	Me-Wuk	Amador, Sacramento, San Joaquin	
	Calaveras Band of Mi-Wuk Indians	N	Gloria Grimes, Chairperson	P.O. Box 899 West Point, CA, 95255	(209) 419-5675		calaverasband.miwukindians@gmail.com	Mi-wuk	Alpine, Amador, Calaveras, Stanislaus	
	Calaveras Band of Mi-Wuk Indians	N	, Chairperson	546 Bald Mountain Road West Point, CA, 95255	(209) 293-2189			Mi-Wuk	Amador, Calaveras	
	Calaveras Band of Mi-Wuk Indians - Grimes	N	Debra Grimes, Cultural Resources Specialist	P.O. Box 1015 West Point, CA, 95255	(209) 470-8688		calaverasmiwukpreservation@gmail.com	Mi-wuk	Alpine, Amador, Calaveras, Stanislaus	
	Chicken Ranch Rancheria of Me-Wuk Indians	F	Lloyd Mathiesen, Chairperson	P.O. Box 1159 Jamestown, CA, 95327	(209) 984-9066	(209) 984-9269	lmathiesen@crtribal.com	Me-Wuk	Alpine, Amador, Calaveras, Contra Costa, El	
	Ione Band of Miwok Indians	F	Sara Dutschke, Chairperson	9252 Bush Street Plymouth, CA, 95669	(209) 245-5800		consultation@ionemiwok.net	Miwok	Amador, Calaveras, El Dorado, Sacramento	
	Jackson Rancheria	F	Rolland Fillmore, Cultural Preservation Representative	P.O. Box 1090 Jackson, CA, 95642	(209) 223-8370			Miwok	Amador	8/16/2017
	Jackson Rancheria Band of Miwok Indians	F	Adam Dalton, Chairperson	P.O. Box 1090 Jackson, CA, 95642	(209) 223-8370	(209) 223-5366	adalton@jacksoncasino.com	Miwok	Amador	
	Nashville Enterprise Miwok-Maidu-Nishinam Tribe	N	Cosme Valdez, Chairperson	P.O. Box 580986 Elk Grove, CA, 95758-0017	(916) 396-1173		valdezcome@comcast.net	Miwok	Alpine, Amador, Calaveras, Contra Costa, El	7/17/2023
	Nashville Enterprise Miwok-Maidu-Nishinam Tribe	N	Leland Valdez, Cultural Resources		(916) 429-8047			Miwok	Alpine, Amador, Calaveras, Contra	7/17/2023
	Shingle Springs Band of Miwok Indians	F	Krystal Moreno, TEK Program Manager				kmoreno@ssband.org	Maidu Miwok	Amador, El Dorado, Placer, Sac	7/13/2023
	Shingle Springs Band of Miwok Indians	F	James Sarmento, Executive Director of Cultural Resources	5281 Honpie Road Placerville, CA, 95667	(530) 698-1559		jsarmento@ssband.org	Maidu Miwok	Amador, El Dorado, Placer, Sacramento, Sutter, Yol	7/13/2023
	Shingle Springs Band of Miwok Indians	F	Kara Perry, Director of Site Protection	5281 Honpie Road Placerville, CA, 95667	(530) 363-5123		kperry@ssband.org	Maidu Miwok	Amador, El Dorado, Placer, Sacramento, Sutter, Yol	7/13/2023

**Native American Heritage Commission
Native American Contact List
Amador County
7/26/2023**

Shingle Springs Band of Miwok Indians	F	Malissa Tayaba, Vice Chairperson; Director of TEK	P.O. Box 1340 Shingle Springs, CA, 95682	(916) 468-2730		matayaba@ssband.org	Maidu Miwok	Amador,El Dorado,Placer,Sacramento,Sutter,Yol	7/13/2023
Shingle Springs Band of Miwok Indians	F	Dustin Murray, Tribal Administrator	P.O Box 1340 Shingle Springs, CA, 95682	(530) 957-8925		dumurray@ssband.org	Maidu Miwok	Amador,El Dorado,Placer,Sacramento,Sutter,Yol	7/13/2023
Shingle Springs Band of Miwok Indians	F	Regina Cuellar, Chairperson	5281 Honpie Road Placerville, CA, 95667	(530) 698-1400	(530) 387-8067	info@ssband.org	Maidu Miwok	Amador,El Dorado,Placer,Sacramento,Sutter,Yol	7/13/2023
United Auburn Indian Community of the Auburn Rancheria	F	Gene Whitehouse, Chairperson	10720 Indian Hill Road Auburn, CA, 95603	(530) 883-2390	(530) 883-2380	bguth@auburnrancheria.com	Maidu Miwok	Amador,Butte,El Dorado,Nevada,Placer,Plumas,Sacra	
Washoe Tribe of Nevada and California	F	Darrel Cruz, Cultural Resources Department	919 Highway 395 North Gardnerville, NV, 89410	(775) 265-8600		darrel.cruz@washoetribe.us	Washoe	Alpine,Amador,Butte,Calaveras,El Dorado,Lassen,Mo	
Wilton Rancheria	F	Dahlton Brown, Director of Administration	9728 Kent Street Elk Grove, CA, 95624	(916) 683-6000		dbrown@wiltonrancheria-nsn.gov	Miwok	Alameda,Alpine,Amador,Contra Costa,El	6/25/2020
Wilton Rancheria	F	Jesus Tarango, Chairperson	9728 Kent Street Elk Grove, CA, 95624	(916) 683-6000	(916) 683-6015	jtarango@wiltonrancheria-nsn.gov	Miwok	Alameda,Alpine,Amador,Contra Costa,El	
Wilton Rancheria	F	Steven Hutchason, THPO	9728 Kent Street Elk Grove, CA, 95624	(916) 683-6000	(916) 863-6015	shutchason@wiltonrancheria-nsn.gov	Miwok	Alameda,Alpine,Amador,Contra Costa,El	10/28/2020

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Plymouth ARCO Project, Amador County.

Record: PROJ-2023-003678
Report Type: List of Tribes
Counties: Amador

Local Government Tribal Consultation List Request

Native American Heritage Commission

1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Type of List Requested

CEQA Tribal Consultation List (AB 52) – *Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2*

General Plan (SB 18) - *Per Government Code § 65352.3.*

Local Action Type:

___ General Plan ___ General Plan Element ___ General Plan Amendment

___ Specific Plan ___ Specific Plan Amendment ___ Pre-planning Outreach Activity

Required Information

Project Title: _____

Local Government/Lead Agency: _____

Contact Person: _____

Street Address: _____

City: _____ Zip: _____

Phone: _____ Fax: _____

Email: _____

Specific Area Subject to Proposed Action

County: _____ City/Community: _____

Project Description:

Additional Request

Sacred Lands File Search - *Required Information:*

USGS Quadrangle Name(s): _____

Township: _____ Range: _____ Section(s): _____

NATIVE AMERICAN HERITAGE COMMISSION

August 29, 2023

Kholood Abdo
Michael Baker International

Via Email to: Kholood.Abdo@mbajkerintl.com

Re: Native American Consultation, Pursuant to Senate Bill 18, Government Code §65352.3 and §65352.4, ARCO Commercial Center and Car Wash Project, Amador County

Dear Mr. Abdo:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties.

Government Code §65352.3 and §65352.4 require local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending General Plans, Specific Plans and Community Plans.

The law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction. The NAHC believes that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

The NAHC also believes that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
 - A listing of any and all known cultural resources that have already been recorded or are adjacent to the APE, such as known archaeological sites;
 - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
 - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the APE; and
 - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
2. The results of any archaeological inventory survey that was conducted, including:
 - Any report that may contain site forms, site significance, and suggested mitigation measures.



CHAIRPERSON
[VAVANT]

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Sara Dutschke
Miwok

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

COMMISSIONER
Wayne Nelson
Luiseno

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
[VAVANT]

COMMISSIONER
[VACANT]

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok/Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code §6254.10.

3. The result of the Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.
4. Any ethnographic studies conducted for any area including all or part of the APE; and
5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event, that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we are able to assure that our consultation list remains current.

If you have any questions or need additional information, please contact me at my email address:

Pricilla.Torres-Fuentes@nahc.ca.gov.

Sincerely,

Pricilla Torres-Fuentes

Pricilla Torres-Fuentes
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Amador County
8/29/2023

County	Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation	Counties	Last Updated
Amador	Buena Vista Rancheria of Me-Wuk Indians	F	Rhonda Morningslar Pope, Chairperson	1418 20th Street, Suite 200 Sacramento, CA, 95811	(916) 491-0011	(916) 491-0012	rhonda@buenavistatribe.com	Me-Wuk	Amador, Sacramento, San Joaquin	
	Calaveras Band of Mi-Wuk Indians	N	Gloria Grimes, Chairperson	P.O. Box 899 West Point, CA, 95255	(209) 419-5675		calaverasband.miwukindians@gmail.com	Mi-wuk	Alpine, Amador, Calaveras, Stanislaus	
	Calaveras Band of Mi-Wuk Indians	N	. Chairperson	546 Bald Mountain Road West Point, CA, 95255	(209) 293-2189			Mi-Wuk	Amador, Calaveras	
	Chicken Ranch Rancheria of Me-Wuk Indians	F	Lloyd Mathiesen, Chairperson	P.O. Box 1159 Jamestown, CA, 95327	(209) 984-9066	(209) 984-9269	lmathiesen@crtribal.com	Me-Wuk	Alpine, Amador, Calaveras, Contra Costa, El Dorado, Fresno, Madera, Mariposa, Merced, Mono, Sacramento, San	
	Ione Band of Miwok Indians	F	Sara Dutschke, Chairperson	9252 Bush Street Plymouth, CA, 95669	(209) 245-5800		consultation@ionemiwok.net	Miwok	Amador, Calaveras, El Dorado, Sacramento, San Joaquin	
	Jackson Rancheria Band of Miwok Indians	F	Adam Dalton, Chairperson	P.O. Box 1090 Jackson, CA, 95642	(209) 223-8370	(209) 223-5366	adalton@jacksoncasino.com	Miwok	Amador	
	Jackson Rancheria Band of Miwok Indians	F	Roland Fillmore, Cultural Preservation Representative	P.O. Box 1090 Jackson, CA, 95642	(209) 223-8370			Miwok	Amador	8/16/2017
	Nashville Enterprise Miwok-Maidu-Nishinam Tribe	N	Cosme Valdez, Chairperson	P.O. Box 580986 Elk Grove, CA, 95758-0017	(916) 396-1173		valdezcome@comcast.net	Miwok	Alpine, Amador, Calaveras, Contra Costa, El Dorado, Fresno, Madera, Mariposa, Merced, Mono, Sacramento, San	7/17/2023
	Nashville Enterprise Miwok-Maidu-Nishinam Tribe	N	Leland Valdez, Cultural Resources		(916) 429-8047			Miwok	Alpine, Amador, Calaveras, Contra Costa, El Dorado, Fresno, Madera, Mariposa, Merced, Mono, Sacramento, San	7/17/2023
	Shingle Springs Band of Miwok Indians	F	James Sarmento, Executive Director of Cultural Resources	5281 Honpie Road Placerville, CA, 95667	(530) 698-1559		jsarmento@ssband.org	Maidu Miwok	Amador, El Dorado, Placer, Sacramento, Sutter, Yolo, Yuba	7/13/2023
	Shingle Springs Band of Miwok Indians	F	Regina Cuellar, Chairperson	5281 Honpie Road Placerville, CA, 95667	(530) 698-1400	(530) 387-8067	info@ssband.org	Maidu Miwok	Amador, El Dorado, Placer, Sacramento, Sutter, Yolo, Yuba	7/13/2023
	Shingle Springs Band of Miwok Indians	F	Krystal Moreno, TEK Program Manager				kmoreno@ssband.org	Maidu Miwok	Amador, El Dorado, Placer, Sacramento, Sutter, Yolo, Yuba	7/13/2023
	Shingle Springs Band of Miwok Indians	F	Malissa Tayaba, Vice Chairperson; Director of TEK	P.O. Box 1340 Shingle Springs, CA, 95682	(916) 468-2730		matayaba@ssband.org	Maidu Miwok	Amador, El Dorado, Placer, Sacramento, Sutter, Yolo, Yuba	7/13/2023
	Shingle Springs Band of Miwok Indians	F	Dustin Murray, Tribal Administrator	P.O. Box 1340 Shingle Springs, CA, 95682	(530) 957-8925		dummurray@ssband.org	Maidu Miwok	Amador, El Dorado, Placer, Sacramento, Sutter, Yolo, Yuba	7/13/2023
	Shingle Springs Band of Miwok Indians	F	Kara Perry, Director of Site Protection	5281 Honpie Road Placerville, CA, 95667	(530) 363-5123		kperry@ssband.org	Maidu Miwok	Amador, El Dorado, Placer, Sacramento, Sutter, Yolo, Yuba	7/13/2023
	United Auburn Indian Community of the Auburn Rancheria	F	Gene Whitehouse, Chairperson	10720 Indian Hill Road Auburn, CA, 95603	(530) 883-2390	(530) 883-2380	bguth@auburnrancheria.com	Maidu Miwok	Amador, Butte, El Dorado, Nevada, Placer, Plumas, Sacramento, San Joaquin, Sierra, Solano, Sutter, Yolo, Yuba	
	Washoe Tribe of Nevada and California	F	Serrell Smokey, Chairperson	919 Highway 395 North Gardnerville, NV, 89410	(775) 265-8600		serrell.smokey@washoetribe.us	Washoe	Alpine, Amador, Butte, Calaveras, El Dorado, Lassen, Mono, Nevada, Placer, Plumas, Sierra, Tuolumne, Yuba	
	Washoe Tribe of Nevada and California	F	Darrel Cruz, Cultural Resources Department	919 Highway 395 North Gardnerville, NV, 89410	(775) 265-8600		darrel.cruz@washoetribe.us	Washoe	Alpine, Amador, Butte, Calaveras, El Dorado, Lassen, Mono, Nevada, Placer, Plumas, Sierra, Tuolumne, Yuba	
	Wilton Rancheria	F	Herbert Griffin, Executive Director of Cultural Preservation	9728 Kent Street Elk Grove, CA, 95624	(916) 683-6000		hgriffin@wiltonrancheria-nsn.gov	Miwok	Alameda, Alpine, Amador, Contra Costa, El Dorado, Mono, Nevada, Placer, Sacramento, San Joaquin, Solano, Stanislaus, Sutter, Yolo, Yuba	8/7/2023
	Wilton Rancheria	F	Cultural Preservation Department,	9728 Kent Street Elk Grove, CA, 95624	(916) 683-6000		cpd@wiltonrancheria-nsn.gov	Miwok	Alameda, Alpine, Amador, Contra Costa, El Dorado, Mono, Nevada, Placer, Sacramento, San Joaquin, Solano, Stanislaus, Sutter, Yolo, Yuba	8/7/2023
	Wilton Rancheria	F	Dahlton Brown, Executive Director of Administration	9728 Kent Street Elk Grove, CA, 95624	(916) 683-6000		dbrown@wiltonrancheria-nsn.gov	Miwok	Alameda, Alpine, Amador, Contra Costa, El Dorado, Mono, Nevada, Placer, Sacramento, San Joaquin, Solano, Stanislaus, Sutter, Yolo, Yuba	8/7/2023

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 6097.98 of the Public Resources Code and section 5097.98 of the Public Resources Code.

Record: PROJ-2023-004409
Report Type: SB18
Counties: Amador
NAHC Group: All

This list is only applicable for consultation with Native American tribes under Government Code Sections 65352.3 and 65352.4 et seq for the proposed ARCO Commercial Center and Car Wash Project, Amador County.

Attachment 4
Local Historical Society Consultation

From: [Abdo, Kholood](#)
To: admin@amadorcountyhistoricalsociety.org
Subject: Local Historical Group Outreach: Arco Commercial Center and Car Wash Project
Date: Tuesday, August 1, 2023 12:06:29 PM
Attachments: [2023-08-01_Amador County Historical Society Consultation Letter.pdf](#)

Good Afternoon,

Michael Baker International is conducting a cultural resources investigation for the Arco Commercial Center and Car Wash project located at 18725 CA-49, City of Plymouth, Amador County. Please see the attached letter for additional details about the project. We are conducting outreach to ask if you have any information or concerns about historical resources within the project area. If you have any questions or comments, please feel free to contact me at the email below.

Thank you for your time,
Kholood

Kholood Abdo | Senior Archaeologist/Lab Director
3536 Concors, Suite 100 | Ontario, CA 91764 | [O] 909-974-4975 | [M] 909-496-7136
kholood.abdo@mbakerintl.com | www.mbakerial.com



August 1, 2023

AMADOR COUNTY HISTORICAL SOCIETY

225 CHURCH STREET

JACKSON, CALIFORNIA 95642

VIA EMAIL: admin@amadorcountyhistoricalsociety.org

RE: ARCO COMMERCIAL CENTER AND CAR WASH PROJECT, CITY OF PLYMOUTH, AMADOR COUNTY, CALIFORNIA

To Whom It May Concern:

Michael Baker International is conducting a cultural resources study for the Arco Commercial Center and Car Wash Project (project) Located at 18725 CA-49 in the City of Plymouth, Amador County, California. The proposed project is subject to the California Environmental Quality Act (CEQA). Figures depicting the project area are included in **Attachment 1**.

The project proposes to reconfigure the parcel line of an existing 1.91-acre site at 18725 CA-49. The existing parcel is currently improved with a gas station, the Plymouth Trading Post, located in the northeast corner. The southern section of the parcel is unimproved and consists partially of a gravel lot, and primarily of an empty, vegetated area. An adjacent parcel, west of the subject property, contains the Fig Barn Café. Parcel reconfiguration would reorient the parcel line in an east-west fashion, instead of north-south, to create a new, 1.02-acre southern parcel on the unimproved lot, and retain the existing gas station and the café on the new, northern parcel. The elements of the existing Plymouth Trading Post fueling facility would be removed, including tanks and piping, and a new ARCO gas station, with an AM/PM convenience store component, and a car wash, would be constructed on the new southern parcel.

Please notify us if your organization has any information or concerns about historic properties within the project area. This is not a request for research; it is solely a request for public input related to any concerns that the Amador County Historical Society may have. Please contact me at your earliest convenience at Kholood.Abdo@mbakerintl.com or 909-974-4975 if you have any questions or comments.

Sincerely,

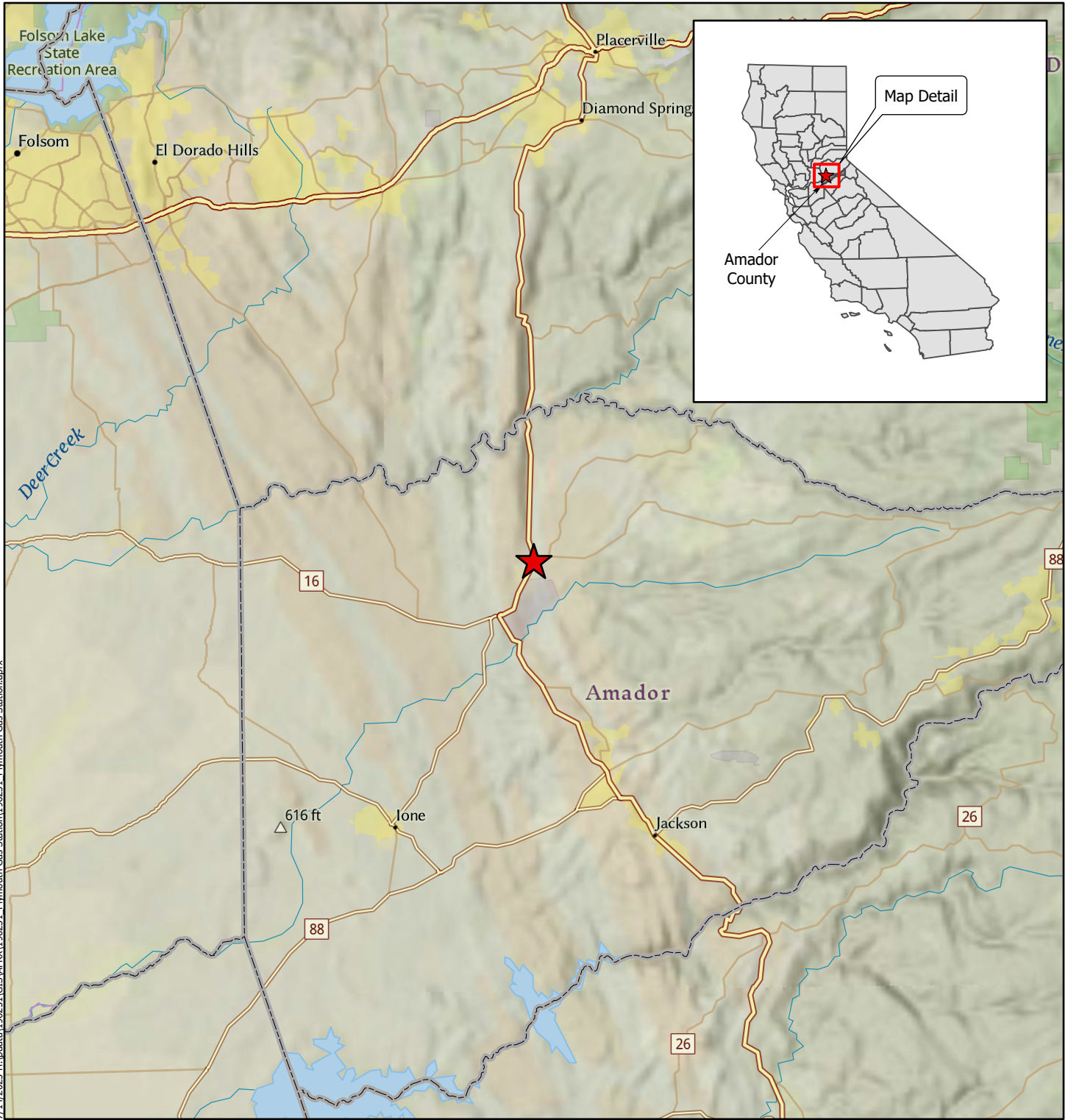


Kholood Abdo

Senior Archaeologist, MA, RPA

Attachments:

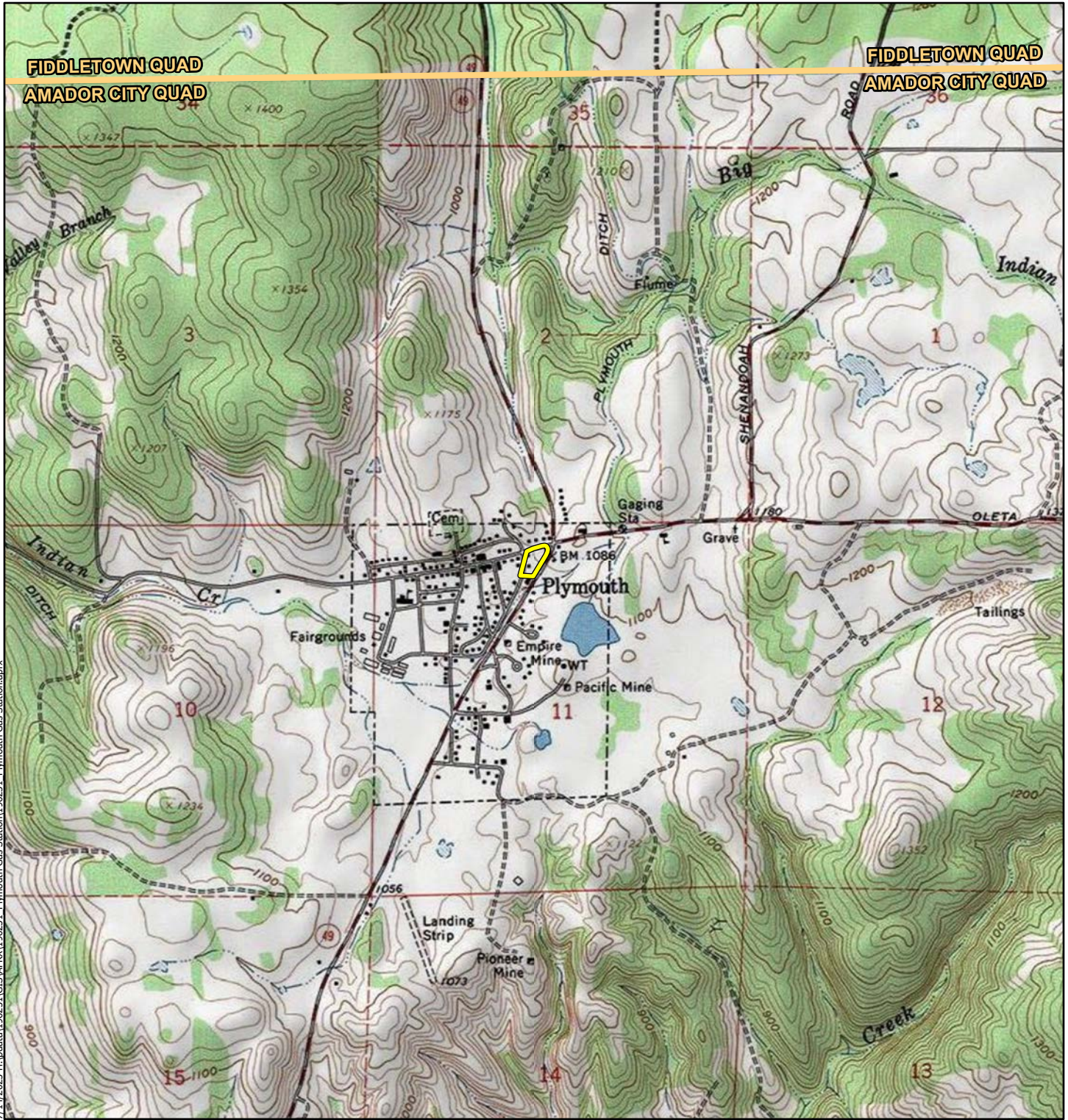
Attachment 1 - Figures



Legend

★ Project Location

ARCO COMMERCIAL CENTER AND CAR WASH PROJECT
 PLYMOUTH, CA
Regional Vicinity



7/14/2023 H:\p\data\1962\GIS\APRX\196231_Plymouth Gas Station\196231_Plymouth Gas Station.aprx

Legend

 Project Area

ARCO COMMERCIAL CENTER AND CAR WASH PROJECT
 PLYMOUTH, CA
Project Vicinity



7/14/2023 8:10:21 AM H:\pdata\196231\GIS\APRX\196231_Plymouth Gas Station.aprx

Legend

Project Area

Michael Baker
INTERNATIONAL

0 100 200
Feet

Source: Esri, ArcGIS Online, Maxar Imagery: Plymouth, California

ARCO COMMERCIAL CENTER AND CAR WASH PROJECT
PLYMOUTH, CA
Project Area

Figure 3

APPENDIX E

Phase I ESA

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

PHASE I ENVIRONMENTAL SITE ASSESSMENT

For

9506 Main Street and 18725 Highway 49
Plymouth, CA 95669

Amador County
APN # 010-062-002-501
(1.26 acres)
010-062-001-000
(0.64 acre)

Requested by:

Prospect Cellars

Prepared by:

LIGHT, AIR and SPACE CONSTRUCTION
Contractor's License Number 445403
Cal-EPA Registered Environmental Assessor (REA # 04072)
LA&S Project Number 2177

David B. Guthridge

David B. Guthridge
REA 04072

February 5, 2022

Page 1 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

TABLE OF CONTENTS

	Page	
1.0 <u>EXECUTIVE SUMMARY</u>	5	
1.1 <u>Background</u>	5	
1.2 <u>Observations and Conclusions</u>	6	
1.3 <u>Certifications and Limitations</u>	7	
2.0 <u>INTRODUCTION</u>	8	
2.1 <u>Background (Purpose)</u>	8	
2.2 <u>Scope of Work</u>	8	
2.3 <u>Significant Assumptions</u>	9	
2.4 <u>Limitations and Exceptions</u>	9	
2.5 <u>Special Terms and Conditions</u>	9	
2.6 <u>User Reliance</u>	9	
3.0 <u>SITE DESCRIPTION</u>	11	
3.1 <u>Site Location and Legal Description</u>	11	
3.2 <u>Site Description</u>	11	11
3.3 <u>Current Use of the Property</u>	11	
3.4 <u>Current Use of Adjoining Properties</u>	12	
3.5 <u>Topography</u>	12	
3.6 <u>Surface Water Characteristics</u>	12	
3.7 <u>Geologic Characteristics</u>	12	
3.8 <u>Water System</u>	13	

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

4.0	<u>USER PROVIDED INFORMATION</u>	14	
4.1	<u>Title Records</u>	14	
4.2	<u>Environmental Liens or Activity Use Restrictions</u>		14
4.3	<u>Specialized Knowledge</u>	14	
4.4	<u>Commonly Known or Reasonably Ascertainable Info</u>	14	
4.5	<u>Valuation Reduction for Environmental Issues</u>	14	
4.6	<u>Owner, Property Manager and Occupant Information</u>	14	
4.7	<u>Reason for Performing Phase I</u>	14	
5.0	<u>RECORDS REVIEW</u>	15	
5.1	<u>City/County/State Records Review</u>	15	
5.2	<u>Sanborn Fire Insurance Maps</u>	15	
5.3	<u>Aerial Photographs</u>	16	
5.4	<u>City Directories</u>		17
5.5	<u>Summary of Historical Data</u>	17	
5.6	<u>Environmental Data Base Tables</u>		18
5.7	<u>Discussion of Environmental Data Base Tables</u>	20	
6.0	<u>SITE RECONNAISSANCE</u>	21	
6.1	<u>Methodology and Limiting Conditions</u>	21	
6.2	<u>General Site Setting</u>	21	
6.3	<u>Preliminary Asbestos Screening</u>	21	
6.4	<u>PCB Transformer Search</u>	22	
6.5	<u>Storage Tank Search</u>		22
6.6	<u>Radon Screening</u>	22	
6.7	<u>Preliminary Lead Based Paint Screening</u>	23	
6.8	<u>Lead in Drinking Water</u>	23	

February 5, 2022

Page 3 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

7.0	<u>INTERVIEWS</u>	24	
7.1	<u>Interview(s) with the Owner(s)</u>	24	
7.2	<u>Interview with the Site Manager</u>		24
7.3	<u>Interview(s) with the Occupant(s)</u>	24	
7.4	<u>Interviews with Local Government Officials</u>		24
7.5	<u>Interviews with Others</u>	24	
8.0	<u>FINDINGS</u>	25	
8.1	<u>Findings</u>	25	
9.0	<u>OPINION</u>	26	
9.1	<u>Opinion</u>	26	
10.0	<u>CONCLUSIONS</u>	27	
10.1	<u>Conclusions</u>	27	
11.0	<u>DEVIATIONS</u>	28	
11.1	<u>Deviations</u>	28	
12.0	<u>ADDITIONAL SERVICES</u>	29	
12.1	<u>Additional Services</u>	29	

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

APPENDICES

		Page
Appendix A	Site Location Map	30
Appendix B	Site Plan	31
Appendix C	Site Photographs	32
Appendix D 33	Assessor's Parcel Map, Site Overview Map Site Detail Map, Physical Setting Source Map Historic Aerial Photographs, USGS Topographic Map, Flood Zone Map, Sanborn Fire Insurance Maps	
Appendix E 34	Regulatory Agency Records Search Report	
Appendix F	Special Contractual Conditions Between User And Environmental Professional	35
Appendix G	Interview and research Documentation	36
Appendix H	Qualifications of Environmental Professional	37

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

1.0 EXECUTIVE SUMMARY

PROJECT SUMMARY TABLE

HAZARD	ACCEPTIBL E	ACCEPTIBL E REQUIRES O & M PLAN	CONCERN / POSSIBLE REMEDY	ADDITIONAL STUDY REQUIRED
Site History	X			
Database Review	X			
Visual Observations	X			
Asbestos			X	X
PCBs	X			
USTs & ASTs			X	X
Radon	X			
Lead-based Paint			X	X
Drinking Water	X			

1.1 Background

Light, Air and Space Construction (LA&S) conducted a Phase I

February 5, 2022

Page 6 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

Environmental Site Assessment of the property identified as 9506 Main Street and 18725 Highway 49 (APN # 010-062-002-501) and (APN# 010-062-001-000) in Plymouth, Amador County, California (**the Property**) on Tuesday, December 7, 2021.

The Assessment included a review of the property's prior use history, a review of neighboring properties based on reasonably ascertainable environmental databases, a visual reconnaissance for hazardous-material contamination, a preliminary screening for Asbestos-containing building materials (ACBM), Lead-based paint (LBP), drinking water quality and Radon, and a search for above-ground storage tanks (ASVs), underground storage tanks (USTs) and equipment containing polychlorinated biphenyls (PCBs).

The **Property** consists of two parcels of land, the first parcel is a semi-rectangular-shaped parcel of land, (APN# 010-062-002-501) identified as 9506 Main Street, that is approximately 54,885sf or 1.26 acres. It is accessed from Main Street and Highway 49. The second parcel is a triangular shaped parcel of land (APN# 010-062-001-000) identified as 18725 Highway 49, that is approximately 27,878sf or 0.64 acre. It is accessed from Highway 49 and Main Street. The two parcels are located in the City of Plymouth, in Amador County, California.

The **Property** is located on the west side of Highway 49, the south side of Main Street and the east side of Mill Street on the southwest corner of the intersection of Highway 49 and Main

February 5, 2022

Page 7 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

Street.

The 18725 Highway 49 portion of the **Property** is currently developed with a one-story wood framed building that was built prior to 1940 and is currently occupied by mini-market/gasoline station of approximately 1,200sf, with four USTs and two fuel dispensers.

The 9506 Main Street portion of the **Property** is currently developed with a one-story concrete block and wood frame building of approximately 1,800sf that was built prior to 1957 and is currently occupied by Prospect Cellars, a retail wine store.

The **Property** is bordered to the north by Main Street and Residential and commercial buildings beyond. Adjacent to the east is Highway 49 and commercial buildings beyond. Adjacent to the west is Mill Street with commercial buildings beyond. Adjacent to the south are apartments.

1.2 Observations and Conclusions

We have performed a *Phase I Environmental Site Assessment* in conformance with the scope and limitations of ASTM Practice E 1527-13 of the **Property**. The **Property** consists of two parcels of

February 5, 2022

Page 8 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

land, the first parcel is a semi-rectangular-shaped parcel of land, (APN# 010-062-002-501) identified as 9506 Main Street, that is approximately 54,885sf or 1.26 acres. It is accessed from Main Street and Highway 49.

The second parcel is a triangular shaped parcel of land (APN# 010-062-001-000) identified as 18725 Highway 49, that is approximately 27,878sf or 0.64 acre. It is accessed from Highway 49 and Main Street. The two parcels are located in the City of Plymouth, in Amador County, California.

The **Property** is located on the west side of Highway 49, the south side of Main Street and the east side of Mill Street on the southwest corner. Of the intersection of Highway 49 and main street.

The 18725 Highway 49 portion of the **Property** is currently developed with a one-story wood framed building that was built prior to 1940 and is currently occupied by mini-market/gasoline station of approximately 1,200sf, with four USTs and two fuel dispensers.

The 9506 Main Street portion of the **Property** is currently developed with a one-story concrete block and wood frame building of approximately 1,800sf that was built prior to 1957 and is currently occupied by Prospect Cellars, a retail wine store.

February 5, 2022

Page 9 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

The **Property** is bordered to the north by Main Street and Residential and commercial buildings beyond. Adjacent to the east is Highway 49 and commercial buildings beyond. Adjacent to the west is Mill Street with commercial buildings beyond.

Adjacent to the south are apartments.

Any exceptions to, or deletions from, this practice are described in Section 11 of this **Report**. This assessment has revealed evidence of **Recognized Environmental Conditions (RECs)** in connection with the **Property**.

LA&S did find evidence that current use or historic use of the Property or current and/or historic activity at neighboring properties that would indicate the likelihood of environmental impairment to the subject property. In addition, LA&S did observe visual evidence of hazardous-material contamination, indications of improper hazardous material storage or disposal, or identify significant concerns relating to USTs and storage of hazardous materials at the subject property. LA&S recommends additional investigation to determine the presence of possible soil and groundwater contaminants.

1.3 Certification and Limitations

The Phase I Environmental Site Assessment was conducted on behalf of and for the exclusive use of **Prospect Cellars**, solely for use in an environmental evaluation of the **Property**. This Phase I Environmental Site Assessment and the Findings

February 5, 2022

Page 10 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

contained herein shall not, in whole or in part, be disseminated or conveyed to any other party, nor used by any other party, in whole or in part without prior written consent from Light, Air and Space Construction.

However, Light, Air and Space Construction acknowledges and agrees that the Phase I Environmental Site Assessment may be conveyed to and relied upon by **Prospect Cellars**, its successors and assigns, rating agencies and bond investors.

Light, Air and Space Construction, its Principal and its employees have no present or contemplated interest in the **Property**. Our employment and compensation for preparing this Phase I Environmental Site Assessment are not contingent upon our observations or conclusions. The Phase I Environmental Site Assessment has been performed in a professional manner using the degree of care and skill ordinarily exercised by and consistent with the standards of competent consultants practicing in the same or similar locality as the **Property**.

The reported observations and conclusions are limited only by the reported assumptions and limiting conditions and represent our unbiased and professional analysis, opinions and conclusions.

No other warranty, expressed or implied, is made or intended. The information in this Phase I Environmental Site Assessment is from sources deemed to be reliable; however, no representation

February 5, 2022

Page 11 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

or warranty is made as to the accuracy thereof. No Phase I Environmental Site Assessment can wholly eliminate uncertainty regarding the potential for **Recognized Environmental Conditions** in connection with a property.

This Phase I Environmental Site Assessment is designed to reduce but not eliminate uncertainty regarding the existence of such conditions in a manner that recognizes reasonable limits of time and cost.

I declare that, to the best of my professional knowledge and belief, I meet the definition of **Environmental Professional** as defined in S312,10 of 40CFR and I have the specific qualifications based on education, training and experience to assess a **property** of the nature, history and setting of the subject **property**. I have developed and performed the **All Appropriate Inquiries** in conformance with the standards and practices as set forth in 40 CFR Part 312.

David B. Guthridge

David B. Guthridge, Principal, REA 04072

February 5, 2022

Page 12 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

2.0 INTRODUCTION

Site Name: Prospect Cellars and
Plymouth Trading Post

Site Address: 9506 Main Street
18725 Highway 49
Plymouth, California 95669

Assessor's Parcel #s: APN# 010-062-002-501
APN# 010-062-001-000
(Amador County)

LA&S Project No.: 2177

2.1 Background

Light, Air, and Space Construction (LA&S) was retained by Prospect Cellars, to conduct a Phase I Environmental Site Assessment at the above referenced property. The purpose of

February 5, 2022

Page 13 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

the assessment was to provide to a preliminary degree, an objective, independent, professional opinion of the potential environmental risks, if any, associated with the subject property.

The Environmental Site Assessment included a visual reconnaissance of the **Property** and immediate vicinity, and a review of regulatory agency public records. The regulatory information sources are listed by agency in the following sections, and include Federal, State, and Local databases.

Photographs of the subject property were taken as a tool in preparing this report. Relevant photographs are included in this report as Appendix B. Copies of photographs taken are maintained in LA&S's files.

As part of the assessment, a site reconnaissance was conducted, by David Guthridge, on Tuesday, December 7, 2021. At the time of the site reconnaissance, the weather conditions were sunny with the temperatures in the 70's.

2.2 Scope of Work

The purpose of this environmental assessment was to identify the immediate and most recognizable environmental concerns at the subject property. The assessment was performed in accordance with the recommendations presented in the American Society for

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, E1527-05, (revised 1997, 2000, 2005 and 2013), and accepted industry standards/practice.

The specific scope of work included the following:

Prior Use History Review, Environmental Database Review
Visual Reconnaissance, Preliminary ACBM Screen
PCB Equipment Search, AST and UST Search
Preliminary Radon Review, Preliminary LBP Screen
Drinking Water Quality

2.3 Significant Assumptions

The information in this report is from sources deemed to be reliable; however, no representation or warranty is made as to the accuracy thereof.

2.4 Limitations and Exceptions

The investigation has been performed in a professional manner using the degree of care and skill ordinarily exercised by and consistent with the standards of competent consultants practicing in the same or similar locality as the Project. The reported observations and conclusions are limited only by the reported assumptions and limiting conditions and represent our unbiased

February 5, 2022

Page 15 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

and professional analysis, opinions, and conclusions. No other warranty, expressed or implied, is made or intended.

2.5 Special Terms and Conditions

Light, Air and Space Construction, its principal, and its employees have no present or contemplated interest in the property. Our employment and compensation for preparing this report are not contingent upon our observations or conclusions.

2.6 User Reliance

No environmental site assessment can wholly eliminate uncertainty regarding the potential for recognized environmental conditions in connection with a property. This study is designed to reduce but not eliminate uncertainty regarding the existence of such conditions in a manner that recognizes reasonable limits of time and cost.

The investigation was conducted on behalf of and for the exclusive use of Prospect Cellars, solely for use in an environmental evaluation of the Site. This report and findings contained herein shall not, in whole or in part, be disseminated or conveyed to any other party, nor used by any other party, in whole or in part without prior written consent of Light, Air and Space

February 5, 2022

Page 16 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

Construction. However, Light, Air and Space acknowledges and agrees that the report maybe conveyed to and relied upon by Prospect Cellars, its successors and assigns, rating agencies and bond investors.

3.0 SITE DESCRIPTION

3.1 Site Location and Legal Description

The **Property** consists of two parcels of land, the first parcel is a semi-rectangular-shaped parcel of land, (APN# 010-062-002-501) identified as 9506 Main Street, that is approximately 54,885sf or 1.26 acres. It is accessed from Main Street and Highway 49. The second parcel is a triangular shaped parcel of land (APN# 010-062-001-000) identified as 18725 Highway 49, that is approximately 27,878sf or 0.64 acre. It is accessed from Highway 49 and Main Street. The two parcels are located in the City of Plymouth, in Amador County, California.

The **Property** is located on the west side of Highway 49, the south side of Main Street and the east side of Mill Street on the southwest corner of the intersection of Highway 49 and Main Street.

3.2 Site Description

The **Property** consists of two parcels of land, the first parcel is a

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

semi-rectangular-shaped parcel of land, (APN# 010-062-002-501) identified as 9506 Main Street, that is approximately 54,885sf or 1.26 acres. It is accessed from Main Street and Highway 49.

The second parcel is a triangular shaped parcel of land (APN# \ 010-062-001-000) identified as 18725 Highway 49, that is approximately 27,878sf or 0.64 acre. It is accessed from Highway 49 and Main Street. The two parcels are located in the City of Plymouth, in Amador County, California.

The **Property** is located on the west side of Highway 49, the south side of Main Street and the east side of Mill Street on the southwest corner of the intersection of Highway 49 and Main Street.

The 18725 Highway 49 portion of the **Property** is currently developed with a one-story wood framed building that was built prior to 1940 and is currently occupied by mini-market/gasoline station of approximately 1,200sf, with four USTs and two fuel dispensers.

The 9506 Main Street portion of the **Property** is currently developed with a one-story concrete block and wood frame building of approximately 1,800sf that was built prior to 1957 and is currently occupied by Prospect Cellars, a retail wine store.

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

The **Property** is bordered to the north by Main Street and Residential and commercial buildings beyond. Adjacent to the east is Highway 49 and commercial buildings beyond. Adjacent to the west is Mill Street with commercial buildings beyond.

Adjacent to the south are apartments.

Utilities provided for the subject property are as follows:

Electricity-	Pacific Gas & Electric (PG&E)
Gas-	PG&E
Water-	City of Plymouth
Sanitary-	City of Plymouth
Storm-	City of Plymouth
Solid Waste-	City of Plymouth

3.3 Current Use of the Property

The 18725 Highway 49 portion of the **Property** is currently developed with a one-story wood framed building that was built prior to 1940 and is currently occupied by mini-market/gasoline station of approximately 1,200sf, with four USTs and two fuel dispensers.

The 9506 Main Street portion of the **Property** is currently developed with a one-story concrete block and wood frame building of approximately 1,800sf that was built prior to 1957 and is currently occupied by Prospect Cellars, a retail wine store.

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

3.4 Current Uses of Adjoining Properties

The **Property** is bordered to the north by Main Street and Residential and commercial buildings beyond. Adjacent to the east is Highway 49 and commercial buildings beyond. Adjacent to the west is Mill Street with commercial buildings beyond. Adjacent to the south are apartments.

3.5 Topography

The **Property** is located at an elevation of approximately (1,085) feet above mean sea level based on the United States Geologic Survey Topographic Quadrangle Map, Amador City, California. Original mapping is dated 1955 and photo-revised 2018. According to the topographic map, there is a slight topographic slope to the south.

3.6 Surface Water Characteristics

LA&S did not observe any naturally occurring water bodies or vegetation indicative of wetlands on the subject property. "Wetlands" is a general term used to describe a variety of

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

ecosystems, which may include prairie potholes, marshes, fens, bogs, wet meadows, and swamps. The subject site appears to have been developed with small buildings for since the late 1880s.

The FEMA Flood Zone Map for the **Property** is **06005C0326F**, dated **5-20-2010** and show the **Property** to be in an area of **Flood Zone X**, an area outside the **500-year Flood Hazard**.

3.7 Geologic Characteristics

The subject site is located in Amador County. According to D. L. Wagner and others (1981) the site is mapped as Mariposa Formation and Salt Springs Slate of Mesozoic-Jurassic age. The Mariposa Formation consists of Slate, Metagraywacke and Metaconglomerate rocks, while the Salt Springs Slate consists mainly of dark grey slate and some mica schist. Because the sites appears to rest adjacent to the Melones Fault Zone, traces of Jurassic Metavolcanic Rocks are likely to be encountered. This formation consists of basaltic pyroclastic rocks with some flow rocks.

The **Property** is situated within the Foothills Fault System, which consists of hundreds of unnamed faults ranging from Pre-Quaternary or older. Two of the most well-known faults within this system are The Melones Fault Zone, located within approximately 1,000 feet east of the **Property** and The Bear Mountain Fault

February 5, 2022

Page 21 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

located 3.5 miles west of the **Property**. Quaternary Faults are faults that have not revealed evidence of displacement for over 10,000 years.

According to the Soil Survey of Amador, California, the **Property** rests on soil of the **Exchequer-Auburn Loams, 3 to 31 percent slopes**. The soil is slightly acidic and can be excessively drained. It consists of very rocky to shallow soil and depending upon the type of material found is considered under the United Soil Classification System as a CL-ML. However, due to the shallowness of the underlying bedrock, most of the soil consists of poorly to moderately indurated parent rock, derived from the Amador Group, which is largely west of Highway 49 (metamorphosed volcanic rock, basic schist, meta-andesite and conglomerate) and Mariposa Formation which is located east of Highway 49 (dark slate, conglomerate and schist). Most of the soil within the **Property** explored boundaries consists of material derived from meta-basic, meta-sedimentary and schist rock.

The **Property** is located the upper northeastern edge of the San Joaquin Basin Hydrologic Study Area. According to *Geotracker*, it contains a small watershed known as the Middle Sierra-Consumes-Big Canyon Creek watershed. However, according to the Department of Water Resources, Bulletin 118, Amador County has no identified groundwater basins. It should be noted however, that

February 5, 2022

Page 22 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

the State of California considers all waters of the state as being potential sources of drinking water.

According to previous studies conducted on the **Property**, groundwater was detected at an initial depth of six to ten feet below the ground surface (bgs). The most recent study detected initial groundwater at between sixteen and eighteen feet bgs.

3.8 Water System

The **Property** has domestic water supplied by the City of Plymouth.

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

4.0 USER PROVIDED INFORMATION

4.1 Title Records

A 50-year Chain of Title was not provided by the client for LA&S's review.

4.2 Environmental Liens or Activity Use Limitations

There are no recorded Environmental Liens against the **Property**. Amador County Environmental Health Department has red-tagged and padlocked the fill cap of the 6,000-gallon onsite UST because of a failed UST integrity test on 10-10-2018. **This is an Activity Use Restriction.**

4.3 Specialized Knowledge

Three people were interviewed with specialized knowledge of the **Property**. They were Bob Saratte, who worked at the gas station between 1970 and 1974, Jim Pryor who managed the Trading Post gas stations along Highway 49 from the 1980s until

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

2016? And Geoff Rader the case worker at the Central Valley regional Water Quality Control Board who issued the Case Closure letter for the 18725 Highway 49 property.

4.4 Commonly Known or Reasonably Ascertainable Information

There is commonly known or reasonably ascertainable information of **Recognized Environmental Concerns** on the **Property**. Review of Federal, State and County records show there are three known USTs on the subject site (two-10,000-gallon steel, single-wall USTs and one 6,000-gallon fiberglass double-wall UST on the **Property**. There are also two fuel dispensers on the **Property**. The 6,000-gallon UST has been red-tagged by the Amador County Health Department because it failed the most recent UST integrity test on 10-10-2018. The two 10,000-gallon USTs are single-wall USTs and are required to be removed by December 31, 2023. The Case Closure Report noted soil contamination at unidentified concentrations remained in the vicinity of the two fuel dispensers.

A ground-penetrating radar scan of the property conducted by LA&S found what is believed to be a 1,000-gallon UST adjacent to one of the 10,000-gallon USTs.

4.5 Valuation Reduction for Environmental Issues

February 5, 2022

Page 25 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

The value of the **Property** has not been reduced by any **Recognized Environmental Concerns** at the present time.

4.6 Owner, Property Manager, and Occupant Information

The owner of the **Property** is Plymouth Hospitality Partners.

The managing partner of the partnership is Lance Jagers. Mr. Jagers completed the ASTM site questionnaire for each of the parcels.

The occupant of the 18725 Highway 49 parcel is the Plymouth Trading Post, which operates a liquor and convenience store and a gasoline service station. The gasoline station has three USTs (two 10,000-gallon and one 6,000-gallon) and two fuel dispensers. The 10,000-gallon USTs are single-wall steel and the 6,000-gallon UST is a double-wall fiberglass UST. The 6,000-gallon UST has been red-tagged by Amador County Health Department because of a failed UST integrity test on 10-10-2018.

The occupant of the 9506 Main Street parcel is Prospect Cellars, which operates a wine tasting room and deli.

4.7 Reason for Performing Phase I

February 5, 2022

Page 26 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

Sale of the Property.

5.0 RECORDS REVIEW

Consistent with the requirements of the ASTM, LA&S reviewed the prior use history of the subject property. LA&S attempted to review as many sources that were both reasonably ascertainable and likely to be useful as required by the ASTM guidance. The review attempted to identify the prior usage back to the earlier of the property's first developed use or 1940.

5.1 City/County/State Records Review

A review of Amador County Planning and Building Department records found no files for the subject site address and APN #.

A review of the City of Plymouth Planning and Building Department records found no records for the subject site address and APN #.

A review of the Amador Fire Protection District records found no records for the subject site address and APN #.

The Amador County Tax Assessor's records confirmed

February 5, 2022

Page 27 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

current or historic commercial development on the subject site parcels back to the 1950s.

The Amador County Department of Environmental Health had records for the subject site address and APN # indicating a 1,000-gallon leaking gasoline UST was removed in February 1986 and a new 6,000-gallon fiberglass UST was installed. The records also showed the 6,000-gallon UST failed a UST integrity test in 2018 and was red-tagged and padlocked.

The State of California Regional Water Quality Control Board (RWQCB) through their record keeping system (*Geotracker*) has significant records involving the **Property** (Parcel # 010-062-001-000 from 1986 through February 2018 when the **Property** (Parcel # 010-062-001-000) received Case Closure.

The **Property** has a long history of investigations and remedial activities arising from a leaking UST or leaking USTs removed from the **Property** in 1972 and/or 1986. Soil and groundwater contamination at the **Property** was confirmed in 1998. Previous environmental consultants and contractors include Oil Equipment Services, Clearwater Group, ATC Associates, Delta Environmental, Gallardo and Associates, CalClean, Inc. and Environmental & Geological Solutions.

February 5, 2022

Page 28 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

The State Tank Fund paid over 1.5 million dollars to the various companies listed above to remove petroleum contaminants from the underlying soil and groundwater, both onsite and offsite. Over 52,000 gallons of contaminated groundwater was pumped from under the site as well as 6,331 pounds of contaminated vapor.

Twenty-six groundwater monitoring wells and vapor extraction wells were installed and then closed at the completion of the remediation project.

Residual soil and groundwater contamination remain on the site according to the reports filed with the RWQCB. The exact concentrations and impacted area are undefined at the present time.

5.2 Sanborn Fire Insurance Maps

Sanborn Fire Insurance Maps show the location and use of structures on a property at a given point in time and are widely available for areas that were significantly developed during the late 1800s through the 1950s. LA&S reviewed the local Sanborn

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

Map directory for available maps covering the subject area and found three maps (1930, 1912 and 1890) but they did not show the **Property**.

5.3 Aerial Photographs

LA&S reviewed aerial photographs for 2016, 2012, 2009, 2006, 1998, 1984, 1973, 1962, 1957, 1944, and 1940 from the EDR Aerial Photography Print Service. A review of the aerial photographs showed the following:

2016 - This photo shows the gas station/convenience market building, the Prospect Cellars building, Main Street, Highway 49, Mill Street, the apartment building adjacent to the south, the Diner, brewery and commercial buildings across Highway 49 to the east and the residential developments to the north of Main Street.

2012 - This photo shows the gas station/convenience market building, the Prospect Cellars building, Main Street, Highway 49, Mill Street, the apartment building adjacent to the south, the Diner, brewery and commercial buildings across Highway 49 to the east and the residential developments to the north of Main Street.

2009 - This photo is very similar to the 1957, 1962, 1973, 1984,

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

1998 and 2006 photos with the new Amador Brewing Building visible to the east across Highway 49.

2006 - This photo is very similar to the 1957, 1962, 1973, 1984 and 1998 photos with the expansion of a residential development to the north of Main Street.

1998 - This photo is very similar to the 1957, 1962, 1973 and 1984 photos with the addition of a residential development to the north of Main Street.

1984 - This photo is very similar to the 1957, 1962 and 1973 photos with no identified changes.

1973 - This photo is very similar to the 1957 and 1962 photos with no identified changes

1962 - This photo is very similar to the 1957 photo with no identified changes.

1957 - The **Property** is developed with a commercial building where the convenience store building is today. The Prospect Cellars building is visible. Highway 49, Main Street and Mill Street are all visible. There are commercial building to the west across Mill Street. There are unidentified buildings to the north

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

across Main Street. The land adjacent to the south has developed with apartment buildings. There is a commercial building across Highway 49 to the east.

1944 - The **Property** is developed with a commercial building where the convenience store building is today. The rest of the site is undeveloped land. Highway 49, Main Street and Mill Street are all visible. There are commercial building to the west across Mill Street. There are unidentified buildings to the north across Main Street. The land adjacent to the south is undeveloped. There is a commercial building across Highway 49 to the east.

1940 - The **Property** is developed with a commercial building where the convenience store building is today. The rest of the site is undeveloped land. Highway 49, Main Street and Mill Street are all visible. There are commercial building to the west across Mill Street. There are unidentified buildings to the north across Main Street. The land adjacent to the south is undeveloped. There is a commercial building across Highway 49 to the east.

5.4 City Directories

LA&S reviewed Haine's and Polk's City Business Directories for the years 2017, 2014, 2010, 2005, 2000, 1995, 1992, 1985, 1981,

February 5, 2022

Page 32 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

1975 and 1971. The **Property** was not listed in the 1971, 1975, 1981, 1985, 1995 and 2005 directories.

The **Property** was listed in 2017 as Prospect Cellars at 9506 Main and Plymouth Trading Post at 18725 Highway 49, in 2014 as the Plymouth Trading Post at 18725 Highway 49, in 2010 as the Sierra trading Post at 18725 Highway 49, in 2000 as Hillcrest Video at 9506 Main Street, in 1992 as Hillcrest Video at 9506 Main Street.

5.5 Summary of Historical Data

Based upon the information that was available and presented above, it would appear the **Property** has had buildings onsite with unidentified uses back to 1940.

Based on the information provided above, it is LA&S's professional opinion that the intent of the ASTM guidelines for prior use history has been met, and no prior usage of the Parcel (010-062-002-501) at 9506 Main Street was identified that would indicate the need for additional study at the present time. However, the Parcel (010-062-001-000) at 18725 Highway 49 did present significant historic and current useage that would indicate the need for further study and environmental mitigation.

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

5.6 Environmental Data Base Tables

LA&S reviewed environmental databases available through EDR to determine whether the subject property or any neighboring properties were suspected of having or known to have environmental concerns likely to adversely impact the subject property. A summary of the identified sites is provided below. A detailed listing and description of the databases reviewed and a listing of the sites identified are provided in Appendix 3.

Standard Environmental Records

List Name	Updated	Search Radius (mile/s)	Subject site	<1/8 mile	1/8-1/4 mile	1/4-1/2 mile	1/2-1 mile	Over 1 Mile	Total
Federal NPL site list									
NPL	7-29-20	1.125							
Proposed NPL	7-29-20	1.125							
NPL Liens	7-29-20	0.125							
Federal Delisted NPL site list									
Delisted NPL	7-29-20	1.125							

February 5, 2022

Page 34 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

Federal CERCLIS list									
CERCLIS	4-03-19	0.625							
FEDERAL FACILITY	4-03-19	1.125							
Federal CERCLIS NFRAP list									
CERCLIS-NFRAP	7-29-20	0.625							
Federal RCRA CORRACTS facilities list									
CORRACTS	6-15-20	1.125							
Federal RCRA non-CORRACTS facilities list									
RCRA-TSDF	6-15-20	0.625							
Federal RCRA generators list									
RCRA-LQG	6-15-20	0.375							
RCRA-SQG	6-15-20	0.375							
RCRA-CESQG	6-15-20	0.375							
Federal institutiona									

February 5, 2022

Page 35 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

I controls/en gineering controls registries								
US ENG CONTROLS	6-13- 20	0.625						
US INST CONTROL	2-13- 20	0.625						
Federal ERNS list								
ERNS	6-15-20	0.125						
State and tribal equivalent NPL								
RESPONSE	7-27-20	1.125						
State and tribal equivalent CERCLIS								
ENVIROSTOR	7-27-20	1.125	1			2		3
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	5-11-20	0.625						
State and tribal leaking storage tank lists								
LUST	9-30-04	0.625	1			1		2
SLIC	04-29- 11	0.625						

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

County LUST	12-15-08	0.625							
Indian Lust	6-13-20	0.625							
State and tribal registered storage tank lists									
UST	6-13-20	0.25							
AST	6-13-20	0.25							
Indian UST	6-13-20								
FEMA UST	6-13-20	0.25							
State and tribal voluntary cleanup sites									
VCP	6-13-20	0.625							
INDIAN VCP	6-13-20	0.625							
Local brownfield lists									
US BROWNFIELDS	6-22-20	0.625							
Local lists of landfill/Solid Waste disposal Sites									
DEBRIS REGION 9	01-12-09	0.625							
ODI	01-12-09	0.625							

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

WMUDS/S WAT	6-8-20	0.625							
DODSWRC Y	6-8-20	0.625							
HAULERS	5-28-20	0.125							
Indian ODI	12-31- 08	0.625							
Local Lists of Hazardous Waste /Contamina ted Sites									
US CDL	02-22- 11	0.125							
HIST Cal- Sites	8-08-05	1.125							
SCH	7-27-20	0.375							
Toxic Pits	6-30-19	1.125							
CDL	6-30-19	0.125							
US HIST CDL	7-20-20	0.125							
Local Lists of Registered Tanks									
CA FID UST	3-18-20	0.375							
HIST UST	10-15- 90	0.375							
SWEEPS UST	06-01- 94	0.375							
Local Land Records									
LIENS 2	5-28-20	0.125							
LUCIS	12-09- 05	0.625							
LIENS	5-28-20	0.125							

February 5, 2022

Page 38 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

DEED	6-01-20	0.625							
Records of Emergency Release Reports									
HMIRS	6-22-20	0.125							
CHMIRS	6-30-20	0.125							
LDS	6-08-20	0.125							
MCS	04-29-11	0.125							
Other Ascertainable Records									
RCRA- NonGen	6-15-20	0.375	1		1				2
DOT OPS	01-12-11	0.125							
DOD	12-31-05	1.125							
FUDS	8-05-20	1.125							
CONSENT	6-30-20	1.125							
ROD	7-29-20	1.125							
UMTRA	8-30-19	0.625							
MINES	02-08-11	0.375							
TRIS	12-31-18	0.125							
TSCA	12-31-16	0.125							
FTTS	04-09-09	0.125							
HIST FTTS	10-08-09	0.125							
SSTS	7-20-20	0.125							
ICIS	11-19-16	0.125							
PADS	10-09-19	0.125							
MLTS	8-05-20	0.125							

February 5, 2022

Page 39 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

RADINFO	7-01-19	0.125							
FINDS	2-03-20	0.125	3						3
RAATS	04-17-95	0.125							
CA BOND EXP PLAN	01-01-89	1.125							
CA WDS	06-19-07	0.125							
NPDES	02-22-11	0.125							
Cortese	6-22-20	0.625	1			1			2
HIST CORTESE	04-01-01	0.625	1						1
CUPA	08-31-09	0.375	1	2	3				6
Notify 65	10-01-15	1.125							
DRYCLEANER	6-4-20	0.375							
WIP	7-03-09	0.375							
HAZNET	12-31-19	0.125	1						1
EMI	12-31-08	0.125							
Indian Reserv	12-31-05	1.125							
SCRD DRYCLEAN ERS	03-07-11	0.621 5							
CERS	02-28-11	0.625	2						2
HWP	08-09-10	1.125							
HWTS	04-19-11	0.375	2						2
COAL ASH EPA	08-17-10	0.625							
COAL ASH DOE	12-31-05	0.125							

February 5, 2022

Page 40 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

MWMP	11-24-09	0.375							
PCB TRANSFORMER	01-01-08	0.125							
FINANCIAL ASSURANCE	01-11-10	0.125							
EDR Proprietary Records									
Manufactured Gas Plants		1.125							
Historic Auto Stations		0.375							

5.7 Discussion of Environmental Data Base Findings

The Property (APN# 010-062-001-000) 18725 Highway 49 was listed on the following data bases, FINDS, CERS HAZ WASTE, CERS TANKS, CUPA listings, CERS, ECHO, FINDS, RGA LUST, ENVIROSTOR, LUST, Cortese, HIST CORTESE, HAZNET, HWTS, UST, RCRA NonGen/NLR, EDR Hist Auto, HIST UST.

The LUST listing was for a 1,000-gallon gasoline UST that was found to be leaking and was removed in 1986. Initially, no soil or groundwater investigation was done and it wasn't until 1998 that a sub-surface investigation found extensive soil and groundwater contamination under the **Property** and adjacent properties. Between 1998 and 2018, the State Tank Fund spent 1.5 million dollars in mitigation of the contaminated soil and. Groundwater at the **Property**. The **Property** received Case Closure in February 2018.

February 5, 2022

Page 41 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

The other data base listings (42 pages) are related to the violations and citations related to the onsite storage and offsite disposal of hazardous materials generated onsite by the business operations and include numerous citations for violations of various regulatory requirements (including, but not limited to improper record keeping, improper onsite storage, improper offsite disposal) over a period of twenty plus years. There is uncertainty about what impacts the improper storage of hazardous materials and improper monitoring of the onsite USTs may have had to the **Property**. This is a **Recognized Environmental Concern** for the **Property**.

The nearest site to the **Property** listed in the data base was the Amerigas-Gold River Storage facility, located at 9419 Landrum Street, approximately 1/8 mile WNW of the **Property**. It is listed on the CUPA listings and CERS data bases. Minor environmental related violations were noted. This site does not pose a **Recognized Environmental Concern** for the **Property**.

The next nearest site listed in the data base was the Walter Abercrombie property, located at 9414 Main Street, approximately 1/8 mile WSW of the **Property**. It is listed on the HIST UST, CUPA Listings and HWTS data bases. This site has 2000-gallon UST that was installed in 1974 and is currently listed as inactive in 2014. No violations were noted. This site does not pose a **Recognized**

February 5, 2022

Page 42 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

Environmental Concern for the Property.

The next nearest site listed in the data base was the Rory's Towing property, located at 9701 Main Street, approximately 1/8-1/4 mile ENE of the **Property**. It is listed on the CUIPA Listings, RCRA NonGen/NLR, CERS HAZ WASTE, CERS data bases. No environmental related violations were noted. This site does not pose a **Recognized Environmental Concern** for the **Property**.

The next nearest site listed in the data base was the AT&T California-UE029 property, located at 18655 Poplar Street, approximately 1/8-1/4 mile WSW of the **Property**. It is listed on the CERS HAZ WASTE, CUPA Listings and CERS data bases. No environmental related violations were noted. This site does not pose a **Recognized Environmental Concern** for the **Property**.

The next nearest site listed in the data base was the KAMPS PROPANE-HAWKSVIEW ESTATES property, located at Golden Way, approximately 1/8-1/4 mile NW of the **Property**. It is listed on the CUPA Listings and CERS data bases. No current environmental related violations were noted. This site does not pose a **Recognized Environmental Concern** for the **Property**.

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

The next nearest site listed in the data base was the Shenandoah Valley School property, located at 10010 Shenandoah Road, approximately $\frac{1}{2}$ mile E of the **Property**. It is listed on the ENVIROSTOR and SCH data bases. Naturally occurring Asbestos was removed from the property in 2008. No current environmental related violations were noted. This site does not pose a **Recognized Environmental Concern** for the **Property**.

The next nearest site listed in the data base was the 26th Agric Assoc property, located at 1,8500 Sherwood approximately $\frac{1}{2}$ mile WSW of the **Property**. It is listed on the LUST, Cortese, Hist Cortese and CERS data bases. A leaking UST was removed in 1987. This site received Case Closure in August 1992. No current environmental related violations were noted. This site does not pose a **Recognized Environmental Concern** for the **Property**.

The remaining sites in the data base are more than 1/4 mile from the **Property**, are cross-gradient or down gradient and have received case Closure or were listed for regulatory management purposes. These sites do not pose a **Recognized Environmental Concern** for the **Property**.

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

6.0 SITE RECONNAISSANCE

6.1 Methodology and Limiting Conditions

A site visit was Light, Air and Space Construction (LA&S) conducted a Phase I Environmental Site Assessment of the property identified as 9506 Main Street and 18725 Highway 49 (APN # 010-062-002-501) and (APN# 010-062-001-000) in Plymouth, Amador County, California (**the Property**) on Tuesday, December 7, 2021.

6.2 General Site Setting

The **Property** consists of two parcels of land, the first parcel is a semi-rectangular-shaped parcel of land, (APN# 010-062-002-501) identified as 9506 Main Street, that is approximately 54,885sf or 1.26 acres. It is accessed from Main Street and Highway 49. The second parcel is a triangular shaped parcel of land (APN# 010-062-001-000) identified as 18725 Highway 49, that is approximately 27,878sf or 0.64 acre. It is accessed from Highway 49 and Main Street. The two parcels are located in the City of Plymouth, in Amador County, California.

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

The **Property** is located on the west side of Highway 49, the south side of Main Street and the east side of Mill Street on the southwest corner of the intersection of Highway 49 and Main Street.

The 18725 Highway 49 portion of the **Property** is currently developed with a one-story wood framed building that was built prior to 1940 and is currently occupied by mini-market/gasoline station of approximately 1,200sf, with four USTs and two fuel dispensers.

The 9506 Main Street portion of the **Property** is currently developed with a one-story concrete block and wood frame building of approximately 1,800sf that was built prior to 1957 and is currently occupied by Prospect Cellars, a retail wine store.

The **Property** is bordered to the north by Main Street and Residential and commercial buildings beyond. Adjacent to the east is Highway 49 and commercial buildings beyond. Adjacent to the west is Mill Street with commercial buildings beyond. Adjacent to the south are apartments.

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

Utilities provided for the subject property are as follows:

Electricity-	Pacific Gas & Electric (PG&E)
Gas-	PG&E
Water-	City of Plymouth
Sanitary-	City of Plymouth
Storm-	City of Plymouth
Solid Waste-	City of Plymouth

6.3 Preliminary Asbestos Screening

A material is defined to be ACM, under California State regulations, if it contains greater than 0.1% asbestos by weight. When referring to asbestos, friable means the material, when dry, can be crumbled, pulverized, or reduced to powder by hand pressure. Friable ACM are more likely than non-friable ACM to release fibers when disturbed or damaged.

The level of the preliminary screening performed by LA&S was designed solely to identify the presence of the most obvious and common ACM, not to comply with the survey requirements of the Asbestos Hazard Emergency Response Act (AHERA) of 1986.

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

The Occupational Safety and Health Administration (OSHA) finds the installation of friable surfacing material and thermal system insulation after December 31, 1980 unlikely. The definition of suspect ACM and presumed asbestos containing material is taken from 29 CFR Parts 1910, et al. Occupational Exposure to Asbestos; Final Rule.

Asbestos Containing Materials (ACM) were not observed on the subject site but are likely to be present due to the age of construction (pre-1970) of the buildings on the **Property**. An AHERA ACM survey is recommended, if the buyer wants a definitive finding. This will also be required should demolition of the existing buildings be contemplated.

Based upon this information, ACM may be a potential **Recognized Environmental Concern** for the **Property**.

6.4 PCB-Containing Transformer Search

LA&S did observe two utility pole mounted electrical transformers on the **Property**. PG&E was not able to confirm whether the transformers contain PCBs for this investigation. This is a potential **Recognized Environmental Concern** for the **Property**.

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

6.5 Storage Tank Search

There are three identified USTs on the **Property** (two, 10,000-gallon single-wall steel USTs and one, 6,000-gallon, double-wall fiberglass UST). The 6,000-gallon UST failed a UST integrity test in 2018 and has been removed from service under a red-tag from the Amador County Environmental Health Department. A leaking 1,000-gallon steel gasoline UST was removed from the **Property** in 1986. After extensive mitigation to address soil and groundwater contamination between 1998 and 2018, the **Property** received Case Closure in 2018.

There are unsubstantiated reports that at least one hydraulic hoist remains inside the mini mart building, but verification could not be done as a new floor was placed over the original concrete slab.

LA&S had an underground radar search of the property conducted and one potential additional UST was located adjacent to the existing 10,000-gallon USTs. This UST is believed to be a 1,000-gallon steel UST.

The USTs and associated fuel dispensers (2) are potential **Recognized Environmental Concerns** for the **Property**.

6.6 Radon Screening

Individual states have conducted a statewide screening for indoor radon to determine whether there are particular regions that are more prone to indoor radon problems than others. LA&S has obtained copies of this information and the subject site lies within an area determined to have a radon Zone Level of 2.

Zone 2 has a predicted average indoor screening level of greater than (2) but less than (4) picocuries per liter (pCi/L). The USEPA action level for radon is (4) pCi/L. Radon is not considered to be a **Recognized Environmental Concern** for the Property.

6.7 Preliminary Lead-Based Paint Screening

LBP, as defined in the department of Housing and Urban Development (HUD) regulations, are paints which contain greater than 0.5% or (5,000) ppm of lead, based on dry weight. Section 302 of the Lead-Based Paint Poison Prevention act requires public housing projects to be inspected for LBP. The sale of paints containing more than (600) ppm of lead to consumers was banned by the Consumer Product Safety Commission (CPSC) in 1978.

Lead-based Paint (LBP) is likely to be present due to the age of the buildings on the **Property** (built prior to 1970). Based upon this information, LBP is considered a potential **Recognized Environmental Concern** for the **Property**.

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

6.8 Lead in Drinking Water

The **Property** receives its domestic water supply from the City of Plymouth which tests its water on a regular basis to insure compliance with State and federal requirements.

7.0 INTERVIEWS

7.1 Interview with the Owner

Lance Jagers who is the managing partner of the **Property** ownership group was interviewed and completed the ASTM Site Questionnaires. He had limited knowledge of the site. The ownership group purchased the property after it received Case Closure and was not involved in the site cleanup activities.

7.2 Interview with the Site Manager

Lance Jagers is also the property manager and his information is in 7.1 above.

7.3 Interviews with the Occupant(s)

Jaime Lubenco (the owner of Prospect Cellars) was interviewed regarding the 9506 Main Street parcel (Prospect Cellars) and had no knowledge of any environmental concerns regarding the parcel.

The manager for the service station/mini-mart (18725 Highway 49) parcel claimed to have no knowledge of environmental concerns and referred me to Janet Ceccarelli who is the current lease holder and operator. Attempts to contact Ms. Ceccarelli were not successful.

7.4 Interviews with the Local Government Officials

Staff members of the City of Plymouth Building and Planning departments were informally interviewed had no knowledge of the environmental history of the **Property**. The Amador Fire Protection District staff that was informally interviewed had no knowledge of the environmental history of the **Property**. The Amador County Environmental Health Department staff were informally interviewed about the **Property** and had limited knowledge of the environmental history of the **Property**.

7.5 Interviews with Others

Jim Pryor who was associated with the gas station/mini-mart from 1982 through 2009 offered some information about the USTs onsite history, but was not involved in the mitigation of the soil and groundwater conducted at the site. He stated that one 1,000-gallon UST was removed in 1986 and was replaced by one 6,000-gallon UST.

Bob Serate claimed to have worked at the gas station between 1970 and 1974. He stated that two 10,000-gallon USTs were removed in 1974 and replaced by two new 10,000-gallon steel USTs. He stated the excavation had a strong odor of gasoline and the soil was discolored, but nothing was done about it.

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

8.0 FINDINGS

8.1 Findings

We have performed a *Phase I Environmental Site Assessment* in conformance with the scope and limitations of ASTM Practice E 1527-13 of the **Property**. The **Property** consists of two parcels of

land, the first parcel is a semi-rectangular-shaped parcel of land, (APN# 010-062-002-501) identified as 9506 Main Street, that is approximately 54,885sf or 1.26 acres. It is accessed from Main Street and Highway 49.

The second parcel is a triangular shaped parcel of land (APN# 010-062-001-000) identified as 18725 Highway 49, that is approximately 27,878sf or 0.64 acre. It is accessed from Highway 49 and Main Street. The two parcels are located in the City of Plymouth, in Amador County, California.

The **Property** is located on the west side of Highway 49, the south side of Main Street and the east side of Mill Street on the southwest corner. Of the intersection of Highway 49 and main street.

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

The 18725 Highway 49 portion of the **Property** is currently developed with a one-story wood framed building that was built prior to 1940 and is currently occupied by mini-market/gasoline station of approximately 1,200sf, with four USTs and two fuel dispensers.

The 9506 Main Street portion of the **Property** is currently developed with a one-story concrete block and wood frame building of approximately 1,800sf that was built prior to 1957 and is currently occupied by Prospect Cellars, a retail wine store.

The **Property** is bordered to the north by Main Street and Residential and commercial buildings beyond. Adjacent to the east is Highway 49 and commercial buildings beyond. Adjacent to the west is Mill Street with commercial buildings beyond. Adjacent to the south are apartments.

Any exceptions to, or deletions from, this practice are described in Section 11 of this **Report**. This assessment has revealed evidence of **Recognized Environmental Conditions (RECs)** in connection with the **Property**.

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

LA&S did find evidence that current use or historic use of the Property or current and/or historic activity at neighboring properties that would indicate the likelihood of environmental impairment to the subject property. In addition, LA&S did observe visual evidence of hazardous-material contamination, indications of improper hazardous material storage or disposal, or identify significant concerns relating to USTs and storage of hazardous materials at the subject property. LA&S recommends additional investigation to determine the presence of possible soil and groundwater contaminants.

February 5, 2022

Page 56 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

9.0 OPINION

9.1 Opinion

We have performed a *Phase I Environmental Site Assessment* in conformance with the scope and limitations of ASTM Practice E 1527-13 of the **Property**. The **Property** consists of two parcels of

land, the first parcel is a semi-rectangular-shaped parcel of land, (APN# 010-062-002-501) identified as 9506 Main Street, that is approximately 54,885sf or 1.26 acres. It is accessed from Main Street and Highway 49.

The second parcel is a triangular shaped parcel of land (APN# 010-062-001-000) identified as 18725 Highway 49, that is approximately 27,878sf or 0.64 acre. It is accessed from Highway 49 and Main Street. The two parcels are located in the City of Plymouth, in Amador County, California.

The **Property** is located on the west side of Highway 49, the south side of Main Street and the east side of Mill Street on the southwest corner. Of the intersection of Highway 49 and main street.

February 5, 2022

Page 57 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

The 18725 Highway 49 portion of the **Property** is currently developed with a one-story wood framed building that was built prior to 1940 and is currently occupied by mini-market/gasoline station of approximately 1,200sf, with four USTs and two fuel dispensers.

The 9506 Main Street portion of the **Property** is currently developed with a one-story concrete block and wood frame building of approximately 1,800sf that was built prior to 1957 and is currently occupied by Prospect Cellars, a retail wine store.

The **Property** is bordered to the north by Main Street and Residential and commercial buildings beyond. Adjacent to the east is Highway 49 and commercial buildings beyond. Adjacent to the west is Mill Street with commercial buildings beyond. Adjacent to the south are apartments.

Any exceptions to, or deletions from, this practice are described in Section 11 of this **Report**. This assessment has revealed evidence of **Recognized Environmental Conditions (RECs)** in connection with the **Property**.

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

LA&S did find evidence that current use or historic use of the Property or current and/or historic activity at neighboring properties that would indicate the likelihood of environmental impairment to the subject property. In addition, LA&S did observe visual evidence of hazardous-material contamination, indications of improper hazardous material storage or disposal, or identify significant concerns relating to USTs and storage of hazardous materials at the subject property. LA&S recommends additional investigation to determine the presence of possible soil and groundwater contaminants.

February 5, 2022

Page 59 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

10.0 CONCLUSIONS

10.1 Conclusions

We have performed a *Phase I Environmental Site Assessment* in conformance with the scope and limitations of ASTM Practice E 1527-13 of the **Property**. The **Property** consists of two parcels of

land, the first parcel is a semi-rectangular-shaped parcel of land, (APN# 010-062-002-501) identified as 9506 Main Street, that is approximately 54,885sf or 1.26 acres. It is accessed from Main Street and Highway 49.

The second parcel is a triangular shaped parcel of land (APN# 010-062-001-000) identified as 18725 Highway 49, that is approximately 27,878sf or 0.64 acre. It is accessed from Highway 49 and Main Street. The two parcels are located in the City of Plymouth, in Amador County, California.

The **Property** is located on the west side of Highway 49, the south side of Main Street and the east side of Mill Street on the southwest corner. Of the intersection of Highway 49 and main street.

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

The 18725 Highway 49 portion of the **Property** is currently developed with a one-story wood framed building that was built prior to 1940 and is currently occupied by mini-market/gasoline station of approximately 1,200sf, with four USTs and two fuel dispensers.

The 9506 Main Street portion of the **Property** is currently developed with a one-story concrete block and wood frame building of approximately 1,800sf that was built prior to 1957 and is currently occupied by Prospect Cellars, a retail wine store.

The **Property** is bordered to the north by Main Street and Residential and commercial buildings beyond. Adjacent to the east is Highway 49 and commercial buildings beyond. Adjacent to the west is Mill Street with commercial buildings beyond. Adjacent to the south are apartments.

Any exceptions to, or deletions from, this practice are described in Section 11 of this **Report**. This assessment has revealed evidence of **Recognized Environmental Conditions (RECs)** in connection with the **Property**.

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

LA&S did find evidence that current use or historic use of the Property or current and/or historic activity at neighboring properties that would indicate the likelihood of environmental impairment to the subject property. In addition, LA&S did observe visual evidence of hazardous-material contamination, indications of improper hazardous material storage or disposal, or identify significant concerns relating to USTs and storage of hazardous materials at the subject property. LA&S recommends additional investigation to determine the presence of possible soil and groundwater contaminants.

February 5, 2022

Page 62 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

11.0 DEVIATIONS

11.1 Deviations

There were no deviations from the ASTM standard.

February 5, 2022

Page 63 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

12.0 ADDITIONAL SERVICES

12.1 Additional Services

No additional services were provided.

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

APPENDIX A

Site Location Map

9506 Main Street
18725 Highway 49
Plymouth, CA 95669
APN# 010-062-002-501
APN# 010-062-001-000
(Amador County)

February 5, 2022

Page 65 of 74

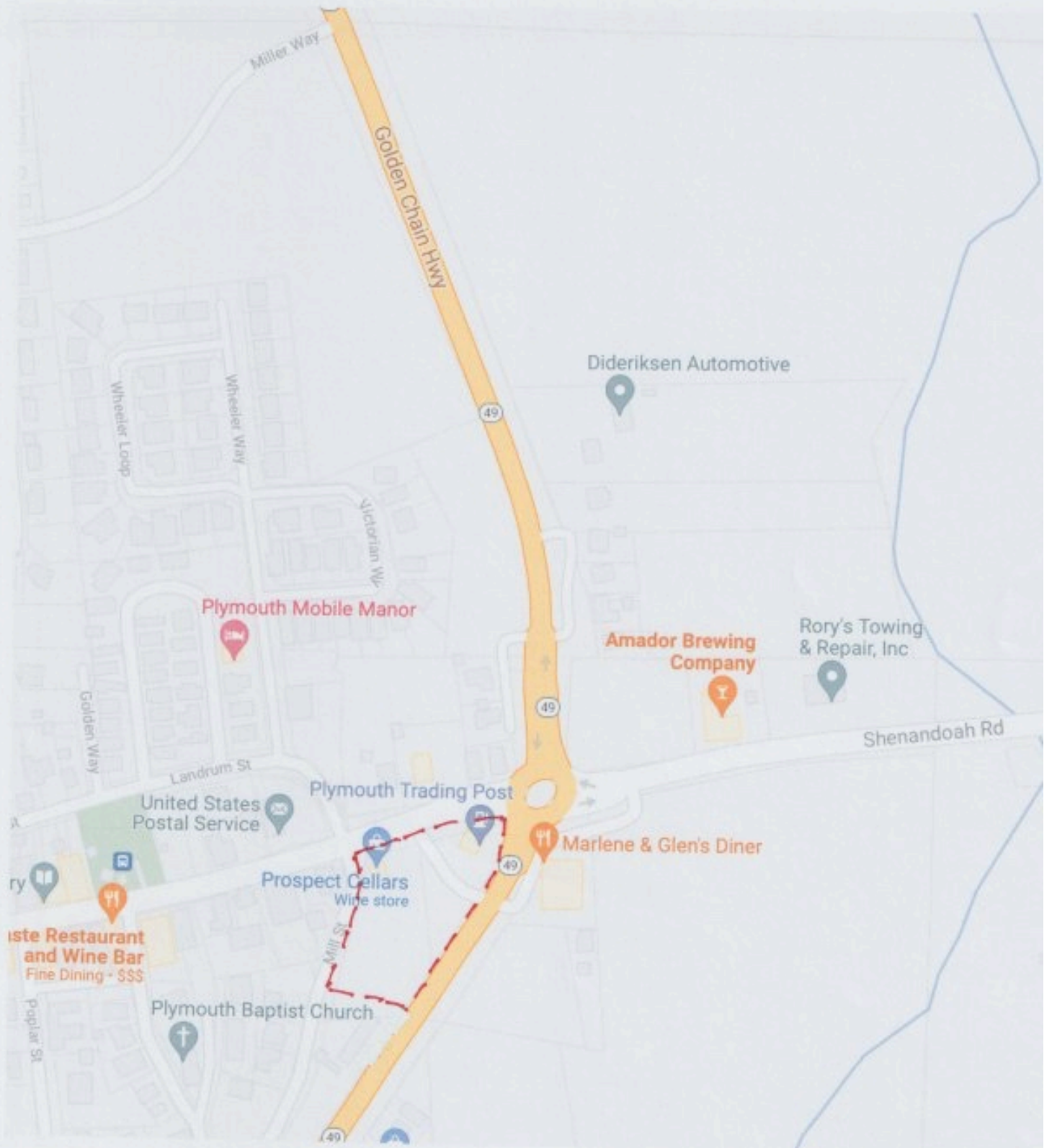
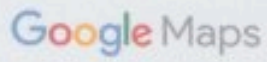
MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING



LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

APPENDIX B

Site Plan

9506 Main Street
18725 Highway 49
Plymouth, CA 95669
APN# 010-062-002-501
APN# 010-062-001-000
(Amador County)

February 5, 2022

Page 66 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

Google Maps



LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

APPENDIX C

Site Photographs

9506 Main Street
18725 Highway 49
Plymouth, CA 95669
APN# 010-062-002-501
APN# 010-062-001-000
(Amador County)

February 5, 2022

Page 67 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING



ESA Photo 1:
View of the trading post building entrance at 18725 Highway 49.

ESA Photo 2:
View of the Prospect Cellars entrance at 9506 Main Street.

ESA Photo 3:
View of the southern undeveloped portion of the 9506 Main Street parcel.

9506 Main Street & 18725 Highway 49
Plymouth, California
LA&S Project Number: 2177



ESA Photo 4:

View of the rear of the Prospect Cellars building at 9506 Main Street.

ESA Photo 5:

View of the west side of the Prospect Cellars building adjacent to Mill Street at 9506 Main Street.



ESA Photo 6:

View of the fuel dispensers at the Trading Post at 18725 Highway 49.

9506 Main Street & 18725 Highway 49
Plymouth, California
LA&S Project Number: 2177



ESA Photo 7:
View of the UST locations at 18725 Highway 49.

ESA Photo 8:
View of the fuel dispensers and UST locations at 18725 Highway 49.

ESA Photo 9:
Another view of the UST locations at 18725 Highway 49.

9506 Main Street & 18725 Highway 49
Plymouth, California
LA&S Project Number: 2177



ESA Photo 10:

View of the two onsite pole-mounted electric transformers at the 18725 Highway 49 parcel.

ESA Photo 11:

View of the west side of the trading post and the storage shed at 18725 Highway 49.



ESA Photo 12:

View of the UST vent pipes at the rear of the Trading Post building at 18725 Highway 49.

9506 Main Street & 18725 Highway 49
Plymouth, California
LA&S Project Number: 2177

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

APPENDIX D

**Assessor's Parcel Map
Site Overview Map
Site Detail Map
Physical Setting Source Map
Historic Aerial Photographs
USGS Historic Topographic Maps
Flood Zone Map
Fire Insurance Maps**

9506 Main Street
18725 Highway 49
Plymouth, CA 95669
APN# 010-062-002-501
APN# 010-062-001-000
(Amador County)

February 5, 2022

Page 68 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

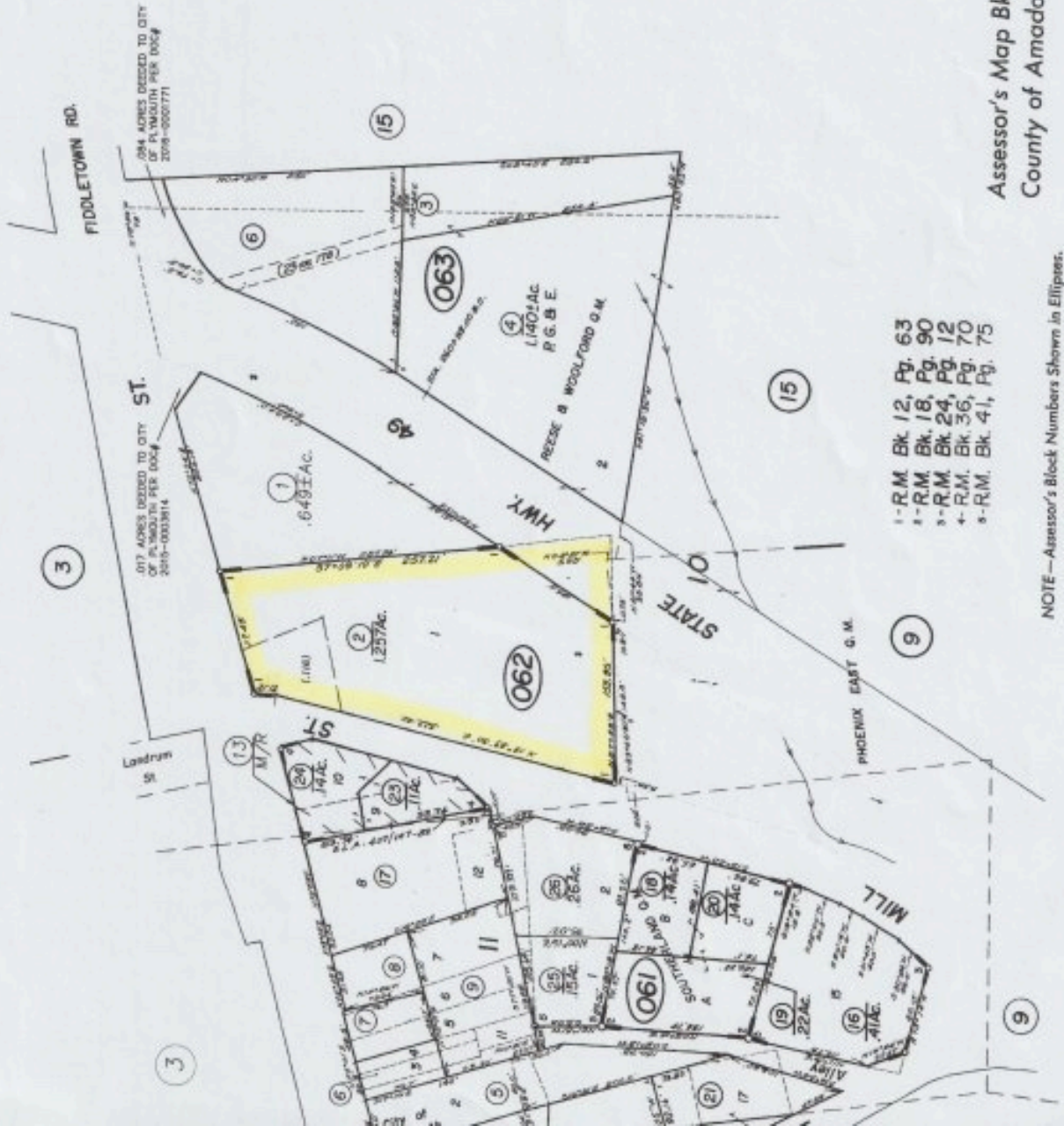
MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

POR. SEC. 11, T. 7 N., R. 10 E., M. D. B. & M.

10-06



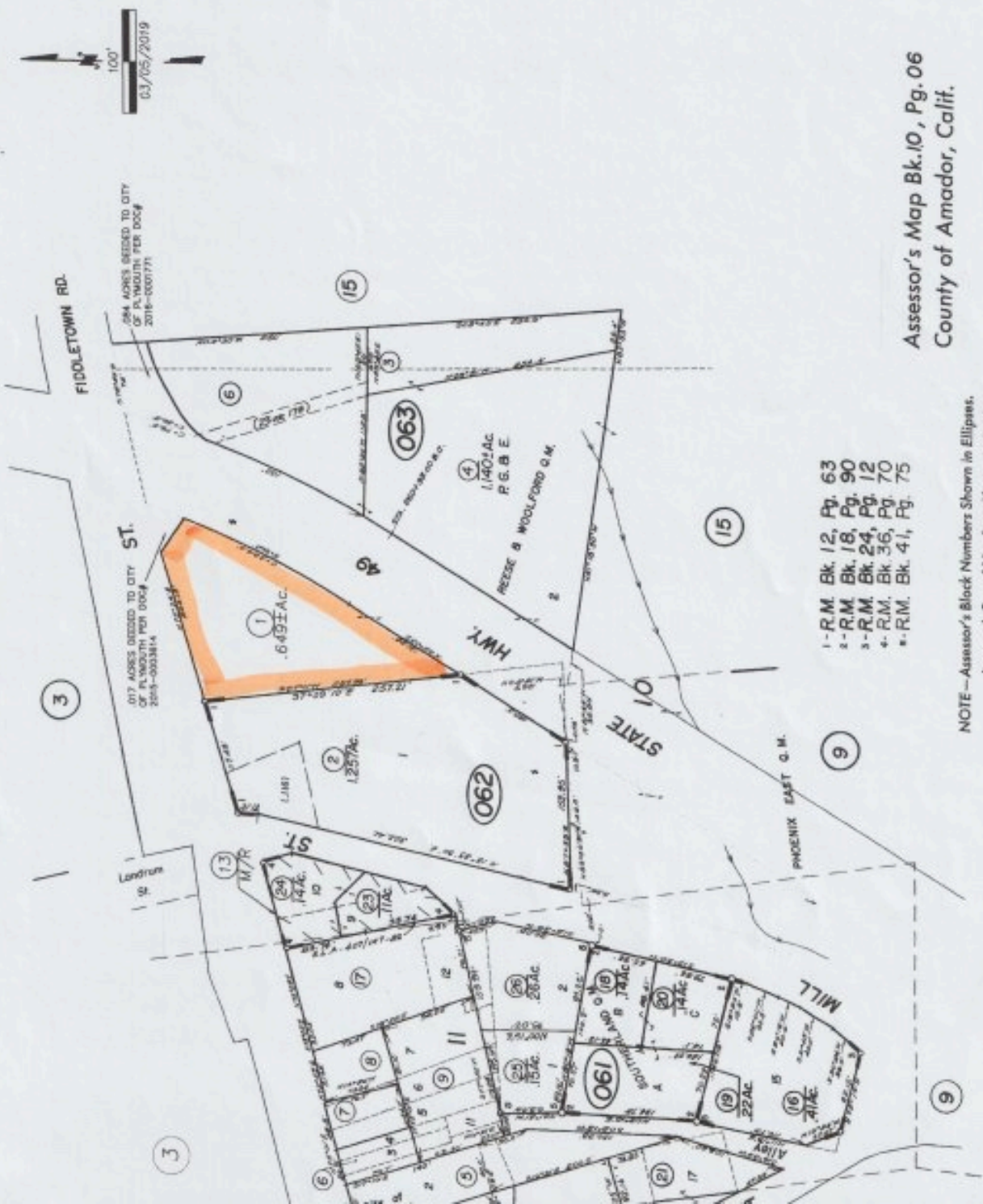
- 1-R.M. Bk. 12, Pg. 63
- 2-R.M. Bk. 18, Pg. 90
- 3-R.M. Bk. 24, Pg. 12
- 4-R.M. Bk. 36, Pg. 70
- 5-R.M. Bk. 41, Pg. 75

Assessor's Map Bk. 10, Pg. 06
County of Amador, Calif.

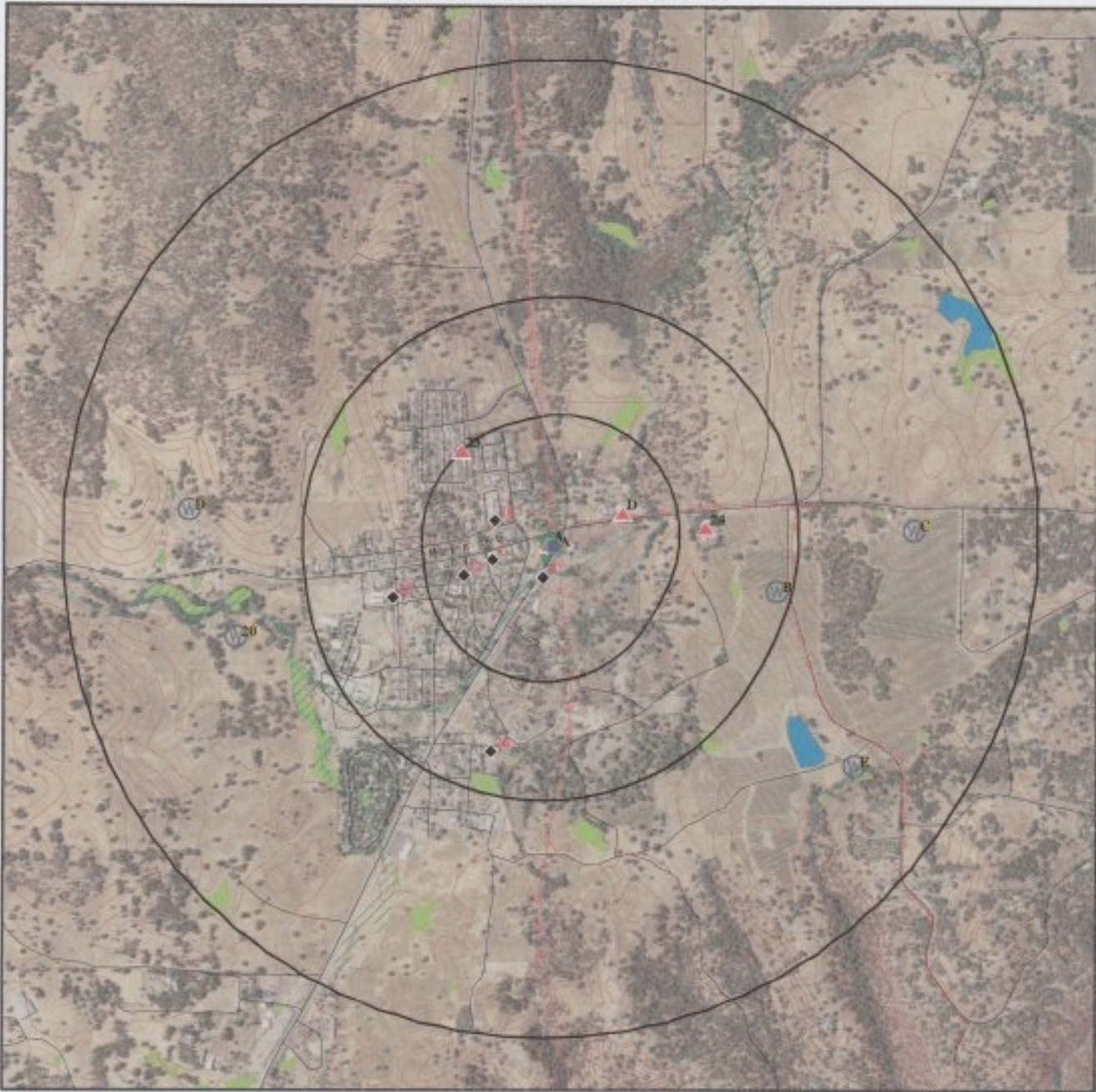
NOTE—Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.

POR. SEC. 11, T. 7 N., R. 10 E., M. D. B. & M.

10-06



OVERVIEW MAP - 6779875.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Plymouth Trading Post
 ADDRESS: 18725 STATE HIGHWAY 49
 Plymouth CA 95669
 LAT/LONG: 38.481311 / 120.845416

CLIENT: Light, Air & Space Construction
 CONTACT: David Guthridge
 INQUIRY #: 6779875.2s
 DATE: December 08, 2021 10:59 am

DETAIL MAP - 6779875.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites

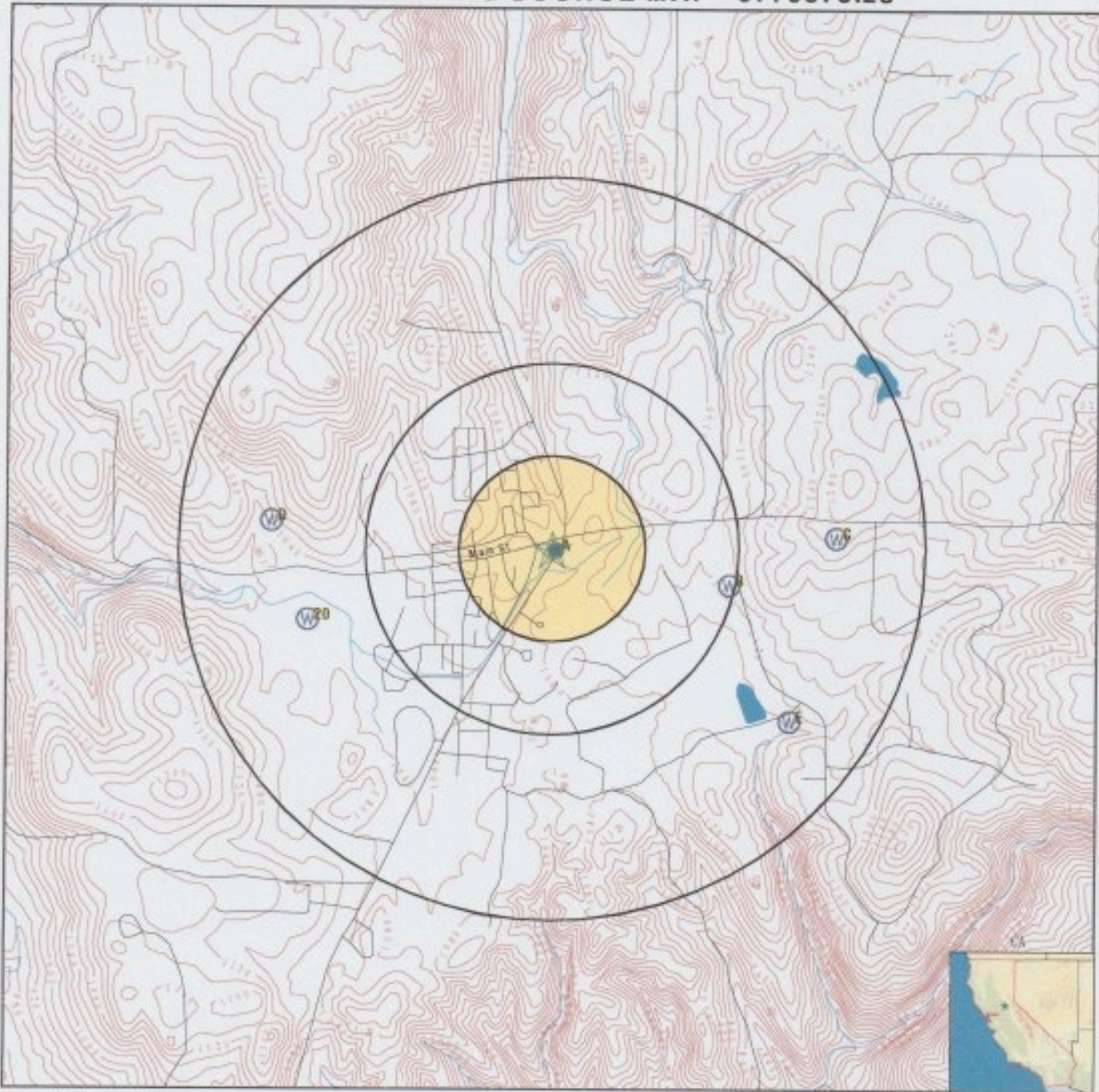
- Indian Reservations BIA
- Power transmission lines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Plymouth Trading Post
 ADDRESS: 18725 STATE HIGHWAY 49
 Plymouth CA 95669
 LAT/LONG: 38.481311 / 120.845416

CLIENT: Light, Air & Space Construction
 CONTACT: David Guthridge
 INQUIRY #: 6779875.2s
 DATE: December 06, 2021 10:59 am

PHYSICAL SETTING SOURCE MAP - 6779875.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Oil, gas or related wells

<p>SITE NAME: Plymouth Trading Post ADDRESS: 18725 STATE HIGHWAY 49 Plymouth CA 95669 LAT/LONG: 38.481311 / 120.845416</p>	<p>CLIENT: Light, Air & Space Construction CONTACT: David Guthridge INQUIRY #: 6779875.2s DATE: December 08, 2021 10:59 am</p>
--	---



Plymouth Trading Post

18725 STATE HIGHWAY 49

Plymouth, CA 95669

Inquiry Number: 6779875.8

December 08, 2021

The EDR Aerial Photo Decade Package



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

12/08/21

Site Name:

Plymouth Trading Post
18725 STATE HIGHWAY 49
Plymouth, CA 95669
EDR Inquiry # 6779875.8

Client Name:

Light, Air & Space Construction
1707 Little Orchard Street
San Jose, CA 95125
Contact: David Guthridge



Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

<u>Year</u>	<u>Scale</u>	<u>Details</u>	<u>Source</u>
2016	1"=500'	Flight Year: 2016	USDA/NAIP
2012	1"=500'	Flight Year: 2012	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2006	1"=500'	Flight Year: 2006	USDA/NAIP
1998	1"=500'	Acquisition Date: January 01, 1998	USGS/DOQQ
1984	1"=500'	Flight Date: June 16, 1984	USDA
1973	1"=500'	Flight Date: January 01, 1973	NASA
1962	1"=500'	Flight Date: January 01, 1962	Cartwright
1957	1"=500'	Flight Date: June 28, 1957	USGS
1944	1"=500'	Flight Date: October 01, 1944	USDA
1940	1"=500'	Flight Date: June 30, 1940	USDA

When delivered electronically by EDR, the aerial photo images included with this report are for ONE TIME USE ONLY. Further reproduction of these aerial photo images is prohibited without permission from EDR. For more information contact your EDR Account Executive.

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2021 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc., or its affiliates, is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.



INQUIRY #: 6779875.8

YEAR: 2016

— = 500'





INQUIRY #: 6779875.8

YEAR: 2012

— = 500'





INQUIRY #: 6779875.8

YEAR: 2009

— = 500'





INQUIRY #: 6779875.8

YEAR: 2006

— = 500'





INQUIRY #: 6779875.8

YEAR: 1998

— = 500'





INQUIRY #: 6779875.8

YEAR: 1984

— = 500'





INQUIRY #: 6779875.8

YEAR: 1973

— = 500'



Subject boundary not shown because it exceeds image extent or image is not georeferenced.



INQUIRY #: 6779875.8

YEAR: 1962

_____ = 500'



Subject boundary not shown because it exceeds image extent or image is not georeferenced.



INQUIRY #: 6779875.8

YEAR: 1957

— = 500'





INQUIRY #: 6779875.8

YEAR: 1944

_____ = 500'



Subject boundary not shown because it exceeds image extent or image is not georeferenced.



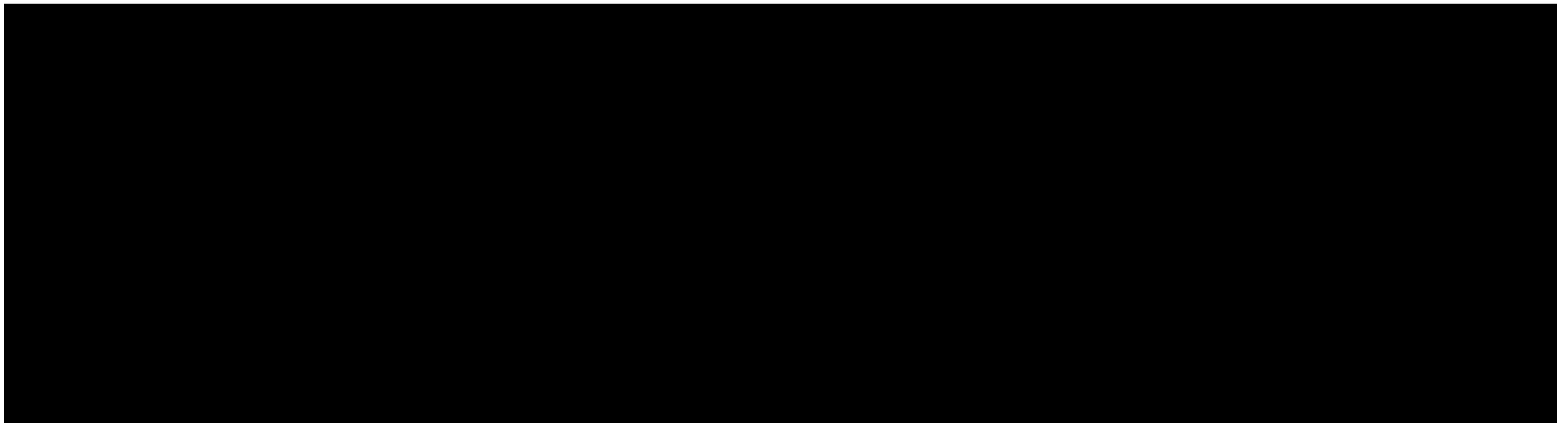
INQUIRY #: 6779875.8

YEAR: 1944

_____ = 500'



Subject boundary not shown because it exceeds image extent or image is not georeferenced.



Plymouth Trading Post
18725 STATE HIGHWAY 49
Plymouth, CA 95669

Inquiry Number: 6779875.4

December 07, 2021

EDR Historical Topo Map Report

with QuadMatch™



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topo Map Report

12/07/21

Site Name:

Plymouth Trading Post
18725 STATE HIGHWAY 49
Plymouth, CA 95669
EDR Inquiry # 6779875.4

Client Name:

Light,Air & Space Construction
1707 Little Orchard Street
San Jose, CA 95125
Contact: David Guthridge



EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by Light,Air & Space Construction were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:**Coordinates:**

P.O.#	NA	Latitude:	38.481311 38° 28' 53" North
Project:	2176	Longitude:	-120.845416 -120° 50' 43" West
		UTM Zone:	Zone 10 North
		UTM X Meters:	687933.77
		UTM Y Meters:	4261419.06
		Elevation:	1085.35' above sea level

Maps Provided:

2018	1893, 1897
2015	1892
2012	1889, 1891
1962	
1957	
1944	
1941	
1902	

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

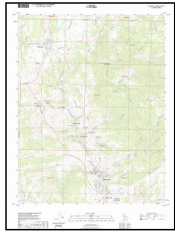
Copyright 2021 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc., or its affiliates, is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

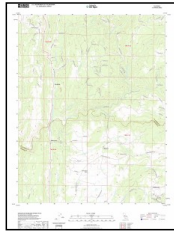
Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

2018 Source Sheets

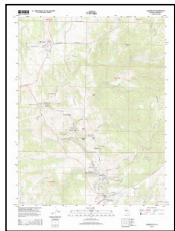


Amador City
2018
7.5-minute, 24000

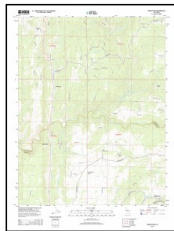


Fiddletown
2018
7.5-minute, 24000

2015 Source Sheets

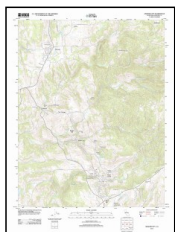


Amador City
2015
7.5-minute, 24000

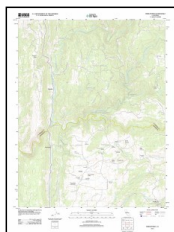


Fiddletown
2015
7.5-minute, 24000

2012 Source Sheets

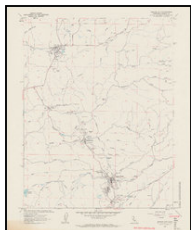


Amador City
2012
7.5-minute, 24000



Fiddletown
2012
7.5-minute, 24000

1962 Source Sheets



Amador City
1962
7.5-minute, 24000
Aerial Photo Revised 1959

Topo Sheet Key

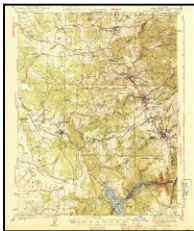
This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1957 Source Sheets



Sutter Creek
1957
15-minute, 62500
Aerial Photo Revised 1954

1944 Source Sheets



Sutter Creek
1944
15-minute, 62500

1941 Source Sheets



Sutter Creek
1941
15-minute, 62500

1902 Source Sheets



Jackson
1902
30-minute, 125000

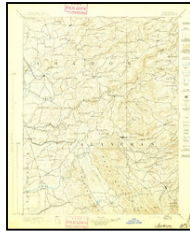
Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1893, 1897 Source Sheets



Placerville
1893
30-minute, 125000

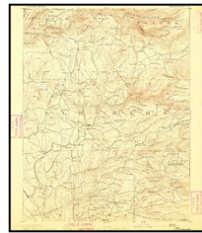


Jackson
1897
30-minute, 125000

1892 Source Sheets

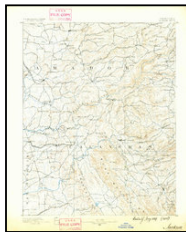


Jackson
1892
30-minute, 125000

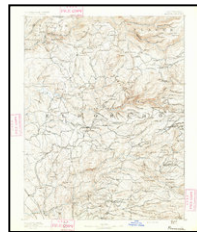


Placerville
1892
30-minute, 125000

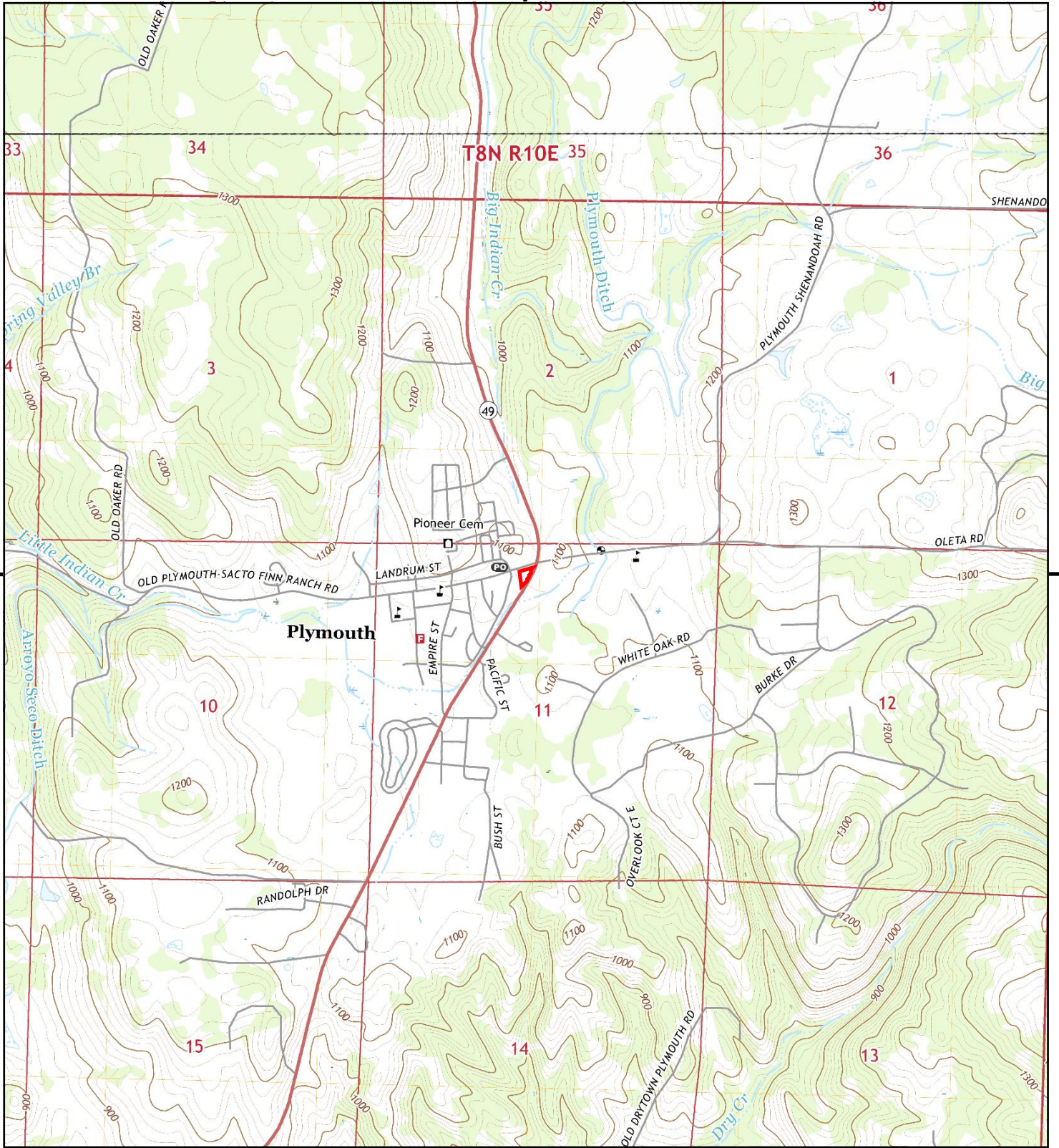
1889, 1891 Source Sheets



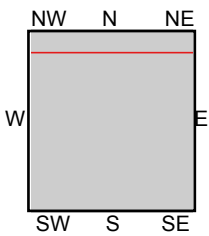
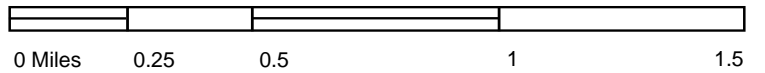
Jackson
1889
30-minute, 125000



Placerville
1891
30-minute, 125000



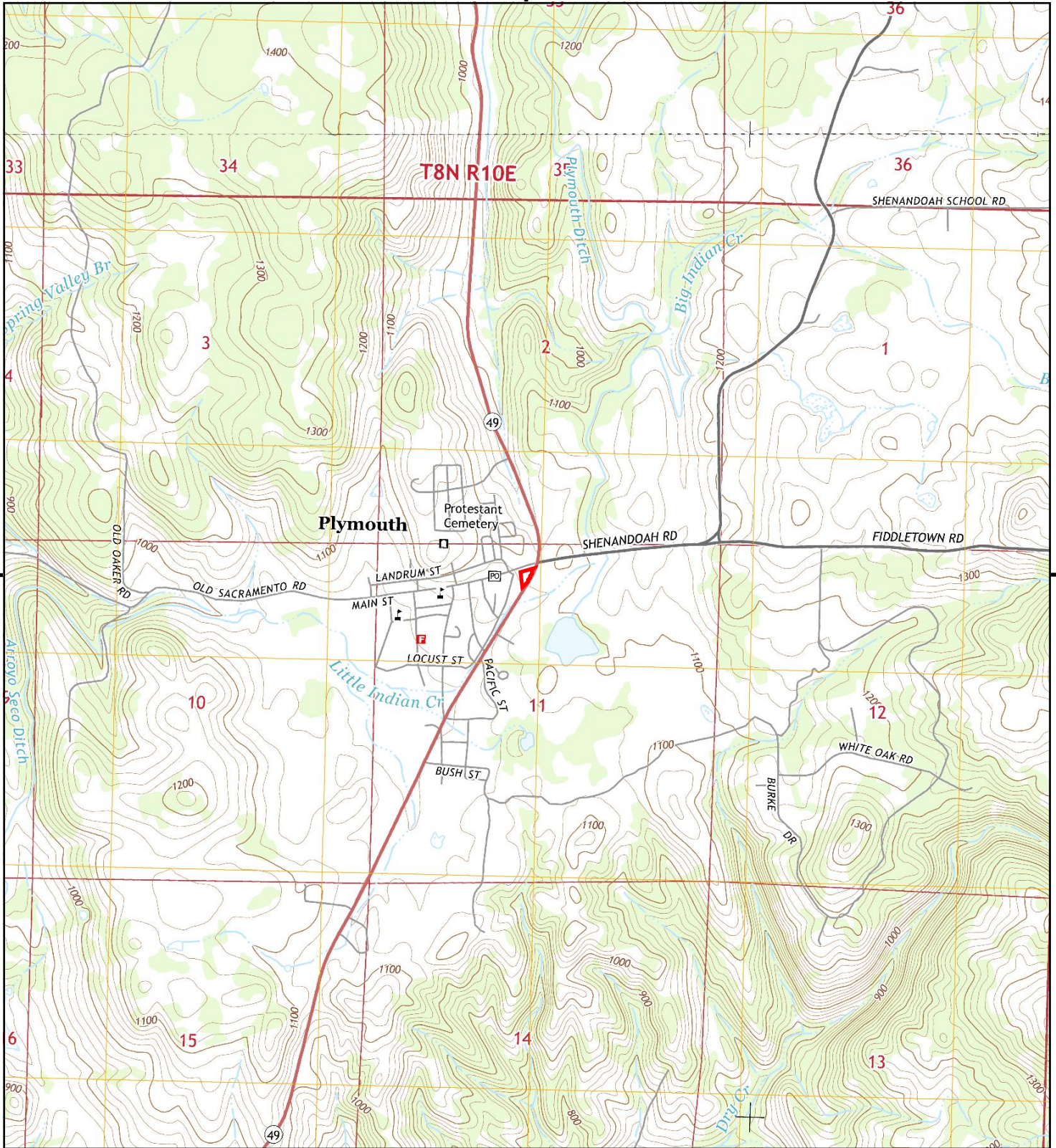
This report includes information from the following map sheet(s).



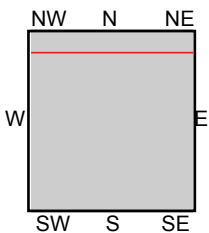
TP, Amador City, 2018, 7.5-minute
 N, Fiddletown, 2018, 7.5-minute

SITE NAME: Plymouth Trading Post
ADDRESS: 18725 STATE HIGHWAY 49
 Plymouth, CA 95669
CLIENT: Light, Air & Space Construction





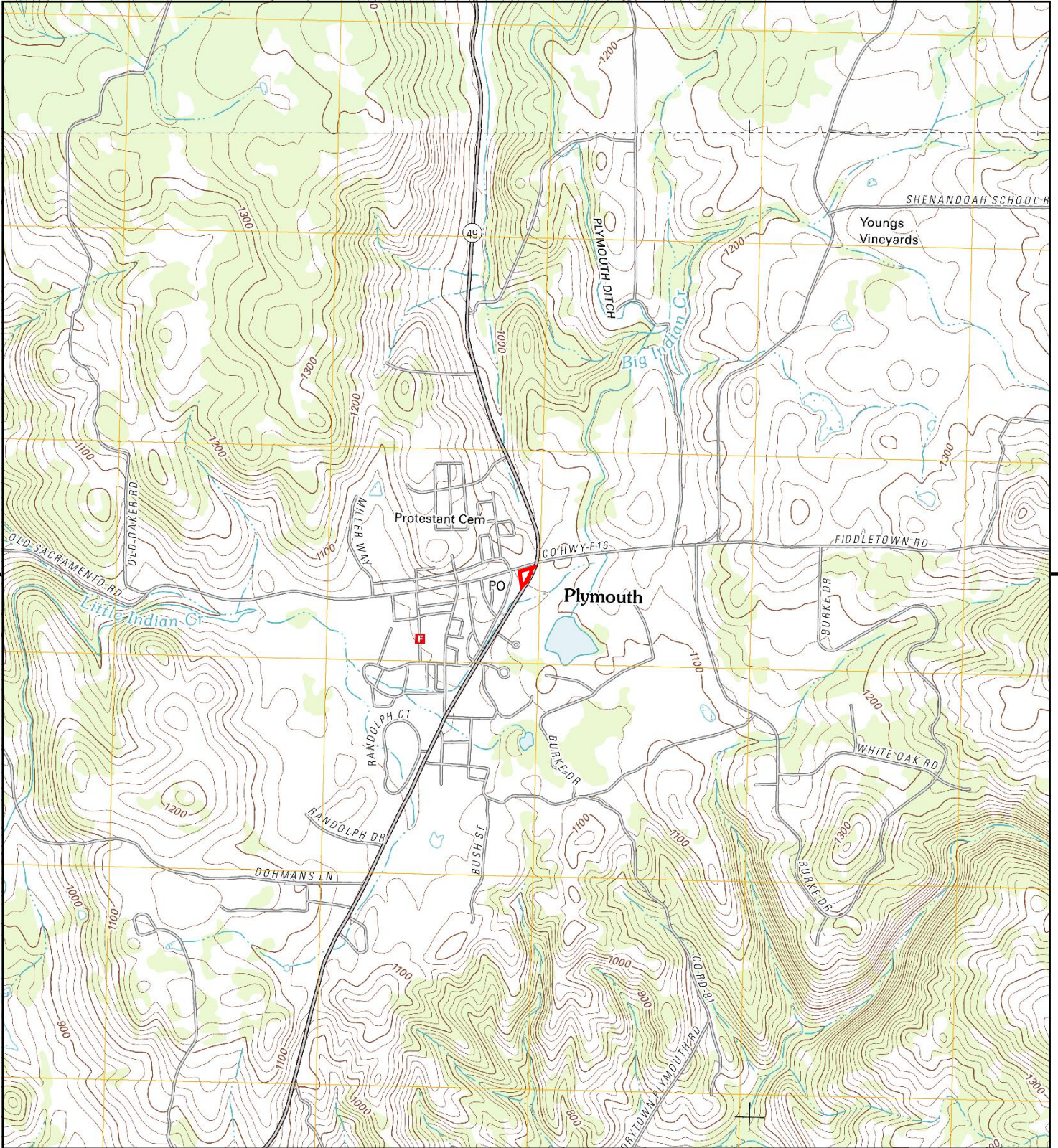
This report includes information from the following map sheet(s).



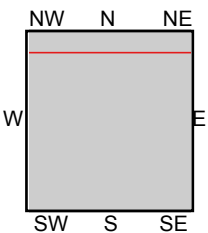
TP, Amador City, 2015, 7.5-minute
 N, Fiddletown, 2015, 7.5-minute

SITE NAME: Plymouth Trading Post
ADDRESS: 18725 STATE HIGHWAY 49
 Plymouth, CA 95669
CLIENT: Light, Air & Space Construction





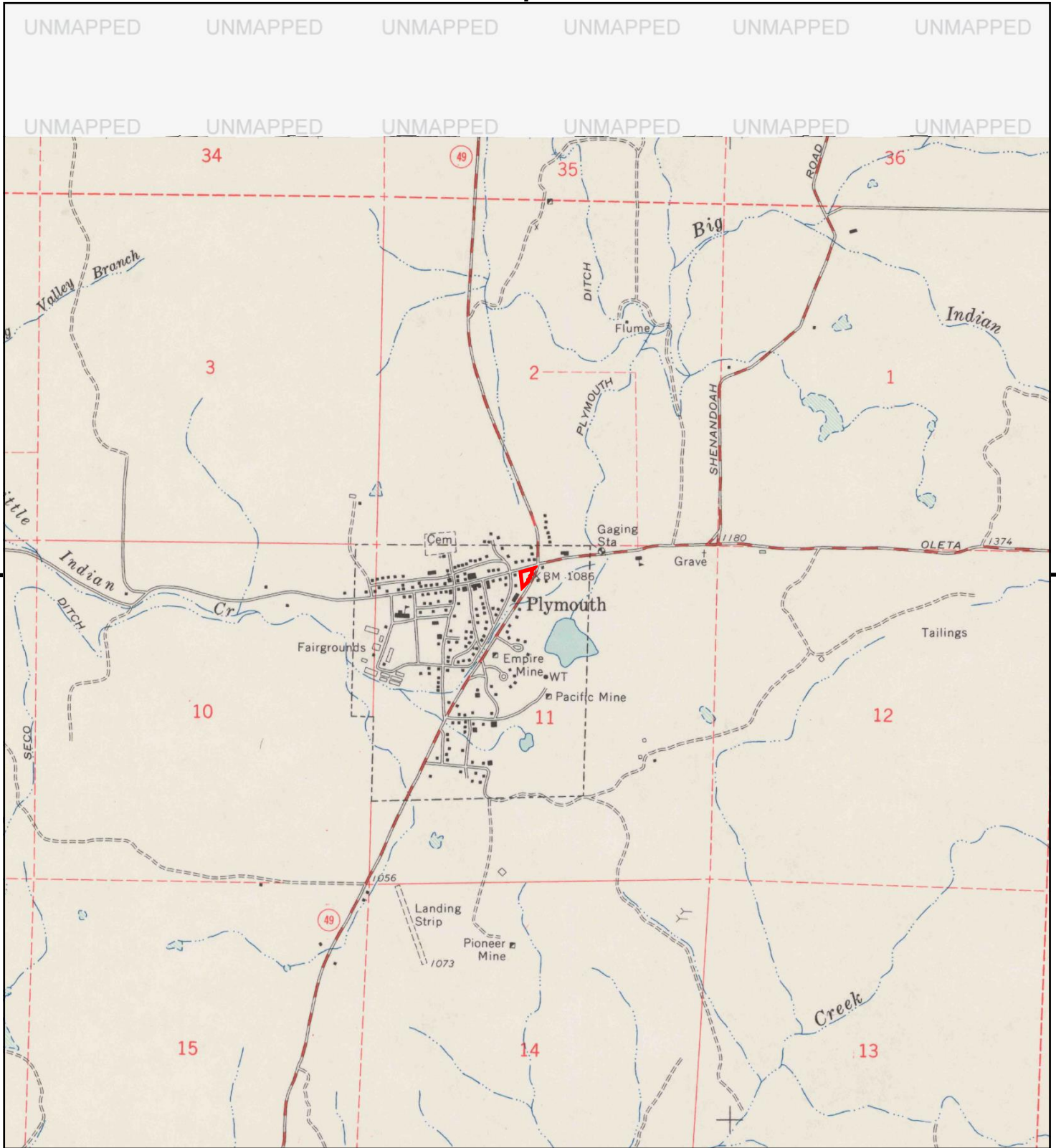
This report includes information from the following map sheet(s).



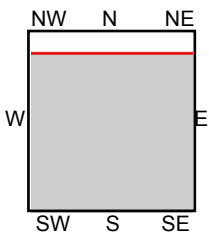
TP, Amador City, 2012, 7.5-minute
 N, Fiddletown, 2012, 7.5-minute

SITE NAME: Plymouth Trading Post
ADDRESS: 18725 STATE HIGHWAY 49
 Plymouth, CA 95669
CLIENT: Light, Air & Space Construction





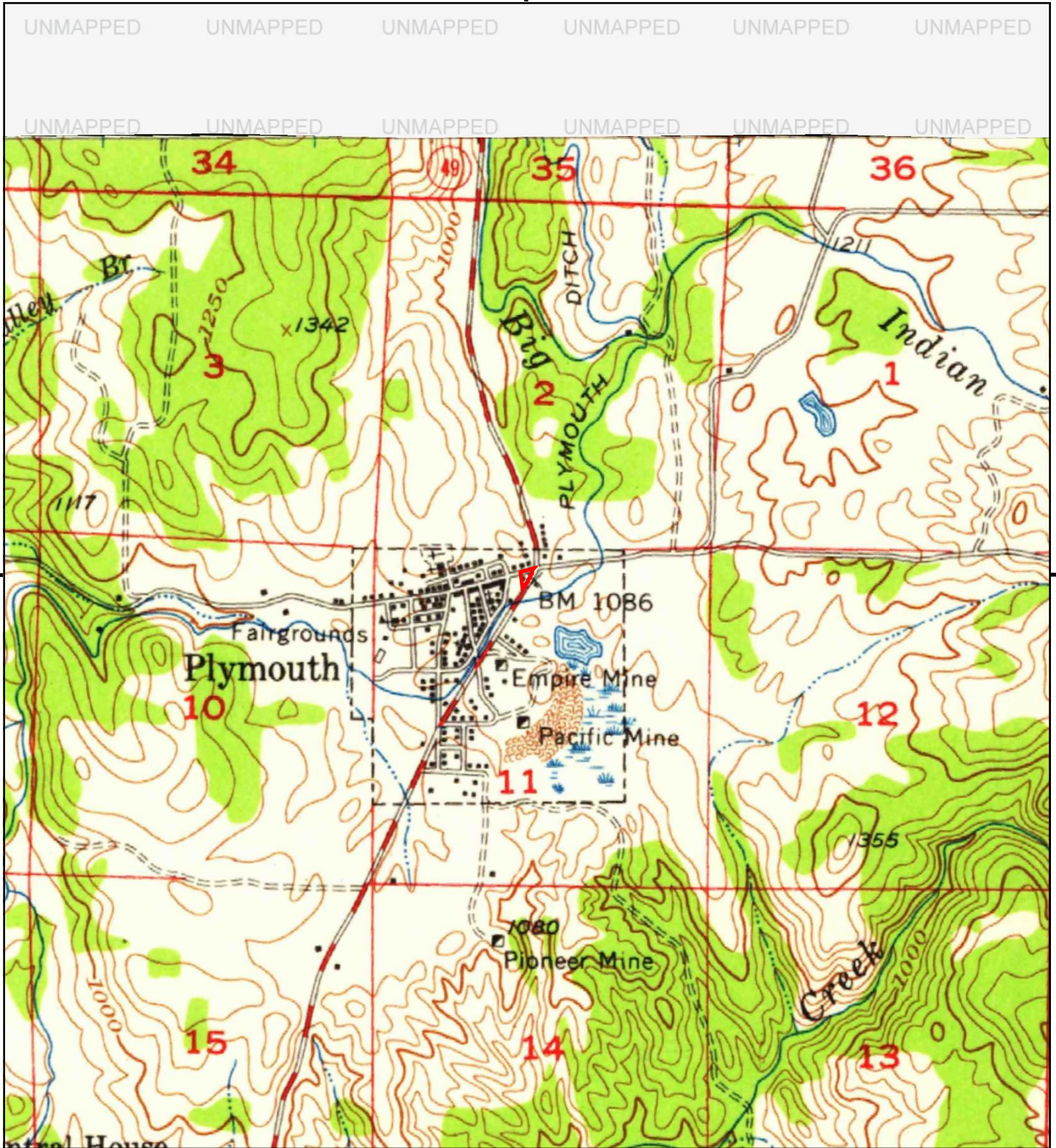
This report includes information from the following map sheet(s).



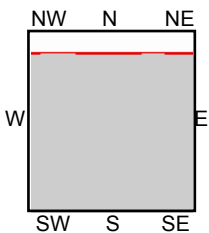
TP, Amador City, 1962, 7.5-minute

SITE NAME: Plymouth Trading Post
ADDRESS: 18725 STATE HIGHWAY 49
 Plymouth, CA 95669
CLIENT: Light, Air & Space Construction





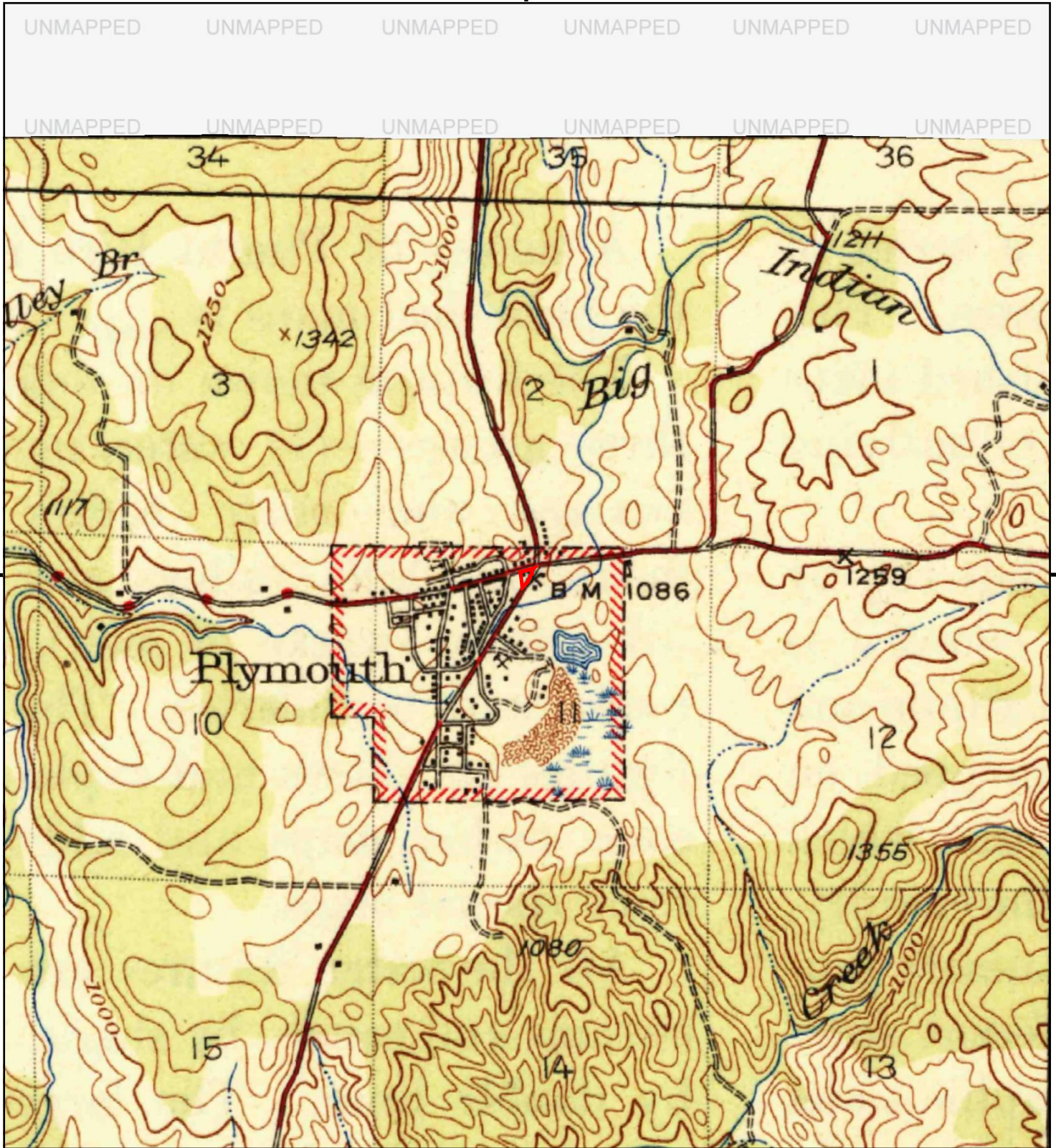
This report includes information from the following map sheet(s).



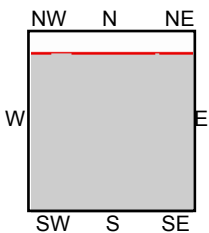
TP, Sutter Creek, 1957, 15-minute

SITE NAME: Plymouth Trading Post
 ADDRESS: 18725 STATE HIGHWAY 49
 Plymouth, CA 95669
 CLIENT: Light, Air & Space Construction





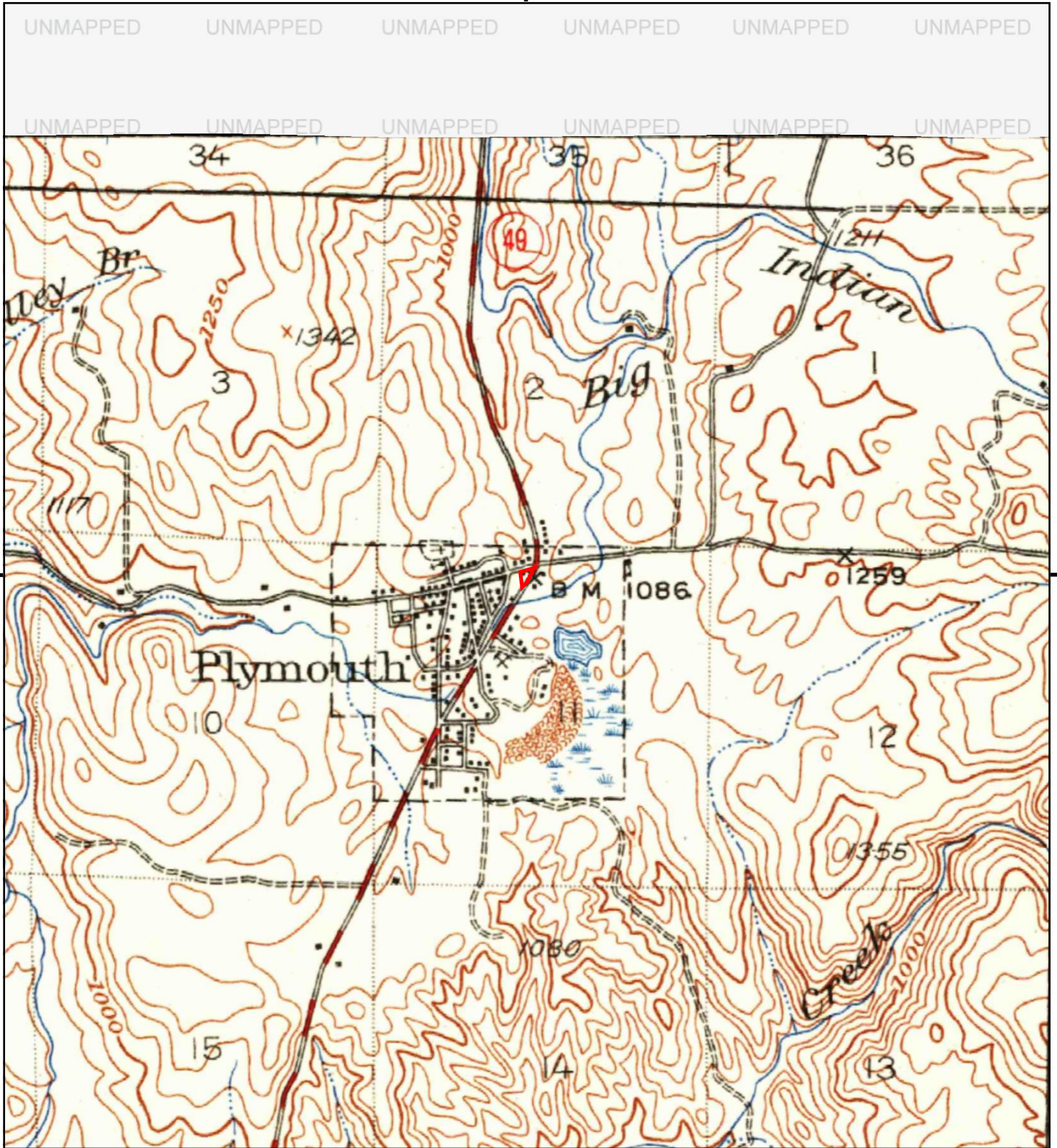
This report includes information from the following map sheet(s).



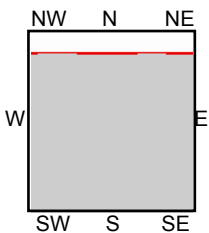
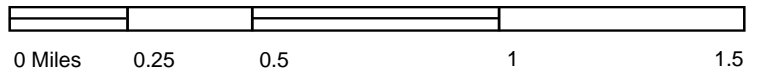
TP, Sutter Creek, 1944, 15-minute

SITE NAME: Plymouth Trading Post
 ADDRESS: 18725 STATE HIGHWAY 49
 Plymouth, CA 95669
 CLIENT: Light, Air & Space Construction





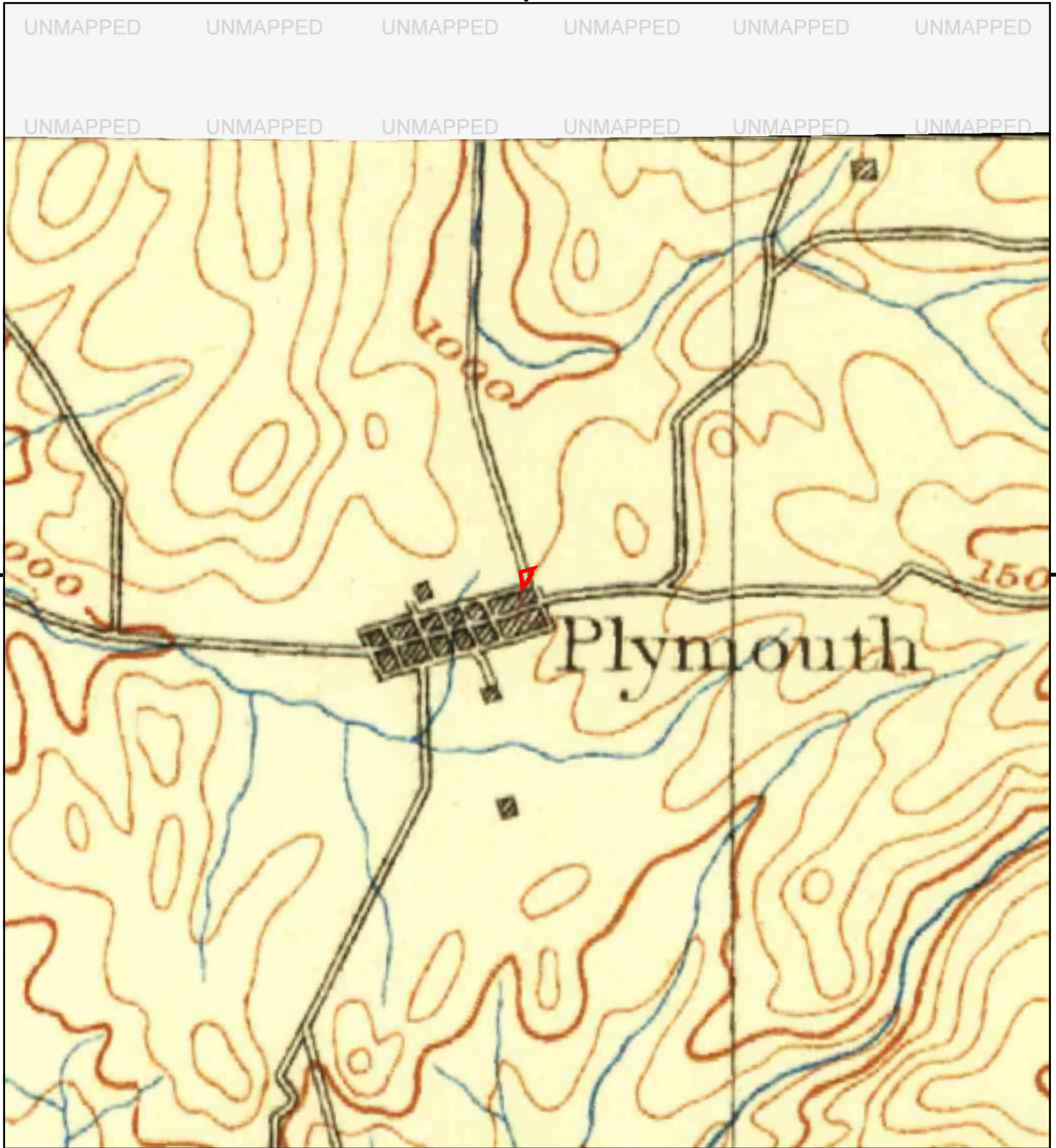
This report includes information from the following map sheet(s).



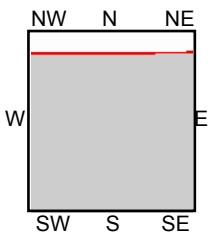
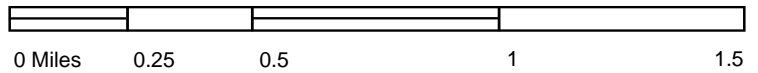
TP, Sutter Creek, 1941, 15-minute

SITE NAME: Plymouth Trading Post
 ADDRESS: 18725 STATE HIGHWAY 49
 Plymouth, CA 95669
 CLIENT: Light, Air & Space Construction





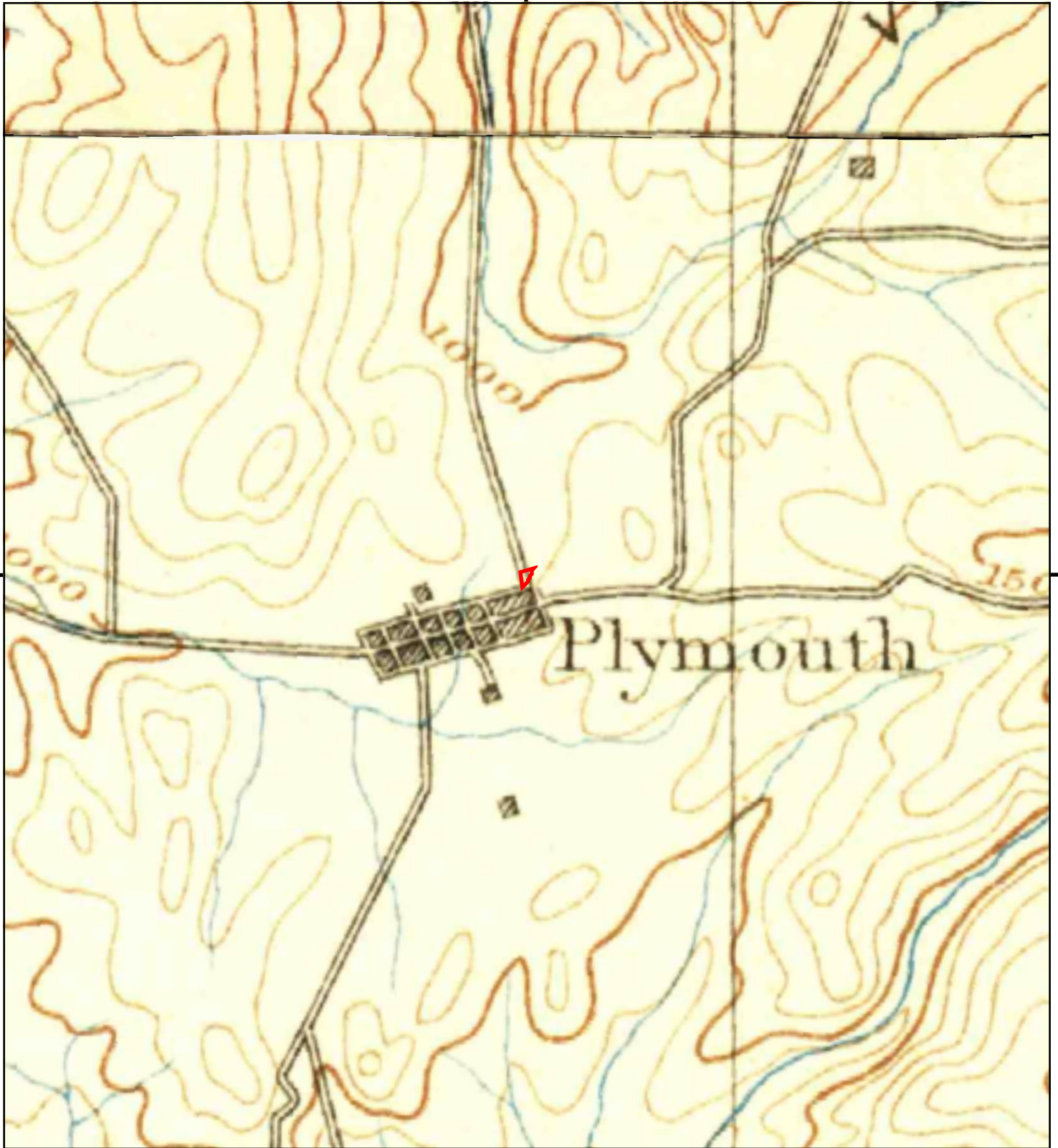
This report includes information from the following map sheet(s).



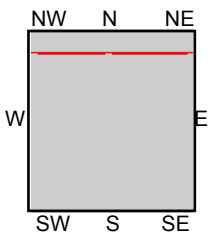
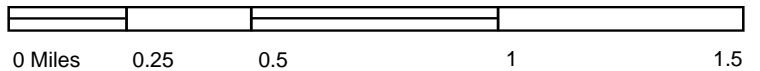
TP, Jackson, 1902, 30-minute

SITE NAME: Plymouth Trading Post
ADDRESS: 18725 STATE HIGHWAY 49
Plymouth, CA 95669
CLIENT: Light, Air & Space Construction





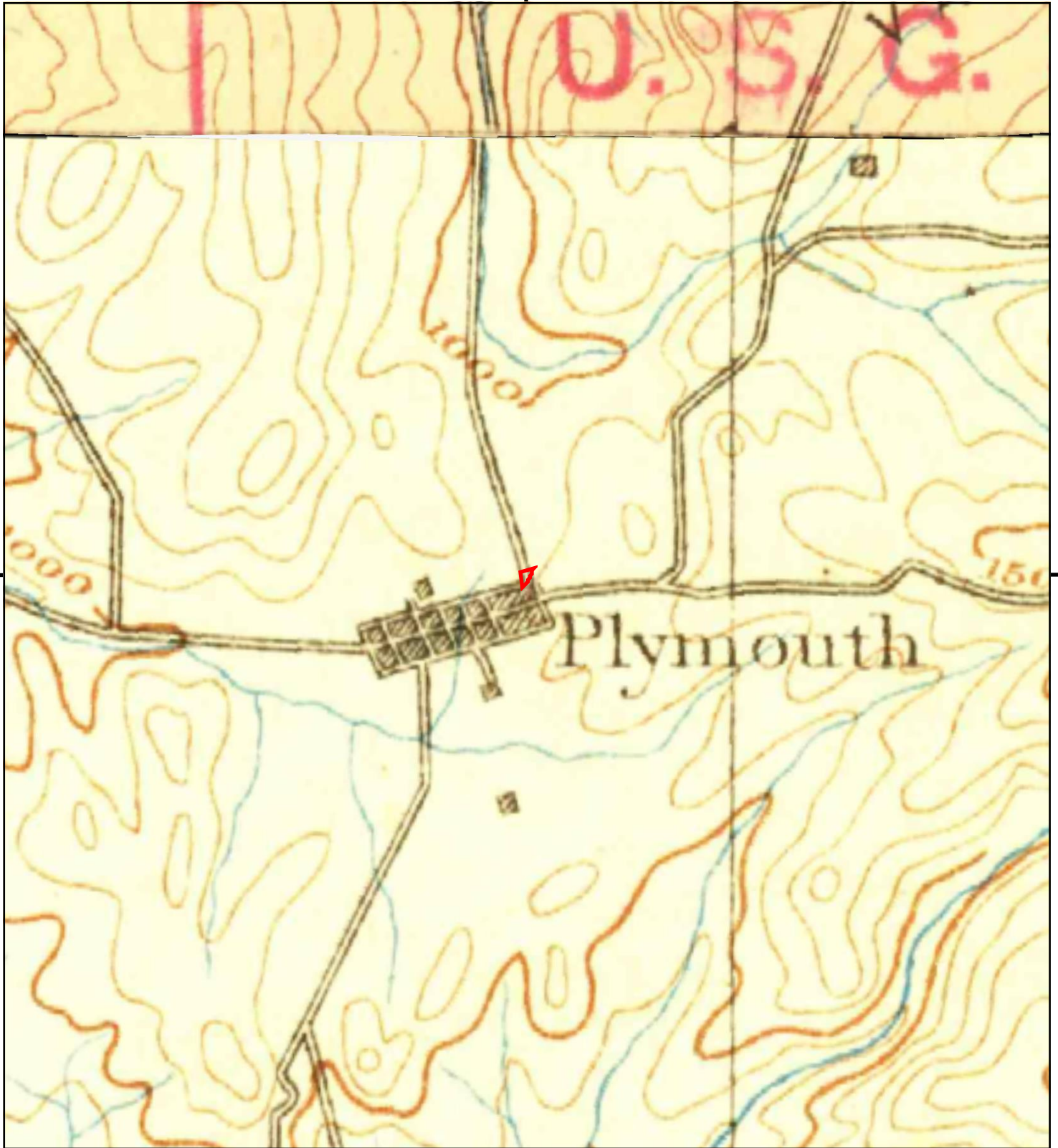
This report includes information from the following map sheet(s).



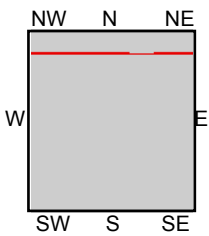
TP, Jackson, 1897, 30-minute
N, Placerville, 1893, 30-minute

SITE NAME: Plymouth Trading Post
ADDRESS: 18725 STATE HIGHWAY 49
Plymouth, CA 95669
CLIENT: Light, Air & Space Construction





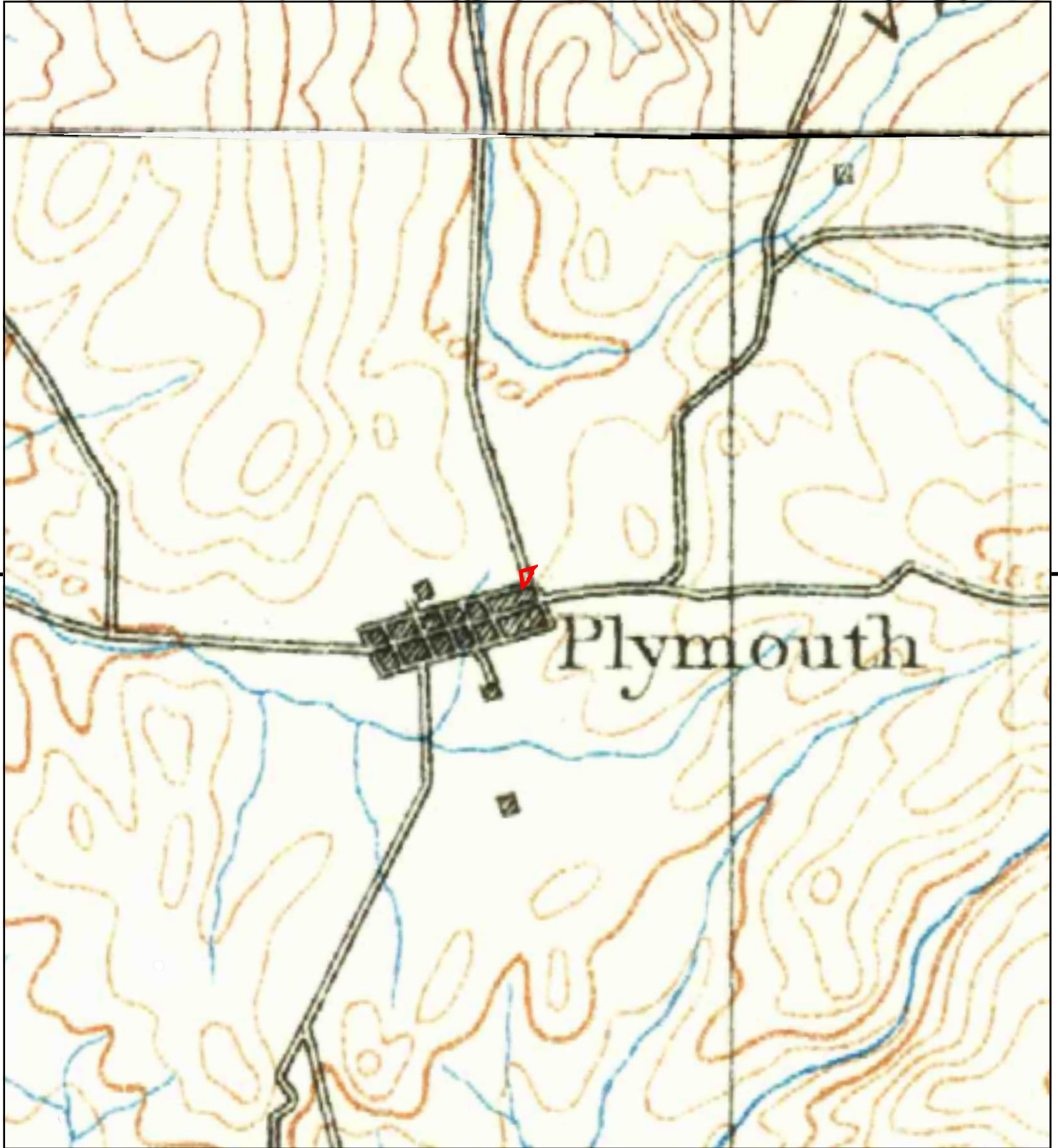
This report includes information from the following map sheet(s).



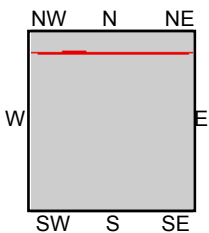
TP, Jackson, 1892, 30-minute
N, Placerville, 1892, 30-minute

SITE NAME: Plymouth Trading Post
ADDRESS: 18725 STATE HIGHWAY 49
Plymouth, CA 95669
CLIENT: Light, Air & Space Construction





This report includes information from the following map sheet(s).



TP, Jackson, 1889, 30-minute
N, Placerville, 1891, 30-minute

SITE NAME: Plymouth Trading Post
ADDRESS: 18725 STATE HIGHWAY 49
Plymouth, CA 95669
CLIENT: Light, Air & Space Construction



National Flood Hazard Layer FIRMette



Legend

SEE THIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

- SPECIAL FLOOD HAZARD AREAS**
 - Method Base Flood Elevation (BFE) Zone A, X, Y, Z
 - With BFE or Depth Zone A, X, Y, Z, A1, Z1, A2, Z2
 - Regulatory Floodway
 - 0.2% Annual Chance Flood Hazard, Area of 1% Annual Chance Flood with average depth less than one foot or with drainage areas of less than one square mile Zone A
 - Future Conditions 1% Annual Chance Flood Hazard Zone 2
 - Area with Reduced Flood Risk Due to Levees See Notes Zone 3
 - Area with Flood Risk due to Levees Zone 4
- no source
 - Area of Minimal Flood Hazard Zone 5
 - Effective LOMs
 - Area of Underserved Flood Hazard Zone 6
- OTHER AREAS**
 - GENERAL STRUCTURES**
 - Channel, Culvert, or Storm Sewer
 - Levee, Dike, or Floodwall
 - OTHER FEATURES**
 - Cross Sections with 1% Annual Chance
 - Water Surface Elevation
 - Coastal Tronsect
 - Base Flood Elevation Line (BFE)
 - Limit of Study
 - Jurisdiction Boundary
 - Coastal System Boundary
 - Profile Baseline
 - Hydrographic Feature
- MAP PANELS**
 - Digital Data Available
 - No Digital Data Available
 - Unmapped

The data displayed on this map is an approximation and should not be used for engineering or other critical applications. The data is provided for the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps. If it is not used as described below, the user assumes all responsibility for any errors or omissions.

The flood hazard information is derived directly from the authoritative FIRM, with services provided by FEMA. This map was updated on 2/2/2022 at 3:41 PM and does not include changes or amendments subsequent to this date and time. The FIRM and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identification, FIRM panel number, and FIRM effective date. Map images for unmapped and unincorporated areas cannot be used for regulatory purposes.

Plymouth Trading Post
18725 STATE HIGHWAY 49
Plymouth, CA 95669

Inquiry Number: 6779875.3

December 07, 2021

Certified Sanborn® Map Report



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

12/07/21

Site Name:

Plymouth Trading Post
18725 STATE HIGHWAY 49
Plymouth, CA 95669
EDR Inquiry # 6779875.3

Client Name:

Light,Air & Space Construction
1707 Little Orchard Street
San Jose, CA 95125
Contact: David Guthridge



The Sanborn Library has been searched by EDR and maps covering the target property location as provided by Light,Air & Space Construction were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Certification # 939E-48CB-B35F

PO # NA

Project 2176

Maps Provided:

- 1930
- 1912
- 1890



Sanborn® Library search results

Certification #: 939E-48CB-B35F

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- Library of Congress
- University Publications of America
- EDR Private Collection

The Sanborn Library LLC Since 1866™

Limited Permission To Make Copies

Light,Air & Space Construction (the client) is permitted to make up to FIVE photocopies of this Sanborn Map transmittal and each fire insurance map accompanying this report solely for the limited use of its customer. No one other than the client is authorized to make copies. Upon request made directly to an EDR Account Executive, the client may be permitted to make a limited number of additional photocopies. This permission is conditioned upon compliance by the client, its customer and their agents with EDR's copyright policy; a copy of which is available upon request.

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice. Copyright 2021 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc., or its affiliates, is prohibited without prior written permission.

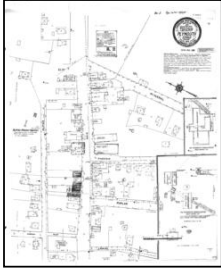
EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

Sanborn Sheet Key

This Certified Sanborn Map Report is based upon the following Sanborn Fire Insurance map sheets.



1930 Source Sheets



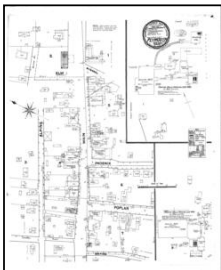
Volume 1, Sheet 1
1930

1912 Source Sheets



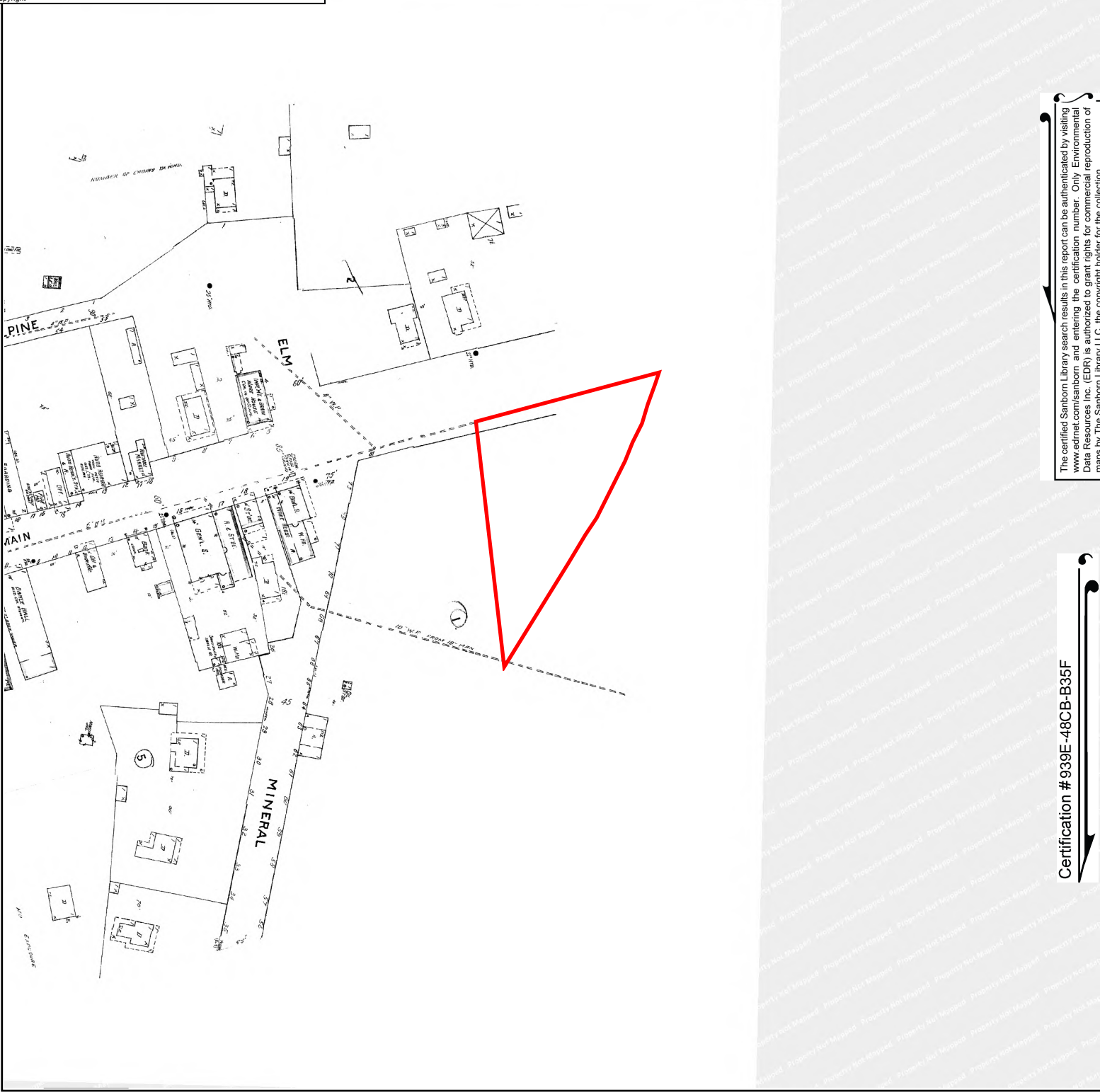
Volume 1, Sheet 1
1912

1890 Source Sheets



Volume 1, Sheet 1
1890

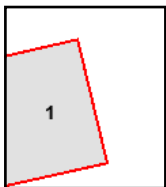
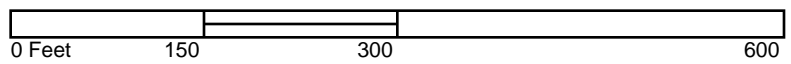
Site Name: Plymouth Trading Post
 Address: 18725 STATE HIGHWAY 49
 City, ST, ZIP: Plymouth, CA 95669
 Client: Light, Air & Space Construction
 EDR Inquiry: 6779875.3
 Order Date: 12/07/2021
 Certification # 939E-48CB-B35F
 Copyright: 1930



The certified Sanborn Library search results in this report can be authenticated by visiting www.edrnet.com/sanborn and entering the certification number. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by The Sanborn Library LLC, the copyright holder for the collection.

Certification #939E-48CB-B35F

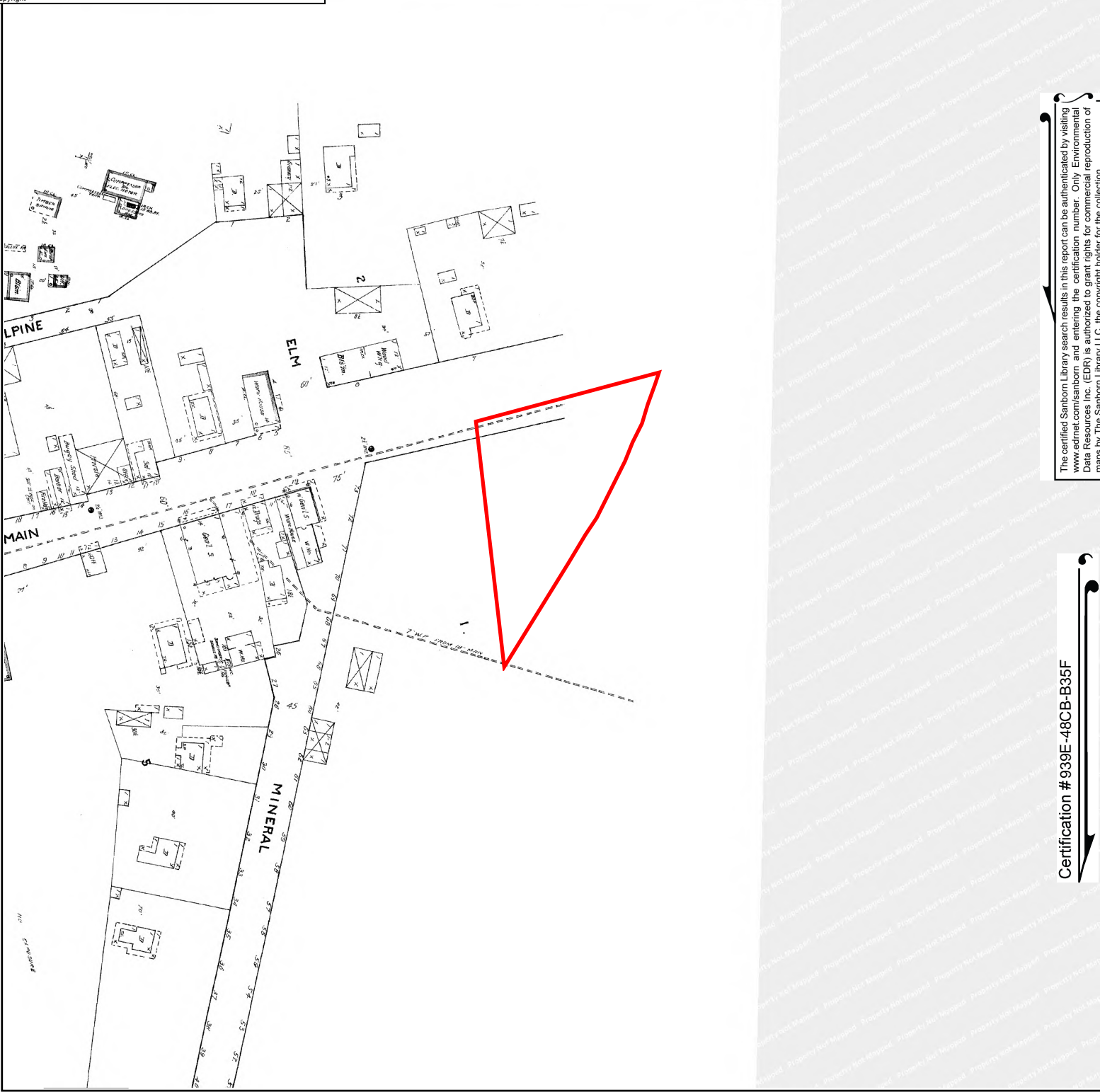
This Certified Sanborn Map combines the following sheets. Outlined areas indicate map sheets within the collection.



Volume 1, Sheet 1



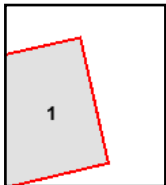
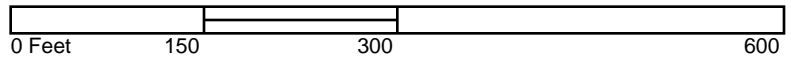
Site Name: Plymouth Trading Post
 Address: 18725 STATE HIGHWAY 49
 City, ST, ZIP: Plymouth, CA 95669
 Client: Light Air & Space Construction
 EDR Inquiry: 6779875.3
 Order Date: 12/07/2021
 Certification # 939E-48CB-B35F
 Copyright: 1912



The certified Sanborn Library search results in this report can be authenticated by visiting www.edrnet.com/sanborn and entering the certification number. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by The Sanborn Library LLC, the copyright holder for the collection.

Certification #939E-48CB-B35F

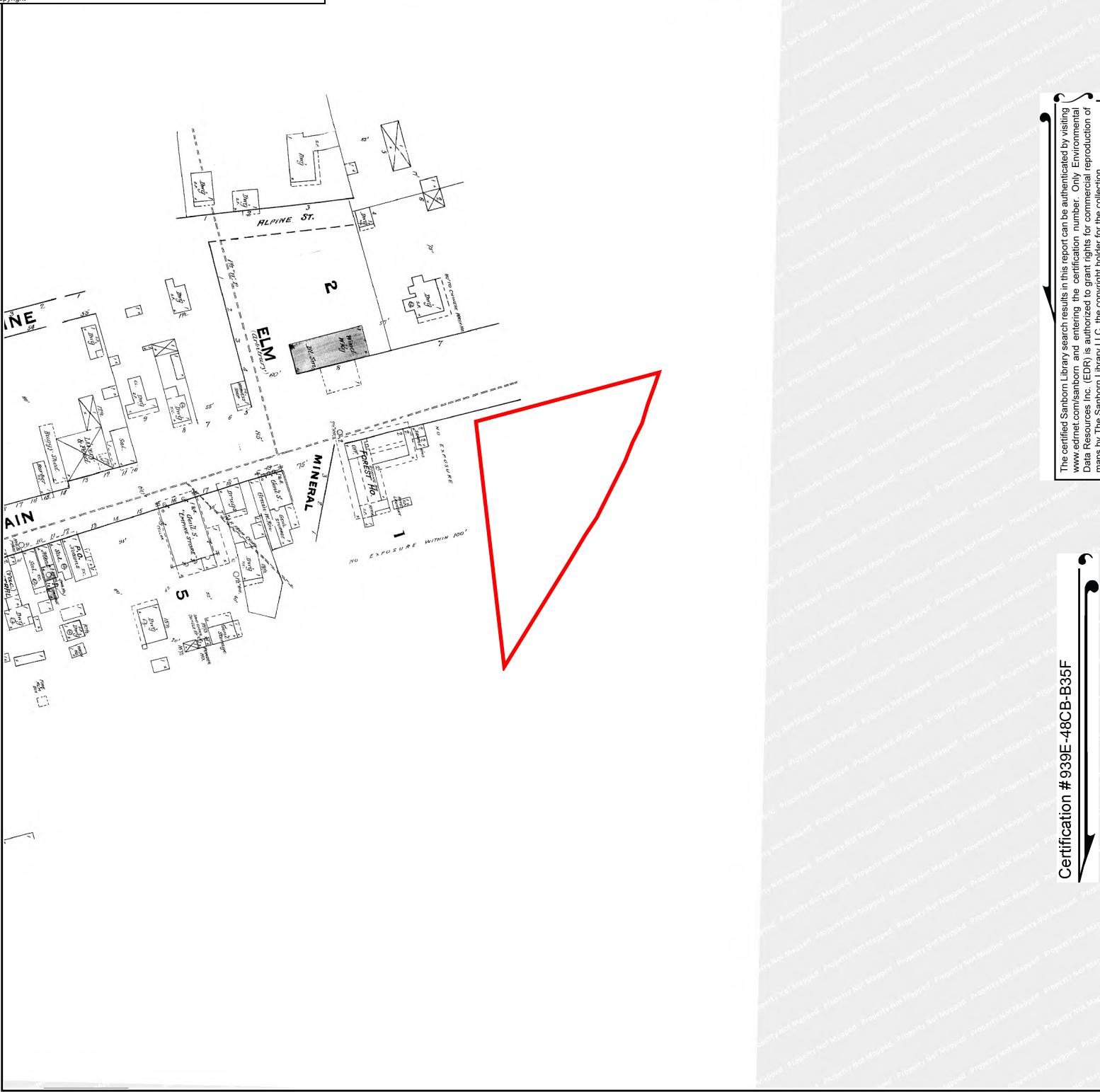
This Certified Sanborn Map combines the following sheets. Outlined areas indicate map sheets within the collection.



Volume 1, Sheet 1



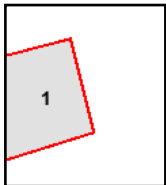
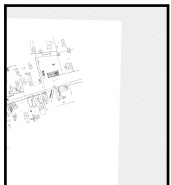
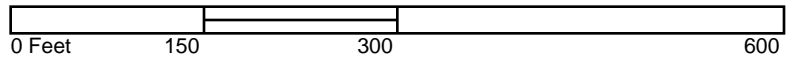
Site Name: Plymouth Trading Post
 Address: 18725 STATE HIGHWAY 49
 City, ST, ZIP: Plymouth, CA 95669
 Client: Light Air & Space Construction
 EDR Inquiry: 6779875.3
 Order Date: 12/07/2021
 Certification # 939E-48CB-B35F
 Copyright 1890



The certified Sanborn Library search results in this report can be authenticated by visiting www.edrnet.com/sanborn and entering the certification number. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by The Sanborn Library LLC, the copyright holder for the collection.

Certification #939E-48CB-B35F

This Certified Sanborn Map combines the following sheets. Outlined areas indicate map sheets within the collection.



Volume 1, Sheet 1



Plymouth Trading Post

18725 STATE HIGHWAY 49
Plymouth, CA 95669

Inquiry Number: 6779875.5
December 10, 2021

The EDR-City Directory Image Report

TABLE OF CONTENTS

SECTION

Executive Summary

Findings

City Directory Images

Thank you for your business.

Please contact EDR at 1-800-352-0050
with any questions or comments.

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. **NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OR DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT.** Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2020 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc. or its affiliates is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available city directory data at 5 year intervals.

RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Bradstreet. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

EDR is licensed to reproduce certain City Directory works by the copyright holders of those works. The purchaser of this EDR City Directory Report may include it in report(s) delivered to a customer. Reproduction of City Directories without permission of the publisher or licensed vendor may be a violation of copyright.



RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

<u>Year</u>	<u>Target Street</u>	<u>Cross Street</u>	<u>Source</u>
2017	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	EDR Digital Archive
2014	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	EDR Digital Archive
2010	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	EDR Digital Archive
2005	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	EDR Digital Archive
2000	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	EDR Digital Archive
1995	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	EDR Digital Archive
1992	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	EDR Digital Archive
1985	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Haines Criss-Cross Directory
1981	<input type="checkbox"/>	<input type="checkbox"/>	Haines Criss-Cross Directory
1975	<input type="checkbox"/>	<input type="checkbox"/>	Haines Criss-Cross Directory
1971	<input type="checkbox"/>	<input type="checkbox"/>	Haines Criss-Cross Directory

FINDINGS

TARGET PROPERTY STREET

18725 STATE HIGHWAY 49
Plymouth, CA 95669

<u>Year</u>	<u>CD Image</u>	<u>Source</u>
-------------	-----------------	---------------

STATE HIGHWAY 49

2017	pg A2	EDR Digital Archive	
2014	pg A4	EDR Digital Archive	
2010	pg A7	EDR Digital Archive	
2005	pg A9	EDR Digital Archive	
2000	pg A11	EDR Digital Archive	
1995	pg A13	EDR Digital Archive	
1992	pg A15	EDR Digital Archive	
1985	pg A17	Haines Criss-Cross Directory	
1981	-	Haines Criss-Cross Directory	Target and Adjoining not listed in Source
1975	-	Haines Criss-Cross Directory	Target and Adjoining not listed in Source
1971	-	Haines Criss-Cross Directory	Street not listed in Source

FINDINGS

CROSS STREETS

Year

CD Image

Source

MAIN

2017	pg. A1	EDR Digital Archive	
2014	pg. A3	EDR Digital Archive	
2010	pg. A6	EDR Digital Archive	
2005	pg. A8	EDR Digital Archive	
2000	pg. A10	EDR Digital Archive	
1995	pg. A12	EDR Digital Archive	
1992	pg. A14	EDR Digital Archive	
1985	pg. A16	Haines Criss-Cross Directory	
1981	-	Haines Criss-Cross Directory	Target and Adjoining not listed in Source
1975	-	Haines Criss-Cross Directory	Target and Adjoining not listed in Source
1971	-	Haines Criss-Cross Directory	Street not listed in Source

City Directory Images

MAIN 2017

9369	PAST FORWARD
9375	COUNTY OF AMADOR
9393	AMADOR VINTAGE MARKET
	BETHSOGAARDS AMADOR VINTAGE MARKET
9402	TASTE RESTAURANT
9426	CITY OF PLYMOUTH
9486	MAIN STREET GRILL
9506	PROSPECT CELLARS

STATE HIGHWAY 49 2017

15917 CREEKSIDE TRADING COMPANY
15947 OLD WELL MOTEL & GRILL
16030 DRYTOWN CELLARS
16700 GOERGE, BOUCHEREAU
17465 HUMPHRIES, DON A
17525 THOMASON, FREDDIE L
17585 SCHMITZ WINES
17705 ELIDA MALICK DVM
PLYMOUTH ACE HARDWARE
SHENANDOAH VALLEY VETERINARY CLINIC
T J MAYRONNE DVM
TRUE VALUE
17725 AT FARM VETERINARY SERVICES
17810 COLINA DE ORO
18170 NOBEL MARKET INC
POKERVILLE MARKET
18265 FAR HORIZONS 49ER VILLAGE
18590 AMADOR 360
AMADOR SHIPPING
GIANANDREA INSURANCE AGENCY LLC
TRIMMERS HAIR SALON
TSQUARE MECHANICAL DESIGNS INC
18624 CALVIN, THOMAS H
18635 FORD, EDDIE
18725 PLYMOUTH TRADING POST
18726 AMADOR ACUPUNCTURE CLINIC
MARLENE & GLENS DINER
18832 JOHNEN, STEVE L
22601 NEWTON, JEANNIE
23245 HAMLIN, JEFFREY W
23505 PORTEOUS, FRANCINE

MAIN 2014

9184	LOPEZ, MACARIA
9255	WIERSCHEM, PAT
9313	PLATT, THOMAS
9339	RICO, JESUS
9525	SANDERS, SANDRA L
9569	CHRISTNER, ELLA E
9701	RORYS TOWING & REPAIR

STATE HIGHWAY 49 2014

15381 ALEJANDRO, ROMERO
 16030 DRYTOWN CELLARS
 16700 ASTWOOD, BRANDY
 ROHDE, JOSEPH G
 SOLORIO, HARRY R
 16701 DUNKLEE, CHARLES L
 16825 PUTNAM, J D
 17465 HUMPHRIES, DON A
 17525 THOMASON, FREDDIE L
 17590 OCCUPANT UNKNOWN,
 17594 MOODY, MARILYN
 17705 MALICK ELIDA DVM
 MAYRONNE T J DVM
 PLYMOUTH SHENANDOAH TRUE VALUE
 SHENANDOAH VALLEY VETERINARY CLINIC
 17725 AT FARM VETERINARY SERVICES
 GARFINKEL JIM
 17810 COLINA DE ORO
 COLINA, DEORO
 17830 OWEN, MICHAEL N
 SPEEDS DINER
 17859 OCCUPANT UNKNOWN,
 18170 NOBEL MARKET INC
 POKERVILLE MARKET
 18265 49ER TRAILER VILLAGE
 CAFE AT THE PARK
 FAR HORIZONS 49ER VILLAGE
 18410 FRASCHETTI, V
 18590 ABBEY WATER WELL SERVICE
 AMADOR 360
 AMADOR SHIPPING
 TRIMMERS HAIR SALON
 TSQUARE MECHANICAL DESIGNS INC
 18620 HENDERSON, TANYA
 18624 BUTLER, CRYSTAL
 STOCK, JEN
 18635 FORD, EDDIE
 FRANCIS, MARY
 18720 BLACKWELL, JEANNIE
 18725 PLYMOUTH TRADING POST
 18726 AMADOR ACUPUNCTURE CLINIC
 EL DORADO SAVINGS BANK
 MARLENE & GLENS DINER
 18806 AKUNA, CHRISTOPHER A
 18818 OCCUPANT UNKNOWN,
 18832 JOHNEN, STEVE L
 18846 MCGRATH, BRIAN C
 22600 SIMERLY, TODD
 22601 OCCUPANT UNKNOWN,
 23245 HAMLIN, JA

STATE HIGHWAY 49 2014 (Cont'd)

23501 KOBZEFF, MICHAEL A
23505 PORTEOUS, WILLIAM F

MAIN 2010

9055 STOTLER, JERRY D
9255 PARK, PAT
9313 PLATT, THOMAS
9356 WALTON, DIANNE F
9369 PAST FORWARD
9380 LOPEZ, EVERARDO
9398 STURGEON, AURORA
9525 SANDERS, SANDRA L
9569 CHRISTNER, ELLA E

STATE HIGHWAY 49 2010

17465 HUMPHRIES, DON A
17525 THOMASON, FREDDIE L
17585 WILD GOOSE
17590 OCCUPANT UNKNOWN,
17705 SHENANDOAH VALLEY VETRY CLINIC
17725 AT FARM VETERINARY SVC
17735 THOMPSON, DAVID L
17810 COLINA DE ORO
COLINA, DEORO
17830 OWEN, MICHAEL N
17859 OCCUPANT UNKNOWN,
18170 PAPA JIMS TAKE N BAKE PIZZA
POKERVILLE DRUG
18265 CAFE AT THE PARK
FAR HORIZONS 49ER VILLAGE
18590 FOOTHILL MOTORCYCLES
T SQUARE MECHANICAL DESIGN INC
18620 PERATA, GARY E
18624 BUTLER, CRYSTAL
18635 BALLEW, PHILLP
ELUFSON, MARIE G
ERICKSON, SCOTT
JULIN, WENDY
KEMPE, TERRY
MYERS, FRED W
SIMPSON, JOHN M
STANTON, JACK
TUTMAN, KATINA
18720 RISIUS, BRET T
18725 SIERRA TRADING POST
18726 MARLENE & GLENS DINER
SUTTER CREEK ASSOC
18818 CROCKER, MARLENE G
18832 JOHNNEN, CARRIE M
18846 MCGRATH, BRIAN C
22600 MOORE, MIKE
22601 OCCUPANT UNKNOWN,
23245 OCCUPANT UNKNOWN,
23501 KOBZEFF, GREGORY A
23505 PORTEOUS, FRANCINE

MAIN 2005

9087 BATES, MELISSA
9196 BELL, DEBORAH W
9200 EMERSON, MELVIN R
9239 YELINEK, JUSTIN L
9255 PARK, PAT
9300 SHACKLETON, DENNY L
9313 INSKO, RYAN A
9372 OARD, LOUIS R
RANGEL, VICTOR
9380 BARR, THOMAS J
9392 NEWMAN, JODY
9393 OWEN, MICHAEL N

STATE HIGHWAY 49 2005

17525	THOMASON, FREDDIE L
17585	MOTHERLODE ADVENTURES
17590	WHEELER, NORMAN V
17594	BUTLER, RYAN L
17735	THOMPSON, DAVID L
17810	COLINA, DEORO
17830	RANCH EMPORIUM CONSIGNMENT
18170	POKERVILLE MARKET
18264	STATHAM, OSCAR W
18265	GOLD CREEK MANAGEMENT SERVICE
18594	SLENDER LADY OF PLYMOUTH
18620	CARMONA, L
18624	MULLAN, ERIC T
18635	ELUFSON, MARIE G
	ERICKSON, M
	KEMPE, TERRY
	PUTMAN, KATINA
	STANTON, JACK
18680	DAY NITE MINI MART
18726	SUTTER CREEK ASSOCIATES
18818	CROCKER, MARLENE G
19001	WILLIAMS, EARL R
19009	STONE, JOHN M
23501	KOBZEFF, GREGORY A
23505	PORTEOUS, FRANCINE
23555	PORTEOUS, MARK W

MAIN 2000

58	WELLS FARGO BANK NA
9087	MARTINI, PHILLIP
9196	BELL, CHARLES W
9200	EMERSON, MELVIN R
9255	PARK, ANTHONY
9300	MONARCH MONTESSORI PRE SCHOOL
	SHACKLETON, DENNY L
9334	AMADOR WOODWORKS
9339	KNUCK-N-FUTTS STRING SHOP
	MAIN STREET LAUNDRY
9372	OARD, LOUIS
9375	AMADOR COUNTY OF LIBRARIES
9379	PLYMOUTH PENTECOSTAL CHURCH OF GOD
9380	ARCIGA, J
	SPARKS EQUIPMENT COMPANY
9383	STACYS CLIP N CURL
9388	GENES BEAUTY SALON
9393	OWEN MICHAEL N CPA PLYMOUTH
	T2 SYSTEMS INCORPORATED
9402	APARICIO, BONNIE J
9414	POOR MIKES USED TIRES AND RIMS
	RORY'S TOWING & REPAIR
9426	PLYMOUTH CITY OF CITY HALL
	PLYMOUTH CITY OF PLYMOUTH POOL
9451	SANNES TRADING POST
9454	BANK OF LODI THE
9486	SHENANDOAH PIZZA & GRILL
9506	HILLCREST VIDEO
9525	PLYMOUTH HOUSE INN
9659	LARRYS PAINTIN PLACE

STATE HIGHWAY 49 2000

17585 BLUE OAK RANCH SUPPLY
17810 BAR T BAR
17830 GOLD COUNTRY CAFE
 MUETTERTIES REALTY
18170 POKERVILLE DRUG
 POKERVILLE MARKET
18265 BALL, STEVEN L
21950 INDIAN CREEK BED & BREAKFAST

MAIN 1995

9069 PARR, JAMES C
9169 ESCHWIG, M
9196 JDK ENTERPRISES
9200 EMERSON, MELVIN R
9205 GUNTER, H L
9255 PARK, ANTHONY
9339 BIG DIPPER
SUDS FR DUDS LAUNDROMAT
9372 OARD, LOUIS
9526 URJEVICH, MARTIN

STATE HIGHWAY 49 1995

17585 AMADOR TIRE SVC
U HAUL CO
17810 BAR T BAR
17830 GOLD COUNTRY CAFE
MUETTERTIES REALTY
17870 D & D MOBILE HOMES INC
21950 INDIAN CREEK BED & BREAKFAST

MAIN 1992

9117 BOOT, C
9141 MORENO, TONY
9169 ESCHWIG, M
9184 DELANY, LOIS F
9255 FADDIS, PAT
9300 SHACKLETON DENNY L
9334 SAC VLY MILL WORK
9356 LITTORNO, BILL
9369 COLBURN&COLBURN
9372 OARD, LOUIS
9375 AMADOR CO LIBRARY
9379 G&J CAFE
9380 MATICH, DANIEL P
VINTAGE PROPERTIES
9383 ANGELAS HOUSE FLWRS
9392 FRITZSCHE, DENNIS
HAIR AFFAIR
9393 LINDAS ALTERATIONS
OWEN MICHAEL N CPA
SPENCER DOUG&ASSOC
9398 ACME ANYTHING CO
9402 APARICIO, BONNIE J
SPORTSMAN CLUB THE
9426 PLYMOUTH CTY HALL
9454 WELLS FRGO BRNCH
9486 FRANK AS PIZZA
9506 HILLCREST VIDEO
9525 YOUNG, C
9659 LARRYS PAINTIN PLCE
9720 GOLD CNTRY FUEL

STATE HIGHWAY 49 1992

17525 THOMASON, JUDITH D
17585 AMADOR TIRE SERV
J D K ENTERPRISES
17700 TINTINGER, CALVIN R
17725 BEAMAN, LARRY
17735 HAYNES, MARY L
17805 ATKINS, MARTIN L
17815 MCINTOSH, EDDY
17830 GOLD CNTRY CAFE
MUETTERTIES REALTY
17870 D&D MOBILE HME INC
21950 INDIAN CRK BED

MAIN 1985

MAIN 95669 PLYMOUTH

20	GOLD CNTRY LOC HOME	245-8340	4
9198	BRUNS BETTY J	245-6928	+5
9256	HENDRICKS W A	245-4083	+5
9268	WILSON JUANITA	245-6172	+5
9314	POOR JOYCE	245-3419	+5
9339	FRANKS CUSTOM CABNT	245-8147	+5
	HILLCREST VIDEO	245-3012	4
9372	ATANASOFF MCFARLND	245-4179	+5
9360	WOLIN H W	245-3476	+5
9383	NIMBLE THMBL BTO	245-8886	+5
9393	EMPIRE MARKET	245-3816	+5
9426	PLYMOUTH CTY HALL	245-8941	4
9430	PLYMOUTH CTY POLICE	245-6811	4
NO #	AAA CALIF STATEAUTO	245-6674	
NO #	ABERCHOMBIES GARAGE	245-8674	4
NO #	AMADOR CO LIBRARY	245-6478	1
NO #	AMBROSE A T	245-6061	4
NO #	ANDERSON ALGON	245-3782	4
NO #	ANDERSON DONALD E	245-3369	4
NO #	CAROUSEL	245-3308	8
NO #	COLBURN HAROLD	245-6544	+5
NO #	ELISKOVICH ELI N	245-6564	+5
NO #	EMERSON MELVIN R	245-6966	+5
NO #	ESCHWIG MARIETTA	245-3858	+5
NO #	FADDIS PAT	245-3808	8
NO #	FLOWERS JOHNNIE	245-6753	7
NO #	GEHES BEAUTY SALON	245-8911	
NO #	GRABER R J	245-6816	1
NO #	GUNTER H L	245-6292	
NO #	NIATTS METAL FAB	245-8829	2
NO #	MCINTOSH EDDY	245-3972	9
NO #	MILLER EARL	245-6244	4
NO #	MILLER JOHN A	245-6244	
NO #	MILLER W E	245-6978	4
NO #	MORENO DOMINIC	245-4144	+5
NO #	MORENO FRANK	245-6283	+5
NO #	MORENO TONY	245-3487	+5
NO #	NATL AUTO CLB EMERG	245-6674	+5
NO #	PARR JAS C	245-6643	2
NO #	PENNINGTON LEROY	245-6206	
NO #	PLYMOUTH ELEM SCHL	245-8912	8
NO #	PLYMOUTH HOTEL BAR	245-8985	2
NO #	RORYS TOWING	245-6674	4
NO #	BANNES TRADING RDST	245-8940	7
NO #	BECO DATA SYS	245-8947	+5
NO #	BECO DATA SYSTEMS	245-6848	
NO #	SHACKLETON DENNY L	245-8993	
NO #	SHACKLETON L	245-3482	4
NO #	SPARKS EQUIP CO	245-8948	4
NO #	SPORTSMAN CLUB THE	245-8787	4
NO #	STROUD CONSTRUCTION	245-8341	4
NO #	SUMMERS EVELYN S	245-8706	4
NO #	TALLMAN JACK R	245-3308	4
NO #	TIOUET JOE	245-3322	2
NO #	URJEVICH MARTIN	245-8153	2
NO #	US POSTAL SERVICE	245-3472	3
NO #	WALKER R C	245-8385	0
NO #	WELLS FARGO BANK	245-8992	
NO #	WHEELER VERNE	245-8978	
	* 24 BUS 38 REG 18 NEW		

STATE HIGHWAY 49 1985

HWY 49 95669 PLYMOUTH

17815	EVERGREEN LANDSCPM	245-6898 +5
	SPARKS DONALD	245-6705 +5
17845	MATULICH DONALD G	245-3482 4
17950	XXXX	00
18170	POKERVILLE MARKET	245-6938 +5
18265	APARTMENTS	
	FAR HRZNS 49ER TRL	245-8981 +5
	FARKAS MARGARET A	245-3132 +5
	FLETCHER CHAS M	245-3741 4
	GOODALL E L	245-6217 +5
	GREY FREDERICK W	245-4030 +5
	GUSTAFSON GUSSIE	245-3785 +5
	LEE MERVIN RUSSELL	245-3550 +5
	LUSKOW DONALD	245-3439 +5
	MAYDER WESLEY	245-4134 +5
	MILLER NORMAN	245-3044 +5
	SANDSTROM D R	245-3690 +5
	SAUSMON GEO B	245-3535 +5
	WELLS CHRIS	245-3023 +5
18265		
18590	PLYMOUTH FEEDASUPLY	245-6326 4
18620	MORENO ROSE	245-6265 +5
18806	CHRONISTER VERA	245-6337 +5
18832	PICK JOS H	245-4169 +5
NO #	ABERCROMBIE CHAS	245-6589 4
NO #	ABERCROMBIE WALTER	245-3208 8
NO #	AHRENDT HARRY L	245-3756 4
NO #	AMADOR TIRE SERVICE	245-3477 4
NO #	ANDREASON J C	245-3818 4
NO #	BOULTBEE EDW	245-6336 4
NO #	BOULTBEE EDWARD	245-6934
NO #	BOULTBEE OLGA	245-6934 2
NO #	BRAZIL MABELL	245-6918 2
NO #	CASTOR D	245-3721 1
NO #	CORP FOR INS AGENCY	245-8955 +5
NO #	CRAIN ARTHUR E	245-6608 +5
NO #	CROWE BURT	245-3980 +5
NO #	ENGLISH R W	245-6698 +5
NO #	ESOLA ERNEST	245-6620 1
NO #	FARNHAM KATHY	245-3516 2
NO #	FOUCH ROY E	245-6542
NO #	FRANKLIN JAMES E	245-3338 9
NO #	FRASCHETTI J	245-6627 9
NO #	GOLD BEACH PARK	245-6905 4
NO #	GOLD CNTRY CAFE	245-6218 1
NO #	GOLWAY A	245-3763 1
NO #	GRIFFIN JACK M	245-6323 +5
NO #	HANSEN LLOYD	245-6524
NO #	HAYS CHAS JR	245-3997 1
NO #	HERNANDEZ ROBT	245-6022 1
NO #	HIDDEN OAK	245-3083 +5
NO #	HUME RICHARD	245-6828 3
NO #	MUTCHISON ROBT E	245-4032 2
NO #	JAUCH FRANK W	245-3822
NO #	JESSE STEPHEN	245-4120 +5
NO #	KEETH JAS R	245-3646 7
NO #	KELLEHER DAN	245-6375 0
NO #	KISER CLIFFORD	245-6080 +5
NO #	KNAPP LYLE J	245-3672 7
NO #	KOBZEFF JOHN	245-6869 +5
NO #	LONGEE R W	245-3520 4
NO #	MASSONI DAVID	245-6777 7
NO #	MATULICH WENDY	245-3035 4
NO #	MILLER GENE	245-3426 4
NO #	MONAGHAN KATHY	245-3608 4
NO #	MOPENOS GENL STOPE	245-8932 +5
NO #	MORENOS GLASS	245-8931 +5
NO #	MORENOS PHARMACY	245-8931 +5
NO #	MTHR LDE TRADING RST	245-3318 +5
NO #	MUETTERYIES REALTY	245-8335 +5
NO #	MULLENS J	245-6579 +5
NO #	NANCYS BEAUTY SHOP	245-3398 +5
NO #	NEAD PHIL D	628-4989 3
NO #	NEAD PHILLIP	245-8276 +8
NO #	OLSSON LAWRENCE	245-3638 +8
NO #	PADGHAM ROBT J	245-8887 8
NO #	PALMER JOHN C	245-3623 2

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

APPENDIX E

Regulatory Agency Records Search Report

9506 Main Street
18725 Highway 49
Plymouth, CA 95669
APN# 010-062-002-501
APN# 010-062-001-000
(Amador County)

February 5, 2022

Page 69 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

Plymouth Trading Post

18725 STATE HIGHWAY 49

Plymouth, CA 95669

Inquiry Number: 6779875.2s

December 08, 2021

The EDR Radius Map™ Report with GeoCheck®



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
Executive Summary	ES1
Overview Map	2
Detail Map	3
Map Findings Summary	4
Map Findings	9
Orphan Summary	111
Government Records Searched/Data Currency Tracking	GR-1
 <u>GEOCHECK ADDENDUM</u>	
Physical Setting Source Addendum	A-1
Physical Setting Source Summary	A-2
Physical Setting SSURGO Soil Map	A-5
Physical Setting Source Map	A-11
Physical Setting Source Map Findings	A-13
Physical Setting Source Records Searched	PSGR-1

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. **NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT.** Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2020 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc., or its affiliates, is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E1527-21), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

18725 STATE HIGHWAY 49
PLYMOUTH, CA 95669

COORDINATES

Latitude (North): 38.4813110 - 38° 28' 52.71"
Longitude (West): 120.8454160 - 120° 50' 43.49"
Universal Transverse Mercator: Zone 10
UTM X (Meters): 687938.5
UTM Y (Meters): 4261212.5
Elevation: 1085 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map: 12007965 AMADOR CITY, CA
Version Date: 2018

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from: 20140625
Source: USDA

MAPPED SITES SUMMARY

Target Property Address:
18725 STATE HIGHWAY 49
PLYMOUTH, CA 95669

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	PLYMOUTH TRADING POS	18725 CA HWY 49	FINDS		TP
A2	PLYMOUTH TRADING POS	18725 HWY 49	CERS HAZ WASTE, CERS TANKS, CUPA Listings, CERS		TP
A3	PLYMOUTH TRADING POS	18725 CA HWY 49	ECHO		TP
A4	PLYMOUTH TRADING POS	18725 HWY 49	FINDS		TP
A5	E-Z SERVE #100820	18725 HWY 49	RGA LUST		TP
A6	E-Z SERVE	18725 HIGHWAY 49	ENVIROSTOR, LUST, Cortese, HIST CORTESE, CERS		TP
A7	PLYMOUTH TRADING POS	18725 CA HWY 49	HAZNET, HWTS		TP
A8	EZ SERVE 100820	18725 STATE HIGHWAY	HWTS		TP
A9	PLYMOUTH TRADING POS	18725 HWY 49	UST		TP
A10	PLYMOUTH TRADING POS	18725 CA HWY 49	RCRA NonGen / NLR		TP
A11	E-Z SERVE	18725 HWY 49	RGA LUST		TP
A12	DAY & NITE MINI MART	18725 HIGHWAY 49	EDR Hist Auto		TP
A13	E-Z SERVE #100820	18725 HWY 49	FINDS		TP
B14	DAY & NITE MINI-MART	18680 STATE HIGHWAY	EDR Hist Auto	Lower	169, 0.032, South
B15	EXXON STATION 506	HIGHWAY 49 AND MAIN	HIST UST	Lower	378, 0.072, SSW
16	AMERIGAS-GOLD RIVER	9419 LANDRUM ST	CUPA Listings, CERS	Lower	551, 0.104, WNW
C17	WALTER ABERCROMBIE	9414 MAIN ST	HIST UST	Lower	561, 0.106, WSW
C18	WALTER ABERCOMBIE	9414 MAIN ST	HIST UST, CUPA Listings, HWTS	Lower	561, 0.106, WSW
D19	RORY'S TOWING & REPA	9701 MAIN ST	CUPA Listings	Higher	727, 0.138, ENE
D20	RORYS TOWING & REPAI	9701 MAIN ST	RCRA NonGen / NLR	Higher	727, 0.138, ENE
D21	RORY'S TOWING & REPA	9701 MAIN ST	CERS HAZ WASTE, CERS	Higher	727, 0.138, ENE
22	AT&T CALIFORNIA - UE	18655 POPLAR ST	CERS HAZ WASTE, CUPA Listings, CERS	Lower	898, 0.170, WSW
23	KAMPS PROPANE--HAWKS	GOLDEN WAY	CUPA Listings, CERS	Higher	1311, 0.248, NW
24	SHENANDOAH VALLEY SC	10010 SHENANDOAH ROA	ENVIROSTOR, SCH	Higher	1605, 0.304, East
25	26TH AGRIC ASSOC	18500 SHERWOOD	LUST, Cortese, HIST CORTESE, CERS	Lower	1710, 0.324, WSW
26	FOOTHILL GARAGE & WR	9408 PACIFIC ST	ENVIROSTOR, CERS HAZ WASTE, CUPA Listings, HAZNET,...	Lower	2170, 0.411, SSW

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 9 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
PLYMOUTH TRADING POS 18725 CA HWY 49 PLYMOUTH, CA 95669	FINDS	N/A
PLYMOUTH TRADING POS 18725 HWY 49 PLYMOUTH, CA 95669	CERS HAZ WASTE CERS TANKS CUPA Listings Database: CUPA AMADOR, Date of Government Version: 08/05/2021 CERS	N/A
PLYMOUTH TRADING POS 18725 CA HWY 49 PLYMOUTH, CA 95669	ECHO Registry ID: 110070632541	N/A
PLYMOUTH TRADING POS 18725 HWY 49 PLYMOUTH, CA 95669	FINDS Registry ID:: 110055747358	N/A
E-Z SERVE #100820 18725 HWY 49 PLYMOUTH, CA	RGA LUST	N/A
E-Z SERVE 18725 HIGHWAY 49 PLYMOUTH, CA 95669	ENVIROSTOR Facility Id: 03550004 Status: Refer: RWQCB LUST Database: LUST REG 5, Date of Government Version: 07/01/2008 Database: LUST, Date of Government Version: 09/07/2021 Global Id: T0600500011 Status: Completed - Case Closed Status: Remedial action (cleanup) Underway Cortese Cleanup Status: COMPLETED - CASE CLOSED HIST CORTESE Reg Id: 030013 CERS	N/A
PLYMOUTH TRADING POS 18725 CA HWY 49 PLYMOUTH, CA 95669	HAZNET GEPaid: CAL000448170 HWTS	N/A
EZ SERVE 100820 18725 STATE HIGHWAY PLYMOUTH, CA 95669	HWTS	N/A

EXECUTIVE SUMMARY

PLYMOUTH TRADING POS 18725 HWY 49 PLYMOUTH, CA 95669	UST Database: UST, Date of Government Version: 09/07/2021 Facility Id: FA0000198	N/A
PLYMOUTH TRADING POS 18725 CA HWY 49 PLYMOUTH, CA 95669	RCRA NonGen / NLR EPA ID:: CAL000448170	CAL000448170
E-Z SERVE 18725 HWY 49 PLYMOUTH, CA	RGA LUST	N/A
DAY & NITE MINI MART 18725 HIGHWAY 49 PLYMOUTH, CA 95669	EDR Hist Auto	N/A
E-Z SERVE #100820 18725 HWY 49 PLYMOUTH, CA 95640	FINDS Registry ID:: 110065877536	N/A

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal NPL (Superfund) sites

NPL..... National Priority List
Proposed NPL..... Proposed National Priority List Sites
NPL LIENS..... Federal Superfund Liens

Lists of Federal Delisted NPL sites

Delisted NPL..... National Priority List Deletions

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY..... Federal Facility Site Information listing
SEMS..... Superfund Enterprise Management System

EXECUTIVE SUMMARY

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE..... Superfund Enterprise Management System Archive

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS..... Corrective Action Report

Lists of Federal RCRA TSD facilities

RCRA-TSDF..... RCRA - Treatment, Storage and Disposal

Lists of Federal RCRA generators

RCRA-LQG..... RCRA - Large Quantity Generators

RCRA-SQG..... RCRA - Small Quantity Generators

RCRA-VSQG..... RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

Federal institutional controls / engineering controls registries

LUCIS..... Land Use Control Information System

US ENG CONTROLS..... Engineering Controls Sites List

US INST CONTROLS..... Institutional Controls Sites List

Federal ERNS list

ERNS..... Emergency Response Notification System

Lists of state- and tribal (Superfund) equivalent sites

RESPONSE..... State Response Sites

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF..... Solid Waste Information System

Lists of state and tribal leaking storage tanks

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

CPS-SLIC..... Statewide SLIC Cases

Lists of state and tribal registered storage tanks

FEMA UST..... Underground Storage Tank Listing

AST..... Aboveground Petroleum Storage Tank Facilities

INDIAN UST..... Underground Storage Tanks on Indian Land

Lists of state and tribal voluntary cleanup sites

VCP..... Voluntary Cleanup Program Properties

INDIAN VCP..... Voluntary Cleanup Priority Listing

Lists of state and tribal brownfield sites

BROWNFIELDS..... Considered Brownfields Sites Listing

EXECUTIVE SUMMARY

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS..... A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT..... Waste Management Unit Database
SWRCY..... Recycler Database
HAULERS..... Registered Waste Tire Haulers Listing
INDIAN ODI..... Report on the Status of Open Dumps on Indian Lands
ODI..... Open Dump Inventory
DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations
IHS OPEN DUMPS..... Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL..... Delisted National Clandestine Laboratory Register
HIST Cal-Sites..... Historical Calsites Database
SCH..... School Property Evaluation Program
CDL..... Clandestine Drug Labs
Toxic Pits..... Toxic Pits Cleanup Act Sites
US CDL..... National Clandestine Laboratory Register
PFAS..... PFAS Contamination Site Location Listing
AQUEOUS FOAM..... Former Fire Training Facility Assessments Listing

Local Lists of Registered Storage Tanks

SWEEPS UST..... SWEEPS UST Listing
CA FID UST..... Facility Inventory Database

Local Land Records

LIENS..... Environmental Liens Listing
LIENS 2..... CERCLA Lien Information
DEED..... Deed Restriction Listing

Records of Emergency Release Reports

HMIRS..... Hazardous Materials Information Reporting System
CHMIRS..... California Hazardous Material Incident Report System
LDS..... Land Disposal Sites Listing
MCS..... Military Cleanup Sites Listing
SPILLS 90..... SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS..... Formerly Used Defense Sites
DOD..... Department of Defense Sites
SCRD DRYCLEANERS..... State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR..... Financial Assurance Information
EPA WATCH LIST..... EPA WATCH LIST

EXECUTIVE SUMMARY

2020 COR ACTION.....	2020 Corrective Action Program List
TSCA.....	Toxic Substances Control Act
TRIS.....	Toxic Chemical Release Inventory System
SSTS.....	Section 7 Tracking Systems
ROD.....	Records Of Decision
RMP.....	Risk Management Plans
RAATS.....	RCRA Administrative Action Tracking System
PRP.....	Potentially Responsible Parties
PADS.....	PCB Activity Database System
ICIS.....	Integrated Compliance Information System
FTTS.....	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS.....	Material Licensing Tracking System
COAL ASH DOE.....	Steam-Electric Plant Operation Data
COAL ASH EPA.....	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER.....	PCB Transformer Registration Database
RADINFO.....	Radiation Information Database
HIST FTTS.....	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS.....	Incident and Accident Data
CONSENT.....	Superfund (CERCLA) Consent Decrees
INDIAN RESERV.....	Indian Reservations
FUSRAP.....	Formerly Utilized Sites Remedial Action Program
UMTRA.....	Uranium Mill Tailings Sites
LEAD SMELTERS.....	Lead Smelter Sites
US AIRS.....	Aerometric Information Retrieval System Facility Subsystem
US MINES.....	Mines Master Index File
ABANDONED MINES.....	Abandoned Mines
UXO.....	Unexploded Ordnance Sites
DOCKET HWC.....	Hazardous Waste Compliance Docket Listing
FUELS PROGRAM.....	EPA Fuels Program Registered Listing
CA BOND EXP. PLAN.....	Bond Expenditure Plan
DRYCLEANERS.....	Cleaner Facilities
EMI.....	Emissions Inventory Data
ENF.....	Enforcement Action Listing
Financial Assurance.....	Financial Assurance Information Listing
ICE.....	ICE
HWP.....	EnviroStor Permitted Facilities Listing
HWT.....	Registered Hazardous Waste Transporter Database
MINES.....	Mines Site Location Listing
MWMP.....	Medical Waste Management Program Listing
NPDES.....	NPDES Permits Listing
PEST LIC.....	Pesticide Regulation Licenses Listing
PROC.....	Certified Processors Database
Notify 65.....	Proposition 65 Records
UIC.....	UIC Listing
UIC GEO.....	UIC GEO (GEOTRACKER)
WASTEWATER PITS.....	Oil Wastewater Pits Listing
WDS.....	Waste Discharge System
WIP.....	Well Investigation Program Case List
MILITARY PRIV SITES.....	MILITARY PRIV SITES (GEOTRACKER)
PROJECT.....	PROJECT (GEOTRACKER)
WDR.....	Waste Discharge Requirements Listing
CIWQS.....	California Integrated Water Quality System
NON-CASE INFO.....	NON-CASE INFO (GEOTRACKER)
OTHER OIL GAS.....	OTHER OIL & GAS (GEOTRACKER)

EXECUTIVE SUMMARY

PROD WATER PONDS..... PROD WATER PONDS (GEOTRACKER)
SAMPLING POINT..... SAMPLING POINT (GEOTRACKER)
WELL STIM PROJ..... Well Stimulation Project (GEOTRACKER)
MINES MRDS..... Mineral Resources Data System

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP..... EDR Proprietary Manufactured Gas Plants
EDR Hist Cleaner..... EDR Exclusive Historical Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF..... Recovered Government Archive Solid Waste Facilities List

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Lists of state- and tribal hazardous waste facilities

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 07/22/2021 has revealed that there are 2 ENVIROSTOR sites within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>SHENANDOAH VALLEY SC</i>	<i>10010 SHENANDOAH ROA</i>	<i>E 1/4 - 1/2 (0.304 mi.)</i>	<i>24</i>	<i>68</i>

EXECUTIVE SUMMARY

Facility Id: 30820029
 Status: Certified / Operation & Maintenance

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
FOOTHILL GARAGE & WR Facility Id: 03500003 Status: Refer: Other Agency	9408 PACIFIC ST	SSW 1/4 - 1/2 (0.411 mi.)	26	84

Lists of state and tribal leaking storage tanks

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there is 1 LUST site within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
26TH AGRIC ASSOC Database: LUST REG 5, Date of Government Version: 07/01/2008 Database: LUST, Date of Government Version: 09/07/2021 Global Id: T0600500006 Status: Completed - Case Closed Status: Case Closed	18500 SHERWOOD	WSW 1/4 - 1/2 (0.324 mi.)	25	81

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Hazardous waste / Contaminated Sites

CERS HAZ WASTE: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

A review of the CERS HAZ WASTE list, as provided by EDR, and dated 07/15/2021 has revealed that there are 2 CERS HAZ WASTE sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
RORY'S TOWING & REPA	9701 MAIN ST	ENE 1/8 - 1/4 (0.138 mi.)	D21	59
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
AT&T CALIFORNIA - UE	18655 POPLAR ST	WSW 1/8 - 1/4 (0.170 mi.)	22	61

EXECUTIVE SUMMARY

Local Lists of Registered Storage Tanks

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 3 HIST UST sites within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
EXXON STATION 506 Facility Id: 00000013387	HIGHWAY 49 AND MAIN	SSW 0 - 1/8 (0.072 mi.)	B15	49
WALTER ABERCROMBIE Facility Id: 00000053690	9414 MAIN ST	WSW 0 - 1/8 (0.106 mi.)	C17	53
WALTER ABERCOMBIE	9414 MAIN ST	WSW 0 - 1/8 (0.106 mi.)	C18	54

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 09/13/2021 has revealed that there is 1 RCRA NonGen / NLR site within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
RORYS TOWING & REPAI EPA ID:: CAL000279725	9701 MAIN ST	ENE 1/8 - 1/4 (0.138 mi.)	D20	56

Cortese: The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

A review of the Cortese list, as provided by EDR, and dated 06/17/2021 has revealed that there is 1 Cortese site within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
26TH AGRIC ASSOC Cleanup Status: COMPLETED - CASE CLOSED	18500 SHERWOOD	WSW 1/4 - 1/2 (0.324 mi.)	25	81

CUPA Listings: A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

A review of the CUPA Listings list, as provided by EDR, has revealed that there are 5 CUPA Listings sites within approximately 0.25 miles of the target property.

EXECUTIVE SUMMARY

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
RORY'S TOWING & REPA Database: CUPA AMADOR, Date of Government Version: 08/05/2021	9701 MAIN ST	ENE 1/8 - 1/4 (0.138 mi.)	D19	56
KAMPS PROPANE--HAWKS Database: CUPA AMADOR, Date of Government Version: 08/05/2021	GOLDEN WAY	NW 1/8 - 1/4 (0.248 mi.)	23	65

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
AMERIGAS-GOLD RIVER Database: CUPA AMADOR, Date of Government Version: 08/05/2021	9419 LANDRUM ST	WNW 0 - 1/8 (0.104 mi.)	16	50
WALTER ABERCOMBIE Database: CUPA AMADOR, Date of Government Version: 08/05/2021	9414 MAIN ST	WSW 0 - 1/8 (0.106 mi.)	C18	54
AT&T CALIFORNIA - UE Database: CUPA AMADOR, Date of Government Version: 08/05/2021	18655 POPLAR ST	WSW 1/8 - 1/4 (0.170 mi.)	22	61

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSTITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there is 1 HIST CORTESE site within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
26TH AGRIC ASSOC Reg Id: 030007	18500 SHERWOOD	WSW 1/4 - 1/2 (0.324 mi.)	25	81

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there is 1 EDR Hist Auto site within approximately 0.125 miles of the target property.

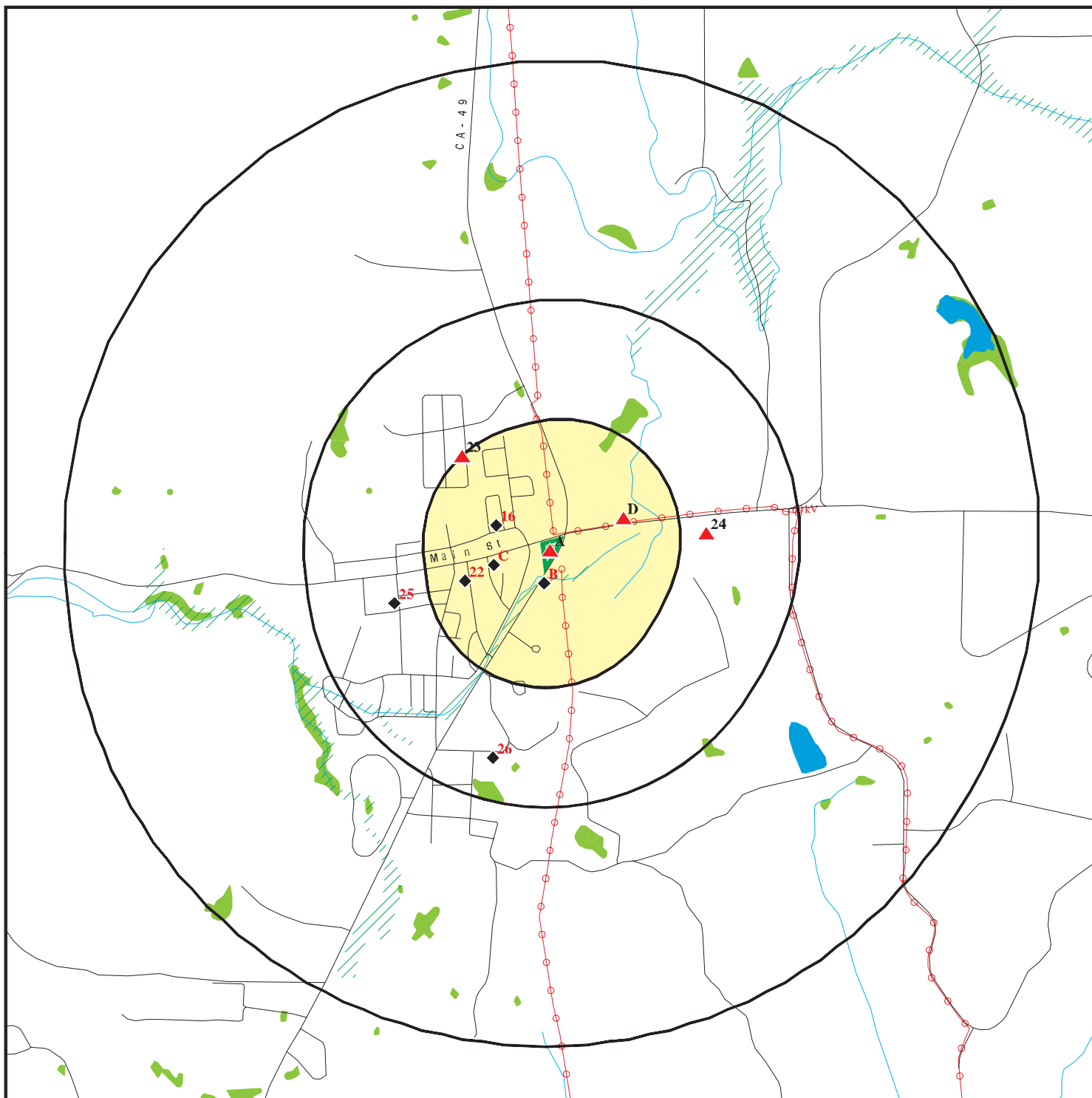
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
DAY & NITE MINI-MART	18680 STATE HIGHWAY	S 0 - 1/8 (0.032 mi.)	B14	49

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 3 records.

<u>Site Name</u>	<u>Database(s)</u>
SIERRA TRADING POST	HAZNET, HWTS
SIERRA TRADING POST #6	HWTS
SIERRA TRADING POST #6	SWEEPS UST

OVERVIEW MAP - 6779875.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

Power transmission lines

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

National Wetland Inventory

State Wetlands

Areas of Concern

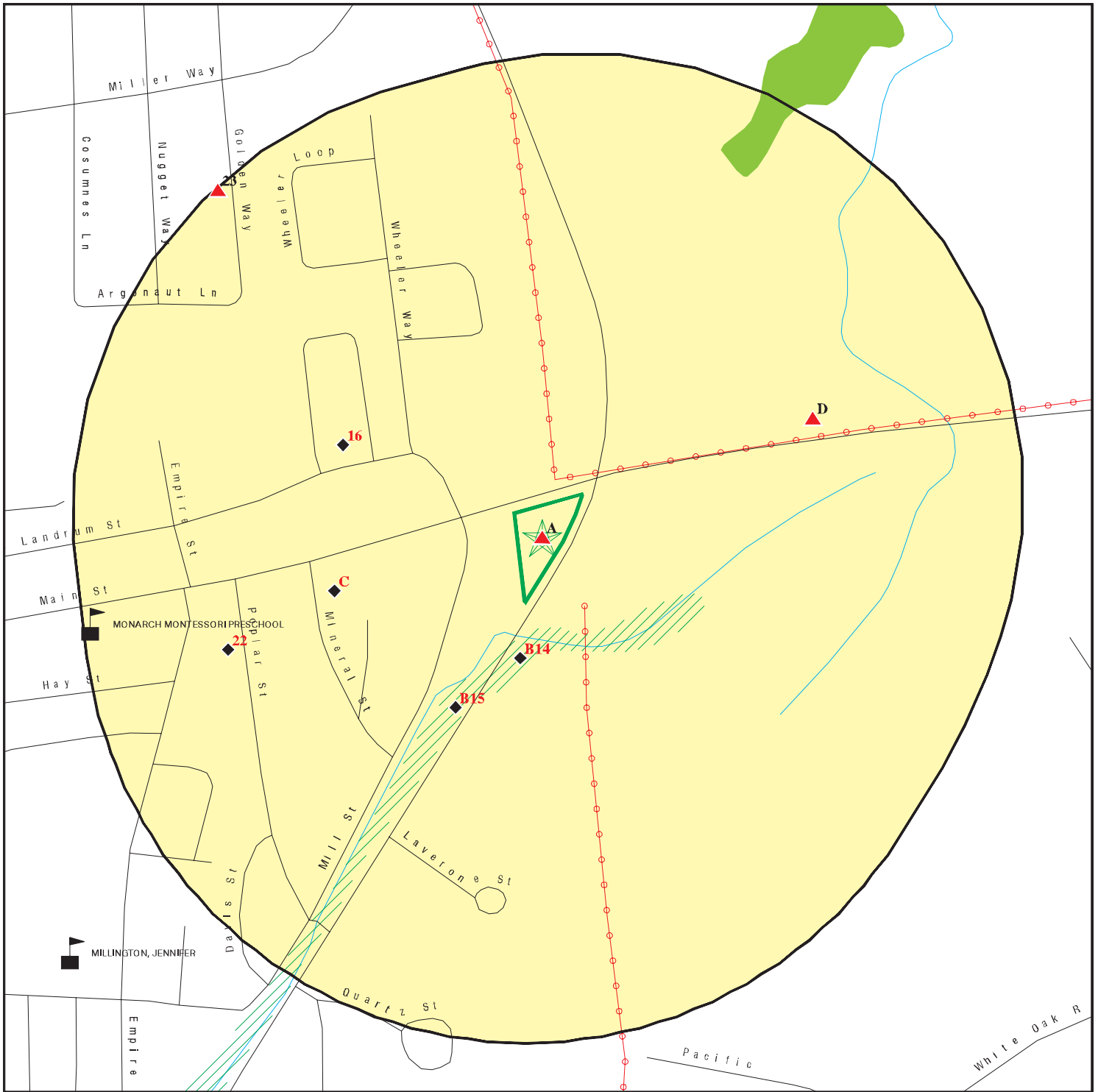


This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Plymouth Trading Post
 ADDRESS: 18725 STATE HIGHWAY 49
 Plymouth CA 95669
 LAT/LONG: 38.481311 / 120.845416

CLIENT: Light, Air & Space Construction
 CONTACT: David Guthridge
 INQUIRY #: 6779875.2s
 DATE: December 08, 2021 10:59 am

DETAIL MAP - 6779875.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

Power transmission lines

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

National Wetland Inventory

State Wetlands

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Plymouth Trading Post
 ADDRESS: 18725 STATE HIGHWAY 49
 Plymouth CA 95669
 LAT/LONG: 38.481311 / 120.845416

CLIENT: Light, Air & Space Construction
 CONTACT: David Guthridge
 INQUIRY #: 6779875.2s
 DATE: December 08, 2021 10:59 am

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
<i>Lists of Federal NPL (Superfund) sites</i>								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
<i>Lists of Federal Delisted NPL sites</i>								
Delisted NPL	1.000		0	0	0	0	NR	0
<i>Lists of Federal sites subject to CERCLA removals and CERCLA orders</i>								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
<i>Lists of Federal CERCLA sites with NFRAP</i>								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
<i>Lists of Federal RCRA facilities undergoing Corrective Action</i>								
CORRACTS	1.000		0	0	0	0	NR	0
<i>Lists of Federal RCRA TSD facilities</i>								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
<i>Lists of Federal RCRA generators</i>								
RCRA-LQG	0.250		0	0	NR	NR	NR	0
RCRA-SQG	0.250		0	0	NR	NR	NR	0
RCRA-VSQG	0.250		0	0	NR	NR	NR	0
<i>Federal institutional controls / engineering controls registries</i>								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROLS	0.500		0	0	0	NR	NR	0
<i>Federal ERNS list</i>								
ERNS	0.001		0	NR	NR	NR	NR	0
<i>Lists of state- and tribal (Superfund) equivalent sites</i>								
RESPONSE	1.000		0	0	0	0	NR	0
<i>Lists of state- and tribal hazardous waste facilities</i>								
ENVIROSTOR	1.000	1	0	0	2	0	NR	3
<i>Lists of state and tribal landfills and solid waste disposal facilities</i>								
SWF/LF	0.500		0	0	0	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
<i>Lists of state and tribal leaking storage tanks</i>								
LUST	0.500	1	0	0	1	NR	NR	2
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		0	0	0	NR	NR	0
<i>Lists of state and tribal registered storage tanks</i>								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250	1	0	0	NR	NR	NR	1
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
<i>Lists of state and tribal voluntary cleanup sites</i>								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
<i>Lists of state and tribal brownfield sites</i>								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
<u>ADDITIONAL ENVIRONMENTAL RECORDS</u>								
<i>Local Brownfield lists</i>								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
<i>Local Lists of Landfill / Solid Waste Disposal Sites</i>								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
<i>Local Lists of Hazardous waste / Contaminated Sites</i>								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
CDL	0.001		0	NR	NR	NR	NR	0
CERS HAZ WASTE	0.250	1	0	2	NR	NR	NR	3
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
PFAS	0.500		0	0	0	NR	NR	0
AQUEOUS FOAM	TP		NR	NR	NR	NR	NR	0
<i>Local Lists of Registered Storage Tanks</i>								
SWEEPS UST	0.250		0	0	NR	NR	NR	0
HIST UST	0.250		3	0	NR	NR	NR	3
CA FID UST	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
CERS TANKS	0.250	1	0	0	NR	NR	NR	1
Local Land Records								
LIENS	0.001		0	NR	NR	NR	NR	0
LIENS 2	0.001		0	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
CHMIRS	0.001		0	NR	NR	NR	NR	0
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250	1	0	1	NR	NR	NR	2
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	0.001	3	0	NR	NR	NR	NR	3
UXO	1.000		0	0	0	0	NR	0
ECHO	0.001	1	0	NR	NR	NR	NR	1
DOCKET HWC	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

<u>Database</u>	<u>Search Distance (Miles)</u>	<u>Target Property</u>	<u>< 1/8</u>	<u>1/8 - 1/4</u>	<u>1/4 - 1/2</u>	<u>1/2 - 1</u>	<u>> 1</u>	<u>Total Plotted</u>
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500	1	0	0	1	NR	NR	2
CUPA Listings	0.250	1	2	3	NR	NR	NR	6
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
EMI	0.001		0	NR	NR	NR	NR	0
ENF	0.001		0	NR	NR	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
HAZNET	0.001	1	0	NR	NR	NR	NR	1
ICE	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500	1	0	0	1	NR	NR	2
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001		0	NR	NR	NR	NR	0
PEST LIC	0.001		0	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
UIC	0.001		0	NR	NR	NR	NR	0
UIC GEO	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		0	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
MILITARY PRIV SITES PROJECT	0.001		0	NR	NR	NR	NR	0
WDR	0.001		0	NR	NR	NR	NR	0
CIWQS	0.001		0	NR	NR	NR	NR	0
CERS	0.001	2	0	NR	NR	NR	NR	2
NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
PROD WATER PONDS	0.001		0	NR	NR	NR	NR	0
SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0
HWTS	TP	2	NR	NR	NR	NR	NR	2
MINES MRDS	0.001		0	NR	NR	NR	NR	0
<u>EDR HIGH RISK HISTORICAL RECORDS</u>								
<i>EDR Exclusive Records</i>								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125	1	1	NR	NR	NR	NR	2
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
<u>EDR RECOVERED GOVERNMENT ARCHIVES</u>								
<i>Exclusive Recovered Govt. Archives</i>								
RGA LF	0.001		0	NR	NR	NR	NR	0
RGA LUST	0.001	2	0	NR	NR	NR	NR	2
- Totals --		21	6	6	5	0	0	38

MAP FINDINGS SUMMARY

<u>Database</u>	<u>Search Distance (Miles)</u>	<u>Target Property</u>	<u>< 1/8</u>	<u>1/8 - 1/4</u>	<u>1/4 - 1/2</u>	<u>1/2 - 1</u>	<u>> 1</u>	<u>Total Plotted</u>
-----------------	--	----------------------------	-----------------	------------------	------------------	----------------	---------------	--------------------------

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

A1
Target
Property

PLYMOUTH TRADING POST
18725 CA HWY 49
PLYMOUTH, CA 95669

FINDS **1026065391**
N/A

Site 1 of 13 in cluster A

Actual:
1085 ft.

FINDS:
 Registry ID: 110070632541

Click Here:

Environmental Interest/Information System:

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

A2
Target
Property

PLYMOUTH TRADING POST
18725 HWY 49
PLYMOUTH, CA 95669

CERS HAZ WASTE **S118821782**
CERS TANKS **N/A**
CUPA Listings
CERS

Site 2 of 13 in cluster A

Actual:
1085 ft.

CERS HAZ WASTE:
 Name: PLYMOUTH TRADING POST
 Address: 18725 HWY 49
 City,State,Zip: PLYMOUTH, CA 95669
 Site ID: 58018
 CERS ID: 10407295
 CERS Description: Hazardous Waste Generator

CERS TANKS:
 Name: PLYMOUTH TRADING POST
 Address: 18725 HWY 49
 City,State,Zip: PLYMOUTH, CA 95669
 Site ID: 58018
 CERS ID: 10407295
 CERS Description: Underground Storage Tank

CUPA AMADOR:
 Name: PLYMOUTH TRADING POST
 Address: 18725 HIGHWAY 49
 City,State,Zip: PLYMOUTH, CA
 Facility Id: FA0000198
 CERS ID: 10407295
 Program Element: 2223 - 2223 HMBP--SMALL BUSINESS - 1-3 CHEMICALS
 Billing Status: 01 - Active, billable
 Latitude: 38.48131
 Longitude: -120.84541
 Last Activity Date: 12/17/2019

Name: PLYMOUTH TRADING POST
 Address: 18725 HIGHWAY 49
 City,State,Zip: PLYMOUTH, CA
 Facility Id: FA0000198

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLYMOUTH TRADING POST (Continued)

S118821782

CERS ID: 10407295
Program Element: 2238 - 2238 HAZ WASTE GENERATOR, Exempt W/BUS PLAN
Billing Status: 01 - Active, billable
Latitude: 38.48131
Longitude: -120.84541
Last Activity Date: 12/17/2019

Name: PLYMOUTH TRADING POST
Address: 18725 HIGHWAY 49
City,State,Zip: PLYMOUTH, CA
Facility Id: FA0000198
CERS ID: 10407295
Program Element: 2300 - 2300 GENERAL UNDERGROUND STORAGE TANK
Billing Status: 01 - Active, billable
Latitude: 38.48131
Longitude: -120.84541
Last Activity Date: 10/08/2020

CERS:
Name: PLYMOUTH TRADING POST
Address: 18725 HWY 49
City,State,Zip: PLYMOUTH, CA 95669
Site ID: 58018
CERS ID: 10407295
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 10-10-2018
Citation: 23 CCR 16 2632(c)(2)(A)&(B) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2632(c)(2)(A)&(B)
Violation Description: Failure to continuously monitor the interstitial space of a double-walled tank with an audible and visual alarm system.
Violation Notes: Returned to compliance on 04/17/2019. Upon arrival at the site the Premium Gasoline UST annual space audio/visual liquid alarm was observed in alarm. Approximately 4 Gallon of premium gasoline was removed from the annual space after the monitoring system certification inspection was completed. The Premium UST Primary Tank is leaking fuel into the annular space and activating the annular space sensor. The tank will be Red Tagged on 10/10/2018. No further fuel will be stored in the tank until tank repairs have been completed. After removal of the gasoline from the annular space the alarm panel showed all functions normal. The operator on-site was informed to have the Premium Gasoline UST tested to identify the location of the Primary UST leak. Once the leak is located it can then be repaired under permit with this office.
Violation Division: Amador County Environmental Health
Violation Program: UST
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 10-09-2014
Citation: 23 CCR 16 2712(b) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)
Violation Description: Failure to maintain records of cathodic protection systems testing

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLYMOUTH TRADING POST (Continued)

S118821782

within six months of installation and at least every three years thereafter. and/or Failure to maintain records for the 60 calendar day inspection of the impressed-current system. and/or Failure to maintain records for sacrificial anodes testing every three years. and/or Failure to have written monitoring and maintenance records on-site or off-site at a readily available location if approved by the CUPA. Returned to compliance on 11/21/2014.

Violation Notes: Returned to compliance on 11/21/2014.
Violation Division: Amador County Environmental Health
Violation Program: UST
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 10-09-2014
Citation: 23 CCR 16 2638 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2638
Violation Description: Failure to test leak detection equipment as required every 12 months (VPH, sensor, LLD, ATG, etc.) and/or submit monitoring system certification to the CUPA within 30 days of completion of the test

Violation Notes: Returned to compliance on 11/08/2014.
Violation Division: Amador County Environmental Health
Violation Program: UST
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 10-08-2019
Citation: 23 CCR 16 2712(b)(1)(G) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1)(G)
Violation Description: Failure to comply with one or more of the following overfill prevention equipment requirements: Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling. Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, or replaced on and after October 1, - 2018. For USTs installed before October 1, 2018, perform an inspection by October 13, 2018 and every 36 months thereafter. For USTs installed on and after October- 1,- 2018, perform an inspection at installation and every 36 months thereafter. Inspected within 30 days after a repair to the overfill prevention equipment. Inspected using an applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer. Inspected by a certified UST service technician. Maintain records of overfill prevention equipment inspection for 36 months.

Violation Notes: Not reported
Violation Division: Amador County Environmental Health
Violation Program: UST
Violation Source: CERS

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLYMOUTH TRADING POST (Continued)

S118821782

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 10-08-2019
Citation: 23 CCR 16 2715(a)(2) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(a)(2)
Violation Description: Failure to submit the G Underground Storage Tank Statement of Understanding and Compliance Form.G
Violation Notes: Not reported
Violation Division: Amador County Environmental Health
Violation Program: UST
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 06-04-2019
Citation: 40 CFR 1 265.171 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.171
Violation Description: Failure to accumulate hazardous waste in a container that is in good condition.
Violation Notes: Do not store hazardous waste in plastic 55 gallon drums. Steel 55 gallon drums are required with a bolted ring to seal the drum. Have all containers transported and disposed of by a licensed hazardous waste transporter.
Violation Division: Amador County Environmental Health
Violation Program: HW
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 06-04-2019
Citation: 22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)
Violation Description: Failure to properly label hazardous waste accumulation containers and portable tanks with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.
Violation Notes: Always completely and properly label all hazardous waste drums once any hazardous waste has been placed in the drum. Some drums were not labeled and one was not properly or completely filled out on the drum.
Violation Division: Amador County Environmental Health
Violation Program: HW
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 12-17-2019
Citation: 22 CCR 12 66262.20 - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.20
Violation Description: Failure to prepare a Uniform Hazardous Waste Manifest and, if necessary, a Continuation Sheet, before the transport of a hazardous waste off-site for transfer, treatment, storage, or disposal.
Violation Notes: The 55 gallon drum in the shed contains water, gasoline, and diesel at the facility must be taken by a licensed hazardous waste transporter and must be manifested. A copy of the manifest must be submitted to this office for review. The manifest must list the transporter and final disposal location. We would ask that this violation be corrected

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLYMOUTH TRADING POST (Continued)

S118821782

on or before January 31, 2020.
Violation Division: Amador County Environmental Health
Violation Program: HW
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 10-09-2014
Citation: 23 CCR 16 2637 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2637
Violation Description: Failure to comply with one or more of the following: conduct secondary containment testing, within six months of installation and every 36 months thereafter, conducted in accordance with proper practices, protocols, or test methods.

Violation Notes: Returned to compliance on 10/09/2014.
Violation Division: Amador County Environmental Health
Violation Program: UST
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 10-14-2015
Citation: 23 CCR 16 2641(a) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(a)
Violation Description: Failure of sensor to be located in the proper position/location.
Violation Notes: Returned to compliance on 10/14/2015. UDC at dispenser 1&2 not at the lowest position in UDC. Sensor was observed laying in bottom of UDC.

Violation Division: Amador County Environmental Health
Violation Program: UST
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 10-04-2016
Citation: 23 CCR 16 2636(f)(1) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2636(f)(1)
Violation Description: Failure of the leak detection equipment to have an audible and visual alarm as required.
Violation Notes: Returned to compliance on 11/01/2016.
Violation Division: Amador County Environmental Health
Violation Program: UST
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 10-08-2020
Citation: 23 CCR 16 2712(b)(1)(G) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1)(G)
Violation Description: Failure to comply with one or more of the following overflow prevention equipment requirements: Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLYMOUTH TRADING POST (Continued)

S118821782

Violation Notes: capacity; or Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling. Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, or replaced on and after October 1, 2018. For USTs installed before October 1, 2018, perform an inspection by October 13, 2018 and every 36 months thereafter. For USTs installed on and after October 1, 2018, perform an inspection at installation and every 36 months thereafter. Inspected within 30 days after a repair to the overfill prevention equipment. Inspected using an applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer. Inspected by a certified UST service technician. Maintain records of overfill prevention equipment inspection for 36 months. overfill violations were noted on October 8, 2019. The 87 drop tube could not be removed and tested and the diesel shut off valve was set above 95% and must be replaced to correct the violations. The installation of an Audio/visual overfill alarm at the facility would correct the overfill violations as well. Correct the overfill violations on or before November 20, 2020.

Violation Division: Amador County Environmental Health
Violation Program: UST
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 10-08-2019
Citation: 23 CCR 16 2641(a) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(a)

Violation Description: Failure to maintain secondarily contained piping to allow liquid to flow into the sump in the event of a leak (i.e., failure to remove test boot).

Violation Notes: Not reported
Violation Division: Amador County Environmental Health
Violation Program: UST
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 10-08-2019
Citation: 23 CCR 16 2644.1(a)(2) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2644.1(a)(2)

Violation Description: Failure to demonstrate to the UPA that the equipment and methods used to monitor the UST system are certified by an independent third-party as complying with the standards set forth in 23 CCR 2643(f).

Violation Notes: Not reported
Violation Division: Amador County Environmental Health
Violation Program: UST
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 06-04-2019
Citation: HSC 6.5 25160.2 - California Health and Safety Code, Chapter 6.5, Section(s) 25160.2

Violation Description: Failure of a generator of hazardous waste that meets the conditions to

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLYMOUTH TRADING POST (Continued)

S118821782

be transported on a consolidated manifest to comply with one or more of the required consolidated manifesting procedures and retain copies of receipts for three years.

Violation Notes: No manifests are at the facility for review.
Violation Division: Amador County Environmental Health
Violation Program: HW
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 12-17-2019
Citation: HSC 6.5 25123.3(h)(1) - California Health and Safety Code, Chapter 6.5, Section(s) 25123.3(h)(1)

Violation Description: Failure to send hazardous waste offsite for treatment, storage, or disposal within 180 days (or 270 days if waste is transported over 200 miles) for a generator who generates less than 1000 kilogram per month if all of the following conditions are met: (1) The quantity of hazardous waste accumulated onsite never exceeds 6,000 kilograms. (2) The generator complies with the requirements of 40 Code of Federal Regulations section 262.34(d), (e) and (f). (3) The generator does not hold acutely hazardous waste or extremely hazardous waste in an amount greater than one kilogram for more than 90 days.

Violation Notes: The 55 gallon drum in the shed contains water, gasoline, and diesel at the facility must be taken by a licensed hazardous waste transporter and must be manifested. A copy of the manifest must be submitted to this office for review. The manifest must list the transporter and final disposal location. We would ask that this violation be corrected on or before January 31, 2020.

Violation Division: Amador County Environmental Health
Violation Program: HW
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 10-14-2015
Citation: 23 CCR 16 2643(d) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2643(d)

Violation Description: Failure to conduct daily monitoring for air in the pipe and log results.

Violation Notes: Returned to compliance on 11/03/2015. Owner and Designated Operator at site given and instructed to conduct daily inspections and keep daily logs of suction piping. Owner still not conducting daily suction pipe inspections.

Violation Division: Amador County Environmental Health
Violation Program: UST
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 06-04-2019
Citation: HSC 6.5 25123.3(h)(1) - California Health and Safety Code, Chapter 6.5, Section(s) 25123.3(h)(1)

Violation Description: Failure to send hazardous waste offsite for treatment, storage, or disposal within 180 days (or 270 days if waste is transported over 200 miles) for a generator who generates less than 1000 kilogram per month if all of the following conditions are met: (1) The quantity of hazardous waste accumulated onsite never exceeds 6,000 kilograms. (2)

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLYMOUTH TRADING POST (Continued)

S118821782

Violation Notes: The generator complies with the requirements of 40 Code of Federal Regulations section 262.34(d), (e) and (f). (3) The generator does not hold acutely hazardous waste or extremely hazardous waste in an amount greater than one kilogram for more than 90 days.
The Operator has 4 55 gallon drums with accumulated hazardous waste that have been stored on-site for more than 180 days. Correctly Label all hazardous waste and use a licensed hazardous waste transporter to properly dispose of the waste at least every 180 days.

Violation Division: Amador County Environmental Health
Violation Program: HW
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 10-09-2014
Citation: 23 CCR 16 2643(d) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2643(d)

Violation Description: Failure to conduct daily monitoring for air in the pipe and log results.

Violation Notes: Returned to compliance on 10/22/2015.
Violation Division: Amador County Environmental Health
Violation Program: UST
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 10-08-2019
Citation: HSC 6.7 25290.1(c),25290.2(c),25291(a)(2),2529.1(e) - California Health and Safety Code, Chapter 6.7, Section(s) 25290.1(c),25290.2(c),25291(a)(2),2529.1(e)

Violation Description: Failure to maintain secondary containment (e.g., failure of secondary containment testing).

Violation Notes: Not reported
Violation Division: Amador County Environmental Health
Violation Program: UST
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 10-08-2019
Citation: 23 CCR 16 2632(c)(2)(A)&(B) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2632(c)(2)(A)&(B)

Violation Description: Failure to continuously monitor the interstitial space of a double-walled tank with an audible and visual alarm system.

Violation Notes: Not reported
Violation Division: Amador County Environmental Health
Violation Program: UST
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 10-08-2019
Citation: HSC 6.7 25292.1(a) - California Health and Safety Code, Chapter 6.7, Section(s) 25292.1(a)

Violation Description: Failure to operate the UST system to prevent unauthorized releases including leaks, spills, and/or overfills.

Violation Notes: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLYMOUTH TRADING POST (Continued)

S118821782

Violation Division: Amador County Environmental Health
Violation Program: UST
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 06-04-2019
Citation: 22 CCR 12 66262.40(a) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.40(a)

Violation Description: Failure to keep a copy of each properly signed manifest for at least three years from the date the waste was accepted by the initial transporter. The manifest signed at the time the waste was accepted for transport shall be kept until receiving a signed copy from the designated facility which received the waste.

Violation Notes: Owners or Operator of a Hazardous Waste Generator Facility must retain Uniform Hazardous Waste Manifests for at least 3 years. Owner does not retain the manifests at the site. Begin to keep all hazardous waste manifests of transported and disposed hazardous wastes at the facility and retain for 3 years.

Violation Division: Amador County Environmental Health
Violation Program: HW
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 10-08-2019
Citation: HSC 6.7 25293 - California Health and Safety Code, Chapter 6.7, Section(s) 25293

Violation Description: Failure to maintain UST records in sufficient detail to enable the UPA to determine whether the UST systems are in compliance.

Violation Notes: Not reported
Violation Division: Amador County Environmental Health
Violation Program: UST
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 10-14-2015
Citation: 23 CCR 16 2636(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2636(f)

Violation Description: Failure to continuously monitor the interstitial space of the tank, piping and/or sumps sump such that the leak detection activates an audible/visual alarm when a leak is detected.

Violation Notes: Returned to compliance on 11/03/2015. Annual premium sensor in liquid. Premium annual alarm on at time of inspection. Will be pumping out liquid and clearing alarm. If alarm in annular space of premium tank continues owner will be required to have a tank and annular space test to check for primary containment leak. Rain proof vent pipe caps on premium ust annular space required.

Violation Division: Amador County Environmental Health
Violation Program: UST
Violation Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Violation Date: 10-08-2019
Citation: 23 CCR 16 2665(b) - California Code of Regulations, Title 23, Chapter

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLYMOUTH TRADING POST (Continued)

S118821782

Violation Description: 16, Section(s) 2665(b)
"Failure to submit a copy of the overfill prevention equipment inspection results on the G Overfill Prevention Equipment Inspection Report FormG to the UPA within 30 days after the inspection. "
Violation Notes: Not reported
Violation Division: Amador County Environmental Health
Violation Program: UST
Violation Source: CERS

Evaluation:
Eval General Type: Other/Unknown
Eval Date: 03-20-2019
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-02-2016
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-09-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-14-2015
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 02-08-2016
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-10-2016

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLYMOUTH TRADING POST (Continued)

S118821782

Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Amador County Environmental Health
Eval Program:	HMRRP
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	03-10-2016
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Amador County Environmental Health
Eval Program:	HW
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	06-04-2019
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Amador County Environmental Health
Eval Program:	HMRRP
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	10-04-2016
Violations Found:	Yes
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Not reported
Eval Division:	Amador County Environmental Health
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	10-08-2019
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Amador County Environmental Health
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	10-08-2020
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Amador County Environmental Health
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	06-04-2019
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLYMOUTH TRADING POST (Continued)

S118821782

Eval Division: Amador County Environmental Health
Eval Program: HW
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 08-29-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-12-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 10-23-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 11-04-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-10-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-10-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: UST
Eval Source: CERS

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLYMOUTH TRADING POST (Continued)

S118821782

Eval General Type: Other/Unknown
Eval Date: 10-25-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Permit to Construct issued. UST Upgrades.
Eval Division: Amador County Environmental Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 11-06-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Met manager to discuss removal and disposal of several 55 gallon drums of water mixed with diesel and gasoline.
Eval Division: Amador County Environmental Health
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 12-17-2019
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 12-17-2019
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HW
Eval Source: CERS

Enforcement Action:
Site ID: 58018
Site Name: Plymouth Trading Post
Site Address: 18725 HWY 49
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 02-14-2020
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Amador County Environmental Health
Enf Action Program: UNSPEC
Enf Action Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Site Address: 18725 HWY 49
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 06-04-2019

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLYMOUTH TRADING POST (Continued)

S118821782

Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Amador County Environmental Health
Enf Action Program: HW
Enf Action Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Site Address: 18725 HWY 49
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 10-04-2016
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Amador County Environmental Health
Enf Action Program: UST
Enf Action Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Site Address: 18725 HWY 49
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 10-08-2019
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Amador County Environmental Health
Enf Action Program: UST
Enf Action Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Site Address: 18725 HWY 49
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 10-08-2020
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Amador County Environmental Health
Enf Action Program: UST
Enf Action Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Site Address: 18725 HWY 49
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 10-09-2014
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Amador County Environmental Health
Enf Action Program: UST

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLYMOUTH TRADING POST (Continued)

S118821782

Enf Action Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Site Address: 18725 HWY 49
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 10-10-2018
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Amador County Environmental Health
Enf Action Program: UNSPEC
Enf Action Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Site Address: 18725 HWY 49
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 10-10-2018
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Amador County Environmental Health
Enf Action Program: UST
Enf Action Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Site Address: 18725 HWY 49
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 10-10-2018
Enf Action Type: Referral to Other
Enf Action Description: Referral to Other
Enf Action Notes: Premium gasoline leaking out of the primary tank into the annual space of the double walled fiberglass UST.
Enf Action Division: Amador County Environmental Health
Enf Action Program: UNSPEC
Enf Action Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post
Site Address: 18725 HWY 49
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 10-14-2015
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Amador County Environmental Health
Enf Action Program: UST
Enf Action Source: CERS

Site ID: 58018
Site Name: Plymouth Trading Post

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLYMOUTH TRADING POST (Continued)

S118821782

Site Address: 18725 HWY 49
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 12-17-2019
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Amador County Environmental Health
Enf Action Program: HW
Enf Action Source: CERS

Affiliation:

Affiliation Type Desc: Legal Owner
Entity Name: 3's Company Enterprise, Inc.
Entity Title: Not reported
Affiliation Address: 18725 HWY 49
Affiliation City: Plymouth
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 95669
Affiliation Phone: (209) 245-6303

Affiliation Type Desc: Parent Corporation
Entity Name: Plymouth Trading Post
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: UST Permit Applicant
Entity Name: Jim Pryor
Entity Title: Lead User
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (209) 765-3012

Affiliation Type Desc: UST Property Owner Name
Entity Name: Investment Development Associates
Entity Title: Not reported
Affiliation Address: P.O. Box 729
Affiliation City: Plymouth
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 95669
Affiliation Phone: (209) 245-3922

Affiliation Type Desc: UST Tank Operator
Entity Name: 3's Company Enterprise, Inc.
Entity Title: Not reported
Affiliation Address: 18725 HWY 49
Affiliation City: Jackson

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLYMOUTH TRADING POST (Continued)

S118821782

Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 95669
Affiliation Phone: (209) 245-6303

Affiliation Type Desc: UST Tank Owner
Entity Name: DAY & NITE MINI-MARTS, INC.
Entity Title: Not reported
Affiliation Address: P.O. Box 1315
Affiliation City: Rancho Murieta
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 95683
Affiliation Phone: (209) 765-3012

Affiliation Type Desc: Document Preparer
Entity Name: Steven Bhardwaj
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: Steven Bhardwaj
Entity Title: lead user
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Operator
Entity Name: 3's Company Enterprise, Inc.
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (916) 420-7492

Affiliation Type Desc: Environmental Contact
Entity Name: Lance Jagger
Entity Title: Not reported
Affiliation Address: P.O. Box 184
Affiliation City: Amador City
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95601
Affiliation Phone: Not reported

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLYMOUTH TRADING POST (Continued)

S118821782

Entity Title: Not reported
Affiliation Address: 18725 HWY 49
Affiliation City: Plymouth
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95669
Affiliation Phone: Not reported

Affiliation Type Desc: Property Owner
Entity Name: Plymouth Hospitality Partners
Entity Title: Not reported
Affiliation Address: P.O. Box 184
Affiliation City: Amador City
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 95601
Affiliation Phone: (209) 549-1015

Affiliation Type Desc: CUPA District
Entity Name: Amador County Env Health
Entity Title: Not reported
Affiliation Address: 810 Court Street
Affiliation City: Jackson
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95642
Affiliation Phone: (209) 223-6439

**A3
Target
Property**

**PLYMOUTH TRADING POST
18725 CA HWY 49
PLYMOUTH, CA 95669**

**ECHO 1025947372
N/A**

Site 3 of 13 in cluster A

**Actual:
1085 ft.**

ECHO:
Envid: 1025947372
Registry ID: 110070632541
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110070632541>
Name: PLYMOUTH TRADING POST
Address: 18725 CA HWY 49
City,State,Zip: PLYMOUTH, CA 95669

**A4
Target
Property**

**PLYMOUTH TRADING POST
18725 HWY 49
PLYMOUTH, CA 95669**

**FINDS 1016425539
N/A**

Site 4 of 13 in cluster A

**Actual:
1085 ft.**

FINDS:
Registry ID: 110055747358

Click Here:

Environmental Interest/Information System:
STATE MASTER
ICIS (Integrated Compliance Information System) is the Integrated

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLYMOUTH TRADING POST (Continued)

1016425539

Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

**A5
Target
Property**

**E-Z SERVE #100820
18725 HWY 49
PLYMOUTH, CA**

**RGA LUST S114612651
N/A**

Site 5 of 13 in cluster A

**Actual:
1085 ft.**

RGA LUST:

Name: E-Z SERVE #100820
Address: 18725 HWY 49
City: PLYMOUTH
State: PLYMOUTH
2012 E-Z SERVE #100820 18725 HWY 49
Name: E-Z SERVE #100820
Address: 18725 HWY 49
City: PLYMOUTH
State: PLYMOUTH
2011 E-Z SERVE #100820 18725 HWY 49
Name: E-Z SERVE #100820
Address: 18725 HWY 49
City: PLYMOUTH
State: PLYMOUTH
2010 E-Z SERVE #100820 18725 HWY 49
Name: E-Z SERVE #100820
Address: 18725 HWY 49
City: PLYMOUTH
State: PLYMOUTH
2009 E-Z SERVE #100820 18725 HWY 49
Name: E-Z SERVE #100820
Address: 18725 HWY 49
City: PLYMOUTH
State: PLYMOUTH
2008 E-Z SERVE #100820 18725 HWY 49
Name: E-Z SERVE #100820
Address: 18725 HWY 49
City: PLYMOUTH
State: PLYMOUTH
2007 E-Z SERVE #100820 18725 HWY 49
Name: E-Z SERVE #100820
Address: 18725 HWY 49
City: PLYMOUTH
State: PLYMOUTH
2006 E-Z SERVE #100820 18725 HWY 49

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

E-Z SERVE #100820 (Continued)

S114612651

Name: E-Z SERVE #100820
Address: 18725 HWY 49
City: PLYMOUTH
State: PLYMOUTH
2005 E-Z SERVE #100820 18725 HWY 49

**A6
Target
Property**

**E-Z SERVE
18725 HIGHWAY 49
PLYMOUTH, CA 95669**

**ENVIROSTOR
LUST
Cortese
HIST CORTESE
CERS**

**S101293929
N/A**

Site 6 of 13 in cluster A

**Actual:
1085 ft.**

ENVIROSTOR:
Name: E-Z SERVE
Address: 18725 HIGHWAY 49
City,State,Zip: PLYMOUTH, CA 95669
Facility ID: 03550004
Status: Refer: RWQCB
Status Date: 02/05/1988
Site Code: Not reported
Site Type: Historical
Site Type Detailed: * Historical
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Referred - Not Assigned
Division Branch: Cleanup Sacramento
Assembly: 05
Senate: 08
Special Program: * Rural County Survey Program
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 38.48136
Longitude: -120.8454
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 03550004
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 02/05/1988
Comments: SITE SCREENING DONE. REFERRED TO CVRWQCB. LEAKING TANK. COUNTY HAS NO PLANS FOR DETERMINING EXTENT OF CONTAMINATION.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 05/07/1987
Comments: FACILITY IDENTIFIED COUNTY HEALTH.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

E-Z SERVE (Continued)

S101293929

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

LUST:

Name: E-Z SERVE #100820
Address: 18725 HWY 49
City, State, Zip: PLYMOUTH, CA 95640
Lead Agency: CENTRAL VALLEY RWQCB (REGION 5S)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0600500011
Global Id: T0600500011
Latitude: 38.481540758
Longitude: -120.845508369
Status: Completed - Case Closed
Status Date: 02/09/2018
Case Worker: GKR
RB Case Number: 030013
Local Agency: AMADOR COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: The case was opened following an unauthorized release from an underground storage tank system at the subject site. Corrective action is underway as directed by the CVRWQCB. Corrective action may consist of preliminary site investigation, planning and implementation of remedial action, verification monitoring, or a combination thereof. A summary of the site history is available by clicking on either the "Cleanup Status History", "Regulatory Activities" or the "Site Maps/Documents" tab. For a complete site history the case file at the CVRWQCB should be consulted. Central Valley Water Board staff closed the case on 9 February 2018 as documented in the No Further Action Required letter.

LUST:

Global Id: T0600500011
Contact Type: Local Agency Caseworker
Contact Name: ROBERT FOURT
Organization Name: AMADOR COUNTY
Address: 500 ARGONAUT LANE
City: JACKSON
Email: Not reported
Phone Number: 2092236439

Global Id: T0600500011
Contact Type: Regional Board Caseworker
Contact Name: GEOFFREY RADER
Organization Name: CENTRAL VALLEY RWQCB (REGION 5S)
Address: 11020 Sun Center Drive, Suite 200
City: RANCHO CORDOVA

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

E-Z SERVE (Continued)

S101293929

Email: geoff.rader@waterboards.ca.gov
Phone Number: 9164644707

LUST:

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 05/29/2007
Action: Technical Correspondence / Assistance / Other

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 05/18/2007
Action: Technical Correspondence / Assistance / Other

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 05/30/2007
Action: Staff Letter

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 01/14/2008
Action: Site Visit / Inspection / Sampling

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 07/02/2009
Action: Technical Correspondence / Assistance / Other

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 07/30/2009
Action: Verbal Enforcement

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 07/16/2009
Action: Staff Letter

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 08/10/2011
Action: Verbal Enforcement

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 11/17/2011
Action: Verbal Enforcement

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 11/22/2011
Action: Technical Correspondence / Assistance / Other

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 01/14/2014

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

E-Z SERVE (Continued)

S101293929

Action: Verbal Enforcement

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 01/06/2016
Action: Staff Letter

Global Id: T0600500011
Action Type: RESPONSE
Date: 06/26/2001
Action: Soil and Water Investigation Report

Global Id: T0600500011
Action Type: RESPONSE
Date: 04/15/2003
Action: Soil and Water Investigation Report

Global Id: T0600500011
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0600500011
Action Type: RESPONSE
Date: 01/09/2006
Action: Interim Remedial Action Plan

Global Id: T0600500011
Action Type: RESPONSE
Date: 05/22/2006
Action: Preliminary Site Assessment Report

Global Id: T0600500011
Action Type: RESPONSE
Date: 01/31/2008
Action: Soil and Water Investigation Workplan

Global Id: T0600500011
Action Type: RESPONSE
Date: 01/15/2008
Action: Other Report / Document

Global Id: T0600500011
Action Type: RESPONSE
Date: 03/27/2006
Action: Corrective Action Plan / Remedial Action Plan

Global Id: T0600500011
Action Type: RESPONSE
Date: 05/22/2006
Action: Public Participation Plan

Global Id: T0600500011
Action Type: RESPONSE
Date: 02/09/2018
Action: Well Destruction Report

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

E-Z SERVE (Continued)

S101293929

Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	03/26/2008
Action:	Staff Letter
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	05/03/2001
Action:	Staff Letter
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	08/08/2007
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	02/23/2006
Action:	Staff Letter
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	04/28/2006
Action:	Staff Letter
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	11/25/2008
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	06/01/2009
Action:	File review
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	08/13/2010
Action:	Verbal Enforcement
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	03/23/2011
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	10/10/2011
Action:	Verbal Enforcement
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	10/26/2010
Action:	Site Visit / Inspection / Sampling
Global Id:	T0600500011
Action Type:	ENFORCEMENT

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

E-Z SERVE (Continued)

S101293929

Date: 03/11/2013
Action: Verbal Enforcement

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 01/09/2017
Action: Staff Letter

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 08/23/2010
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0600500011
Action Type: Other
Date: 06/21/1988
Action: Leak Reported

Global Id: T0600500011
Action Type: RESPONSE
Date: 08/20/2008
Action: Correspondence

Global Id: T0600500011
Action Type: RESPONSE
Date: 07/13/2004
Action: Soil and Water Investigation Workplan

Global Id: T0600500011
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0600500011
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0600500011
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0600500011
Action Type: RESPONSE
Date: 01/10/2005
Action: Other Report / Document

Global Id: T0600500011
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0600500011
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

E-Z SERVE (Continued)

S101293929

Global Id:	T0600500011
Action Type:	RESPONSE
Date:	03/14/2005
Action:	Other Report / Document
Global Id:	T0600500011
Action Type:	RESPONSE
Date:	02/06/2018
Action:	Well Destruction Report
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	11/08/2004
Action:	Staff Letter
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	03/30/2005
Action:	Staff Letter
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	11/22/2010
Action:	Clean Up Fund - Letter to RP
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	12/14/2007
Action:	Staff Letter
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	07/01/2008
Action:	Staff Letter
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	09/03/2008
Action:	Verbal Enforcement
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	05/20/2008
Action:	Staff Letter
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	09/13/2010
Action:	Staff Letter
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	01/27/2011
Action:	Staff Letter
Global Id:	T0600500011
Action Type:	ENFORCEMENT

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

E-Z SERVE (Continued)

S101293929

Date: 06/02/2011
Action: Verbal Enforcement

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 03/01/2011
Action: Technical Correspondence / Assistance / Other

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 08/29/2011
Action: Verbal Enforcement

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 09/30/2011
Action: Technical Correspondence / Assistance / Other

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 08/15/2012
Action: Verbal Enforcement

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 08/15/2012
Action: Verbal Enforcement

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 09/13/2012
Action: Verbal Enforcement

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 09/11/2012
Action: Site Visit / Inspection / Sampling

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 09/09/2015
Action: Staff Letter

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 07/16/2014
Action: CUF5Y

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 07/14/2014
Action: Verbal Enforcement

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 02/09/2018
Action: Closure/No Further Action Letter

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

E-Z SERVE (Continued)

S101293929

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 02/15/2011
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 10/28/2011
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 02/15/2011
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0600500011
Action Type: RESPONSE
Date: 10/30/2009
Action: Interim Remedial Action Report

Global Id: T0600500011
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0600500011
Action Type: RESPONSE
Date: 01/10/2005
Action: Other Workplan

Global Id: T0600500011
Action Type: RESPONSE
Date: 11/19/2004
Action: Other Workplan

Global Id: T0600500011
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0600500011
Action Type: RESPONSE
Date: 07/13/2004
Action: Other Workplan

Global Id: T0600500011
Action Type: RESPONSE
Date: 09/30/2008
Action: Soil and Water Investigation Report

Global Id: T0600500011
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0600500011
Action Type: ENFORCEMENT

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

E-Z SERVE (Continued)

S101293929

Date: 05/03/2001
Action: Staff Letter

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 04/22/2003
Action: File review

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 12/06/2005
Action: Staff Letter

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 06/30/2008
Action: Technical Correspondence / Assistance / Other

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 04/22/2004
Action: Staff Letter

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 02/24/2010
Action: Verbal Enforcement

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 03/02/2010
Action: Technical Correspondence / Assistance / Other

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 04/29/2010
Action: Technical Correspondence / Assistance / Other

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 06/14/2010
Action: Technical Correspondence / Assistance / Other

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 06/01/2011
Action: Technical Correspondence / Assistance / Other

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 03/11/2013
Action: Verbal Enforcement

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 08/29/2012
Action: Verbal Enforcement

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

E-Z SERVE (Continued)

S101293929

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 04/29/2013
Action: Technical Correspondence / Assistance / Other

Global Id: T0600500011
Action Type: RESPONSE
Date: 09/02/2008
Action: Correspondence

Global Id: T0600500011
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0600500011
Action Type: RESPONSE
Date: 08/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0600500011
Action Type: RESPONSE
Date: 03/17/2004
Action: Preliminary Site Assessment Report

Global Id: T0600500011
Action Type: RESPONSE
Date: 09/30/2008
Action: Interim Remedial Action Report

Global Id: T0600500011
Action Type: RESPONSE
Date: 06/30/2008
Action: Interim Remedial Action Report

Global Id: T0600500011
Action Type: RESPONSE
Date: 06/30/2011
Action: Interim Remedial Action Report

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 08/04/2008
Action: Warning Letter

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 11/28/2000
Action: Staff Letter

Global Id: T0600500011
Action Type: ENFORCEMENT
Date: 03/06/2008
Action: Staff Letter

Global Id: T0600500011
Action Type: ENFORCEMENT

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

E-Z SERVE (Continued)

S101293929

Date:	01/23/2008
Action:	Staff Letter
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	11/17/2010
Action:	Staff Letter
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	04/16/2012
Action:	Staff Letter
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	03/22/2012
Action:	Verbal Enforcement
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	03/19/2012
Action:	Verbal Enforcement
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	07/29/2014
Action:	Email Correspondence
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	01/12/2015
Action:	Email Correspondence
Global Id:	T0600500011
Action Type:	ENFORCEMENT
Date:	12/15/2016
Action:	Staff Letter
Global Id:	T0600500011
Action Type:	RESPONSE
Date:	07/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0600500011
Action Type:	RESPONSE
Date:	11/15/2010
Action:	Soil and Water Investigation Report
Global Id:	T0600500011
Action Type:	RESPONSE
Date:	12/31/2014
Action:	Soil and Water Investigation Report
Global Id:	T0600500011
Action Type:	RESPONSE
Date:	07/22/2016
Action:	Request for Closure - Regulator Responded

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

E-Z SERVE (Continued)

S101293929

Global Id: T0600500011
Action Type: REMEDIATION
Date: 08/17/2009
Action: In Situ Physical/Chemical Treatment (other than SVE)

Global Id: T0600500011
Action Type: REMEDIATION
Date: 01/23/2008
Action: In Situ Physical/Chemical Treatment (other than SVE)

LUST:

Global Id: T0600500011
Status: Open - Case Begin Date
Status Date: 06/21/1988

Global Id: T0600500011
Status: Open - Site Assessment
Status Date: 06/21/1988

Global Id: T0600500011
Status: Open - Site Assessment
Status Date: 04/20/2001

Global Id: T0600500011
Status: Open - Site Assessment
Status Date: 02/21/2003

Global Id: T0600500011
Status: Open - Verification Monitoring
Status Date: 07/09/2003

Global Id: T0600500011
Status: Open - Remediation
Status Date: 04/24/2006

Global Id: T0600500011
Status: Open - Site Assessment
Status Date: 08/14/2006

Global Id: T0600500011
Status: Open - Site Assessment
Status Date: 01/23/2008

Global Id: T0600500011
Status: Open - Remediation
Status Date: 02/01/2008

Global Id: T0600500011
Status: Open - Site Assessment
Status Date: 04/01/2008

Global Id: T0600500011
Status: Open - Assessment & Interim Remedial Action
Status Date: 03/02/2011

Global Id: T0600500011
Status: Open - Assessment & Interim Remedial Action

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

E-Z SERVE (Continued)

S101293929

Status Date: 10/02/2012

Global Id: T0600500011
Status: Open - Assessment & Interim Remedial Action
Status Date: 10/15/2012

Global Id: T0600500011
Status: Open - Site Assessment
Status Date: 07/15/2014

Global Id: T0600500011
Status: Open - Verification Monitoring
Status Date: 01/01/2015

Global Id: T0600500011
Status: Open - Remediation
Status Date: 03/28/2015

Global Id: T0600500011
Status: Open - Verification Monitoring
Status Date: 01/01/2016

Global Id: T0600500011
Status: Open - Eligible for Closure
Status Date: 01/09/2017

Global Id: T0600500011
Status: Completed - Case Closed
Status Date: 02/09/2018

LUST REG 5:

Name: E-Z SERVE #100820
Address: 18725 HWY 49
City: PLYMOUTH
Region: 5
Status: Remedial action (cleanup) Underway
Case Number: 030013
Case Type: Drinking Water Aquifer affected
Substance: GASOLINE
Staff Initials: GTM
Lead Agency: Regional
Program: LUST
MTBE Code: N/A

CORTESE:

Name: E-Z SERVE #100820
Address: 18725 HWY 49
City,State,Zip: PLYMOUTH, CA 95640
Region: CORTESE
Envirostor Id: Not reported
Global ID: T0600500011
Site/Facility Type: LUST CLEANUP SITE
Cleanup Status: COMPLETED - CASE CLOSED
Status Date: Not reported
Site Code: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

E-Z SERVE (Continued)

S101293929

Latitude: Not reported
Longitude: Not reported
Owner: Not reported
Enf Type: Not reported
Swat R: Not reported
Flag: active
Order No: Not reported
Waste Discharge System No: Not reported
Effective Date: Not reported
Region 2: Not reported
WID Id: Not reported
Solid Waste Id No: Not reported
Waste Management Uit Name: Not reported
File Name: Active Open

HIST CORTESE:

edr_fname: E-Z SERVE
edr_fadd1: 18725 49
City,State,Zip: PLYMOUTH, CA 95669
Region: CORTESE
Facility County Code: 3
Reg By: LTNKA
Reg Id: 030013

CERS:

Name: E-Z SERVE #100820
Address: 18725 HWY 49
City,State,Zip: PLYMOUTH, CA 95640
Site ID: 195816
CERS ID: T0600500011
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc: Regional Board Caseworker
Entity Name: GEOFFREY RADER - CENTRAL VALLEY RWQCB (REGION 5S)
Entity Title: Not reported
Affiliation Address: 11020 Sun Center Drive, Suite 200
Affiliation City: RANCHO CORDOVA
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 9164644707

Affiliation Type Desc: Local Agency Caseworker
Entity Name: ROBERT FOURT - AMADOR COUNTY
Entity Title: Not reported
Affiliation Address: 500 ARGONAUT LANE
Affiliation City: JACKSON
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 2092236439

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

A7 **PLYMOUTH TRADING POST**
Target **18725 CA HWY 49**
Property **PLYMOUTH, CA 95669**

HAZNET **S125544751**
HWTS **N/A**

Site 7 of 13 in cluster A

Actual:
1085 ft.

HAZNET:
Name: PLYMOUTH TRADING POST
Address: 18725 CA HWY 49
Address 2: Not reported
City,State,Zip: PLYMOUTH, CA 95669
Contact: STEVN BHARDVAI
Telephone: 5309233016
Mailing Name: Not reported
Mailing Address: 18725 CA HWY 49

Year: 2019
Gepaid: CAL000448170
TSD EPA ID: CAD008252405
CA Waste Code: 331 - Off-specification, aged or surplus organics
Disposal Method: H061 - Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.16500

HWTS:
Name: PLYMOUTH TRADING POST
Address: 18725 CA HWY 49
Address 2: Not reported
City,State,Zip: PLYMOUTH, CA 95669
EPA ID: CAL000448170
Inactive Date: Not reported
Create Date: 08/12/2019
Last Act Date: 10/31/2020
Mailing Name: Not reported
Mailing Address: 18725 CA HWY 49
Mailing Address 2: Not reported
Mailing City,State,Zip: PLYMOUTH, CA 95669
Owner Name: RAVINDER K
Owner Address: 18725 CA HWY 49
Owner Address 2: Not reported
Owner City,State,Zip: PLYMOUTH, CA 95669
Contact Name: STEVN BHARDVAI
Contact Address: 7911 JACOBSEN CT.
Contact Address 2: Not reported
City,State,Zip: SACRAMENTO, CA 95829

NAICS:
EPA ID: CAL000448170
Create Date: 2019-08-12 14:10:58.150
NAICS Code: 447190
NAICS Description: Other Gasoline Stations
Issued EPA ID Date: 2019-08-12 14:10:58.11700
Inactive Date: Not reported
Facility Name: PLYMOUTH TRADING POST
Facility Address: 18725 CA HWY 49
Facility Address 2: Not reported
Facility City: PLYMOUTH
Facility County: Not reported
Facility State: CA

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLYMOUTH TRADING POST (Continued)

S125544751

Facility Zip: 95669

A8
Target
Property

EZ SERVE 100820
18725 STATE HIGHWAY 49
PLYMOUTH, CA 95669

HWTS **S124861808**
N/A

Site 8 of 13 in cluster A

Actual:
1085 ft.

HWTS:

Name: EZ SERVE 100820
Address: 18725 STATE HIGHWAY 49
Address 2: Not reported
City,State,Zip: PLYMOUTH, CA 956698607
EPA ID: CAL000310450
Inactive Date: 06/30/2007
Create Date: 08/15/2006
Last Act Date: 03/20/2008
Mailing Name: Not reported
Mailing Address: 27141 ALISO CREEK RD STE 270
Mailing Address 2: Not reported
Mailing City,State,Zip: ALISO VIEJO, CA 92656
Owner Name: RESTRUCTURE PETROLEUM MKTG SERV INC
Owner Address: 205 S HOOVER BLVD
Owner Address 2: Not reported
Owner City,State,Zip: TAMPA, FL 33609
Contact Name: SHEILA ROGAN
Contact Address: 27141 ALISO CREEK RD STE 270
Contact Address 2: Not reported
City,State,Zip: ALISO VIEJO, CA 92656

NAICS:

EPA ID: CAL000310450
Create Date: 2006-08-15 15:12:19.350
NAICS Code: 44719
NAICS Description: Other Gasoline Stations
Issued EPA ID Date: 2006-08-15 15:12:19.33300
Inactive Date: 2007-06-30 00:00:00
Facility Name: EZ SERVE 100820
Facility Address: 18725 STATE HIGHWAY 49
Facility Address 2: Not reported
Facility City: PLYMOUTH
Facility County: Not reported
Facility State: CA
Facility Zip: 956698607

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

A9 PLYMOUTH TRADING POST
Target 18725 HWY 49
Property PLYMOUTH, CA 95669

UST U004263435
N/A

Site 9 of 13 in cluster A

Actual:
1085 ft.

UST:
Name: PLYMOUTH TRADING POST
Address: 18725 HWY 49
City,State,Zip: PLYMOUTH, CA 95669
Facility ID: FA0000198
Permitting Agency: Amador County Environmental Health
CERSID: 10407295
Latitude: 38.48131
Longitude: -120.84541

A10 PLYMOUTH TRADING POST
Target 18725 CA HWY 49
Property PLYMOUTH, CA 95669

RCRA NonGen / NLR 1025875037
CAL000448170

Site 10 of 13 in cluster A

Actual:
1085 ft.

RCRA NonGen / NLR:
Date Form Received by Agency: 20190812
Handler Name: PLYMOUTH TRADING POST
Handler Address: 18725 CA HWY 49
Handler City,State,Zip: PLYMOUTH, CA 95669
EPA ID: CAL000448170
Contact Name: STEVN BHARDVAI
Contact Address: 18725 CA HWY 49
Contact City,State,Zip: PLYMOUTH, CA 95669
Contact Telephone: 530-923-3016
Contact Fax: Not reported
Contact Email: Not reported
Contact Title: Not reported
EPA Region: 09
Land Type: Not reported
Federal Waste Generator Description: Not a generator, verified
Non-Notifier: Not reported
Biennial Report Cycle: Not reported
Accessibility: Not reported
Active Site Indicator: Not reported
State District Owner: Not reported
State District: Not reported
Mailing Address: 18725 CA HWY 49
Mailing City,State,Zip: PLYMOUTH, CA 95669
Owner Name: RAVINDER K
Owner Type: Other
Operator Name: STEVN BHARDVAI
Operator Type: Other
Short-Term Generator Activity: No
Importer Activity: No
Mixed Waste Generator: No
Transporter Activity: No
Transfer Facility Activity: No
Recycler Activity with Storage: No
Small Quantity On-Site Burner Exemption: No
Smelting Melting and Refining Furnace Exemption: No
Underground Injection Control: No
Off-Site Waste Receipt: No

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

PLYMOUTH TRADING POST (Continued)

1025875037

Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20190910
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name:	RAVINDER K
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	18725 CA HWY 49
Owner/Operator City,State,Zip:	PLYMOUTH, CA 95669
Owner/Operator Telephone:	916-420-7492
Owner/Operator Telephone Ext:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLYMOUTH TRADING POST (Continued)

1025875037

Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: STEVN BHARDVAI
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 18725 CA HWY 49
Owner/Operator City,State,Zip: PLYMOUTH, CA 95669
Owner/Operator Telephone: 530-923-3016
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:

Receive Date: 20190812
Handler Name: PLYMOUTH TRADING POST
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:

NAICS Code: 447190
NAICS Description: OTHER GASOLINE STATIONS

Facility Has Received Notices of Violations:

Violations: No Violations Found

Evaluation Action Summary:

Evaluations: No Evaluations Found

**A11
Target
Property**

**E-Z SERVE
18725 HWY 49
PLYMOUTH, CA**

**RGA LUST S114612760
N/A**

Site 11 of 13 in cluster A

**Actual:
1085 ft.**

RGA LUST:
Name: E-Z SERVE
Address: 18725 HWY 49
City: PLYMOUTH
State: PLYMOUTH
2003 E-Z SERVE 18725 HWY 49
Name: E-Z SERVE
Address: 18725 HWY 49
City: PLYMOUTH
State: PLYMOUTH

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

E-Z SERVE (Continued)

S114612760

	2002	E-Z SERVE	18725 HWY 49
Name:	E-Z SERVE		
Address:	18725 HWY 49		
City:	PLYMOUTH		
State:	PLYMOUTH		
	2001	E-Z SERVE	18725 HWY 49
Name:	E-Z SERVE		
Address:	18725 HWY 49		
City:	PLYMOUTH		
State:	PLYMOUTH		
	2000	E-Z SERVE	18725 HWY 49
Name:	E-Z SERVE		
Address:	18725 HWY 49		
City:	PLYMOUTH		
State:	PLYMOUTH		
	1998	E-Z SERVE	18725 HWY 49
Name:	E-Z SERVE		
Address:	18725 HWY 49		
City:	PLYMOUTH		
State:	PLYMOUTH		
	1997	E-Z SERVE	18725 HWY 49
Name:	E-Z SERVE		
Address:	18725 HWY 49		
City:	PLYMOUTH		
State:	PLYMOUTH		
	1996	E-Z SERVE	18725 HWY 49
Name:	E-Z SERVE		
Address:	18725 HWY 49		
City:	PLYMOUTH		
State:	PLYMOUTH		
	1995	E-Z SERVE	18725 HWY 49
Name:	E-Z SERVE		
Address:	18725 HWY 49		
City:	PLYMOUTH		
State:	PLYMOUTH		
	1994	E-Z SERVE	18725 HWY 49
Name:	E-Z SERVE		
Address:	18725 HWY 49		
City:	PLYMOUTH		
State:	PLYMOUTH		
	1993	E-Z SERVE	18725 HWY 49

**A12
 Target
 Property**

**DAY & NITE MINI MART INC
 18725 HIGHWAY 49
 PLYMOUTH, CA 95669**

**EDR Hist Auto 1020650878
 N/A**

Site 12 of 13 in cluster A

**Actual:
 1085 ft.**

EDR Hist Auto

Year:	Name:	Type:
1998	DAY & NITE MINI MART INC	Gasoline Service Stations, NEC
1999	DAY & NITE MINI MART INC	Gasoline Service Stations, NEC
2000	DAY & NITE MINI MART INC	Gasoline Service Stations, NEC
2001	DAY & NITE MINI MART INC	Gasoline Service Stations, NEC
2002	DAY & NITE MINI MART INC	Gasoline Service Stations, NEC

MAP FINDINGS

Map ID
Direction
Distance
Elevation

Site

Database(s)

EDR ID Number
EPA ID Number

A13 **E-Z SERVE #100820**
Target **18725 HWY 49**
Property **PLYMOUTH, CA 95640**

FINDS **1023295980**
 N/A

Site 13 of 13 in cluster A

Actual: FINDS:
1085 ft. Registry ID: 110065877536

Click Here:
Environmental Interest/Information System:
STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

B14 **DAY & NITE MINI-MARTS INC**
South **18680 STATE HIGHWAY 49**
< 1/8 **PLYMOUTH, CA 95669**
0.032 mi.
169 ft. **Site 1 of 2 in cluster B**

EDR Hist Auto **1020991166**
 N/A

Relative: EDR Hist Auto
Lower

Actual: 1069 ft.	Year: Name:	Type:
	2003 DAY & NITE MINI MART INC	Gasoline Service Stations, NEC
	2004 DAY & NITE MINI MART INC	Gasoline Service Stations, NEC
	2005 DAY & NITE MINI MART INC	Gasoline Service Stations, NEC
	2006 DAY & NITE MINI-MARTS INC	Gasoline Service Stations, NEC
	2007 DAY & NITE MINI-MARTS INC	Gasoline Service Stations, NEC
	2008 DAY & NITE MINI-MARTS INC	Gasoline Service Stations, NEC
	2009 DAY & NITE MINI-MARTS INC	Gasoline Service Stations, NEC
	2010 DAY & NITE MINI-MARTS INC	Gasoline Service Stations, NEC
	2011 DAY & NITE MINI-MARTS INC	Gasoline Service Stations, NEC
	2012 DAY & NITE MINI-MARTS INC	Gasoline Service Stations, NEC
	2013 DAY & NITE MINI-MARTS INC	Gasoline Service Stations, NEC

B15 **EXXON STATION 506**
SSW **HIGHWAY 49 AND MAIN ST**
< 1/8 **PLYMOUTH, CA 95669**
0.072 mi.
378 ft. **Site 2 of 2 in cluster B**

HIST UST **U001613615**
 N/A

Relative: HIST UST:
Lower Name: EXXON STATION 506

Actual: Address: HIGHWAY 49 AND MAIN ST
1062 ft. City,State,Zip: PLYMOUTH, CA 95669

File Number: 00021D74

URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00021D74.pdf>

Region: STATE

Facility ID: 00000013387

Facility Type: Gas Station

Other Type: Not reported

Contact Name: DICK BROOKS

Telephone: 2092231400

Owner Name: E-Z SERVE OF CALIFORNIA, INC.

Owner Address: P.O. BOX 3550

Owner City,St,Zip: ONTARIO, CA 91761

Total Tanks: 0003

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

EXXON STATION 506 (Continued)

U001613615

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: 1/4"
Leak Detection: Stock Inventor, None

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: 1/4"
Leak Detection: Stock Inventor, None

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Container Construction Thickness: 3/16"
Leak Detection: Stock Inventor, None

[Click here for Geo Tracker PDF:](#)

16
WNW
< 1/8
0.104 mi.
551 ft.

AMERIGAS-GOLD RIVER STORAGE
9419 LANDRUM ST
PLYMOUTH, CA 95669

CUPA Listings S112437261
CERS N/A

Relative:
Lower
Actual:
1083 ft.

CUPA AMADOR:
Name: AMERIGAS-GOLD RIVER STORAGE
Address: 9419 LANDRUM ST
City,State,Zip: PLYMOUTH, CA
Facility Id: FA0000329
CERS ID: 10238845
Program Element: 2223 - 2223 HMBP--SMALL BUSINESS - 1-3 CHEMICALS
Billing Status: 01 - Active, billable
Latitude: 0
Longitude: 0
Last Activity Date: 03/27/2020

CERS:
Name: AMERIGAS-GOLD RIVER STORAGE
Address: 9419 LANDRUM ST
City,State,Zip: PLYMOUTH, CA 95669
Site ID: 385134
CERS ID: 10238845
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 385134
Site Name: AmeriGas-Gold River Storage

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

AMERIGAS-GOLD RIVER STORAGE (Continued)

S112437261

Violation Date: 09-29-2014
Citation: 19 CCR 6.95 25508(a)(1) - California Code of Regulations, Title 19, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit the Business Activities Page and/or Business Owner Operator Identification Page.
Violation Notes: Returned to compliance on 12/10/2014.
Violation Division: Amador County Environmental Health
Violation Program: HMRRP
Violation Source: CERS

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-29-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-27-2020
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-17-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Enforcement Action:
Site ID: 385134
Site Name: AmeriGas-Gold River Storage
Site Address: 9419 LANDRUM ST
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 09-29-2014
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Amador County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS

Affiliation:
Affiliation Type Desc: Document Preparer
Entity Name: Robert Stoffel
Entity Title: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

AMERIGAS-GOLD RIVER STORAGE (Continued)

S112437261

Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: Robert Stoffel
Entity Title: Not reported
Affiliation Address: 8480 Specialty Court
Affiliation City: Sacramento
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95828
Affiliation Phone: Not reported

Affiliation Type Desc: Operator
Entity Name: Amerigas Propane LLP
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (209) 223-0706

Affiliation Type Desc: Identification Signer
Entity Name: Robert Stoffel
Entity Title: Safety Manager
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: CUPA District
Entity Name: Amador County Env Health
Entity Title: Not reported
Affiliation Address: 810 Court Street
Affiliation City: Jackson
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95642
Affiliation Phone: (209) 223-6439

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 5641 Davidson Rd
Affiliation City: Placerville
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95667
Affiliation Phone: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

AMERIGAS-GOLD RIVER STORAGE (Continued)

S112437261

Affiliation Type Desc: Legal Owner
Entity Name: AMERIGAS PROPANE, L.P.
Entity Title: Not reported
Affiliation Address: 10835 Hwy 49
Affiliation City: Jackson
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 95642
Affiliation Phone: (610) 337-7000

Affiliation Type Desc: Parent Corporation
Entity Name: AmeriGas-Gold River Storage
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

C17
WSW
< 1/8
0.106 mi.
561 ft.

WALTER ABERCROMBIE
9414 MAIN ST
PLYMOUTH, CA 95669
Site 1 of 2 in cluster C

HIST UST **U001613626**
N/A

Relative:
Lower
Actual:
1065 ft.

HIST UST:
Name: WALTER ABERCROMBIE
Address: 9414 MAIN ST
City,State,Zip: PLYMOUTH, CA 95669
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000053690
Facility Type: Other
Other Type: BUSINESS
Contact Name: WALTER ABERCROMBIE
Telephone: 2092456674
Owner Name: WALTER ABERCROMBIE
Owner Address: 9414 MAIN ST
Owner City,St,Zip: PLYMOUTH, CA 95669
Total Tanks: 0003

Tank Num: 001
Container Num: 1
Year Installed: 1974
Tank Capacity: 00002000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: 1/4
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: 1974
Tank Capacity: 00002000
Tank Used for: PRODUCT

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

WALTER ABERCROMBIE (Continued)

U001613626

Type of Fuel: UNLEADED
Container Construction Thickness: 1/4
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: 1974
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: 1/4
Leak Detection: Stock Inventor

C18
WSW
< 1/8
0.106 mi.
561 ft.

WALTER ABERCOMBIE
9414 MAIN ST
PLYMOUTH, CA 95669
Site 2 of 2 in cluster C

HIST UST
CUPA Listings
HWTS

S117037898
N/A

Relative:
Lower
Actual:
1065 ft.

HIST UST:
Name: WALTER ABERCOMBIE
Address: 9414 MAIN ST
City,State,Zip: PLYMOUTH, CA 95669
File Number: 00021E24
URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00021E24.pdf>
Region: Not reported
Facility ID: Not reported
Facility Type: Not reported
Other Type: Not reported
Contact Name: Not reported
Telephone: Not reported
Owner Name: Not reported
Owner Address: Not reported
Owner City,St,Zip: Not reported
Total Tanks: Not reported

Tank Num: Not reported
Container Num: Not reported
Year Installed: Not reported
Tank Capacity: Not reported
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

Click here for Geo Tracker PDF:

CUPA AMADOR:
Name: RIVER PINES STATION
Address: 9414 MAIN ST
City,State,Zip: PLYMOUTH, CA 95669
Facility Id: FA0000953
CERS ID: Not reported
Program Element: 2237 - 2237 HAZ WASTE GENERATOR, SMALL W/BUS PLAN
Billing Status: 02 - Inactive, non-billable
Latitude: Not reported
Longitude: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

WALTER ABERCOMBIE (Continued)

S117037898

Last Activity Date: Not reported

Name: RIVER PINES STATION
Address: 9414 MAIN ST
City,State,Zip: PLYMOUTH, CA 95669
Facility Id: FA0000953
CERS ID: Not reported
Program Element: 2223 - 2223 HMBP--FUEL/1-3 CHEMICAL
Billing Status: 02 - Inactive, non-billable
Latitude: Not reported
Longitude: Not reported
Last Activity Date: Not reported

HWTS:

Name: RIVER PINES STATION
Address: 9414 MAIN ST
Address 2: Not reported
City,State,Zip: PLYMOUTH, CA 95669
EPA ID: CAL000358008
Inactive Date: 02/14/2013
Create Date: 10/14/2010
Last Act Date: 02/14/2013
Mailing Name: Not reported
Mailing Address: PO BOX 83
Mailing Address 2: Not reported
Mailing City,State,Zip: RIVER PINES, CA 956750000
Owner Name: SCOTT JENSEN
Owner Address: 7370 SLUG GULCH RD
Owner Address 2: Not reported
Owner City,State,Zip: SOMERSET, CA 956840000
Contact Name: SCOTT JENSEN
Contact Address: 9414 MAIN ST
Contact Address 2: Not reported
City,State,Zip: PLYMOUTH, CA 956690000

NAICS:

EPA ID: CAL000358008
Create Date: 2010-10-14 13:38:24.660
NAICS Code: 811111
NAICS Description: General Automotive Repair
Issued EPA ID Date: 2010-10-14 13:38:24.47300
Inactive Date: 2013-02-14 00:00:00
Facility Name: RIVER PINES STATION
Facility Address: 9414 MAIN ST
Facility Address 2: Not reported
Facility City: PLYMOUTH
Facility County: Not reported
Facility State: CA
Facility Zip: 95669

MAP FINDINGS

Map ID			EDR ID Number
Direction			EPA ID Number
Distance			
Elevation	Site	Database(s)	

D19 ENE 1/8-1/4 0.138 mi. 727 ft.	RORY'S TOWING & REPAIR 9701 MAIN ST PLYMOUTH, CA Site 1 of 3 in cluster D	CUPA Listings	S111856856 N/A
--	--	----------------------	---------------------------------

Relative: Higher Actual: 1098 ft.	<table border="0" style="width: 100%;"> <tr> <td style="width: 20%;">CUPA AMADOR:</td> <td></td> </tr> <tr> <td>Name:</td> <td>RORY'S TOWING & REPAIR</td> </tr> <tr> <td>Address:</td> <td>9701 MAIN ST</td> </tr> <tr> <td>City,State,Zip:</td> <td>PLYMOUTH, CA</td> </tr> <tr> <td>Facility Id:</td> <td>FA0000409</td> </tr> <tr> <td>CERS ID:</td> <td>10238944</td> </tr> <tr> <td>Program Element:</td> <td>2223 - 2223 HMBP--SMALL BUSINESS - 1-3 CHEMICALS</td> </tr> <tr> <td>Billing Status:</td> <td>01 - Active, billable</td> </tr> <tr> <td>Latitude:</td> <td>38.4824</td> </tr> <tr> <td>Longitude:</td> <td>-120.8426</td> </tr> <tr> <td>Last Activity Date:</td> <td>07/09/2019</td> </tr> <tr> <td colspan="2"> </td> </tr> <tr> <td>Name:</td> <td>RORY'S TOWING & REPAIR</td> </tr> <tr> <td>Address:</td> <td>9701 MAIN ST</td> </tr> <tr> <td>City,State,Zip:</td> <td>PLYMOUTH, CA</td> </tr> <tr> <td>Facility Id:</td> <td>FA0000409</td> </tr> <tr> <td>CERS ID:</td> <td>10238944</td> </tr> <tr> <td>Program Element:</td> <td>2237 - 2237 HAZ WASTE GENERATOR, SMALL W/BUS PLAN</td> </tr> <tr> <td>Billing Status:</td> <td>01 - Active, billable</td> </tr> <tr> <td>Latitude:</td> <td>38.4824</td> </tr> <tr> <td>Longitude:</td> <td>-120.8426</td> </tr> <tr> <td>Last Activity Date:</td> <td>07/09/2019</td> </tr> </table>	CUPA AMADOR:		Name:	RORY'S TOWING & REPAIR	Address:	9701 MAIN ST	City,State,Zip:	PLYMOUTH, CA	Facility Id:	FA0000409	CERS ID:	10238944	Program Element:	2223 - 2223 HMBP--SMALL BUSINESS - 1-3 CHEMICALS	Billing Status:	01 - Active, billable	Latitude:	38.4824	Longitude:	-120.8426	Last Activity Date:	07/09/2019			Name:	RORY'S TOWING & REPAIR	Address:	9701 MAIN ST	City,State,Zip:	PLYMOUTH, CA	Facility Id:	FA0000409	CERS ID:	10238944	Program Element:	2237 - 2237 HAZ WASTE GENERATOR, SMALL W/BUS PLAN	Billing Status:	01 - Active, billable	Latitude:	38.4824	Longitude:	-120.8426	Last Activity Date:	07/09/2019
CUPA AMADOR:																																													
Name:	RORY'S TOWING & REPAIR																																												
Address:	9701 MAIN ST																																												
City,State,Zip:	PLYMOUTH, CA																																												
Facility Id:	FA0000409																																												
CERS ID:	10238944																																												
Program Element:	2223 - 2223 HMBP--SMALL BUSINESS - 1-3 CHEMICALS																																												
Billing Status:	01 - Active, billable																																												
Latitude:	38.4824																																												
Longitude:	-120.8426																																												
Last Activity Date:	07/09/2019																																												
Name:	RORY'S TOWING & REPAIR																																												
Address:	9701 MAIN ST																																												
City,State,Zip:	PLYMOUTH, CA																																												
Facility Id:	FA0000409																																												
CERS ID:	10238944																																												
Program Element:	2237 - 2237 HAZ WASTE GENERATOR, SMALL W/BUS PLAN																																												
Billing Status:	01 - Active, billable																																												
Latitude:	38.4824																																												
Longitude:	-120.8426																																												
Last Activity Date:	07/09/2019																																												

D20 ENE 1/8-1/4 0.138 mi. 727 ft.	RORYS TOWING & REPAIR INC 9701 MAIN ST PLYMOUTH, CA 95669 Site 2 of 3 in cluster D	RCRA NonGen / NLR	1024808418 CAL000279725
--	---	--------------------------	--

Relative: Higher Actual: 1098 ft.	<table border="0" style="width: 100%;"> <tr> <td style="width: 20%;">RCRA NonGen / NLR:</td> <td></td> </tr> <tr> <td>Date Form Received by Agency:</td> <td>20040305</td> </tr> <tr> <td>Handler Name:</td> <td>RORYS TOWING & REPAIR INC</td> </tr> <tr> <td>Handler Address:</td> <td>9701 MAIN ST</td> </tr> <tr> <td>Handler City,State,Zip:</td> <td>PLYMOUTH, CA 95669</td> </tr> <tr> <td>EPA ID:</td> <td>CAL000279725</td> </tr> <tr> <td>Contact Name:</td> <td>RORY SHERIDAN</td> </tr> <tr> <td>Contact Address:</td> <td>P.O. BOX 2</td> </tr> <tr> <td>Contact City,State,Zip:</td> <td>PLYMOUTH, CA 95669</td> </tr> <tr> <td>Contact Telephone:</td> <td>209-245-6674</td> </tr> <tr> <td>Contact Fax:</td> <td>209-245-4828</td> </tr> <tr> <td>Contact Email:</td> <td>RORYS_TOWING@ATT.NET</td> </tr> <tr> <td>Contact Title:</td> <td>Not reported</td> </tr> <tr> <td>EPA Region:</td> <td>09</td> </tr> <tr> <td>Land Type:</td> <td>Not reported</td> </tr> <tr> <td>Federal Waste Generator Description:</td> <td>Not a generator, verified</td> </tr> <tr> <td>Non-Notifier:</td> <td>Not reported</td> </tr> <tr> <td>Biennial Report Cycle:</td> <td>Not reported</td> </tr> <tr> <td>Accessibility:</td> <td>Not reported</td> </tr> <tr> <td>Active Site Indicator:</td> <td>Handler Activities</td> </tr> <tr> <td>State District Owner:</td> <td>Not reported</td> </tr> <tr> <td>State District:</td> <td>Not reported</td> </tr> <tr> <td>Mailing Address:</td> <td>PO BOX 2</td> </tr> <tr> <td>Mailing City,State,Zip:</td> <td>PLYMOUTH, CA 95669-0000</td> </tr> <tr> <td>Owner Name:</td> <td>RORY SHERIDAN</td> </tr> </table>	RCRA NonGen / NLR:		Date Form Received by Agency:	20040305	Handler Name:	RORYS TOWING & REPAIR INC	Handler Address:	9701 MAIN ST	Handler City,State,Zip:	PLYMOUTH, CA 95669	EPA ID:	CAL000279725	Contact Name:	RORY SHERIDAN	Contact Address:	P.O. BOX 2	Contact City,State,Zip:	PLYMOUTH, CA 95669	Contact Telephone:	209-245-6674	Contact Fax:	209-245-4828	Contact Email:	RORYS_TOWING@ATT.NET	Contact Title:	Not reported	EPA Region:	09	Land Type:	Not reported	Federal Waste Generator Description:	Not a generator, verified	Non-Notifier:	Not reported	Biennial Report Cycle:	Not reported	Accessibility:	Not reported	Active Site Indicator:	Handler Activities	State District Owner:	Not reported	State District:	Not reported	Mailing Address:	PO BOX 2	Mailing City,State,Zip:	PLYMOUTH, CA 95669-0000	Owner Name:	RORY SHERIDAN
RCRA NonGen / NLR:																																																			
Date Form Received by Agency:	20040305																																																		
Handler Name:	RORYS TOWING & REPAIR INC																																																		
Handler Address:	9701 MAIN ST																																																		
Handler City,State,Zip:	PLYMOUTH, CA 95669																																																		
EPA ID:	CAL000279725																																																		
Contact Name:	RORY SHERIDAN																																																		
Contact Address:	P.O. BOX 2																																																		
Contact City,State,Zip:	PLYMOUTH, CA 95669																																																		
Contact Telephone:	209-245-6674																																																		
Contact Fax:	209-245-4828																																																		
Contact Email:	RORYS_TOWING@ATT.NET																																																		
Contact Title:	Not reported																																																		
EPA Region:	09																																																		
Land Type:	Not reported																																																		
Federal Waste Generator Description:	Not a generator, verified																																																		
Non-Notifier:	Not reported																																																		
Biennial Report Cycle:	Not reported																																																		
Accessibility:	Not reported																																																		
Active Site Indicator:	Handler Activities																																																		
State District Owner:	Not reported																																																		
State District:	Not reported																																																		
Mailing Address:	PO BOX 2																																																		
Mailing City,State,Zip:	PLYMOUTH, CA 95669-0000																																																		
Owner Name:	RORY SHERIDAN																																																		

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

RORYS TOWING & REPAIR INC (Continued)

1024808418

Owner Type:	Other
Operator Name:	RORY SHERIDAN
Operator Type:	Other
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	Yes
Universal Waste Destination Facility:	Yes
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDs Where RCRA CA has Been Imposed Universe:	No
TSDs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSD Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20180905
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

RORYS TOWING & REPAIR INC (Continued)

1024808418

Sub-Part P Indicator: No

Handler - Owner Operator:

Owner/Operator Indicator: Owner
Owner/Operator Name: RORY SHERIDAN
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: P.O. BOX 2
Owner/Operator City,State,Zip: PLYMOUTH, CA 95669-0000
Owner/Operator Telephone: 209-245-5020
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: RORY SHERIDAN
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: P.O. BOX 2
Owner/Operator City,State,Zip: PLYMOUTH, CA 95669
Owner/Operator Telephone: 209-245-6674
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:

Receive Date: 20040305
Handler Name: RORYS TOWING & REPAIR INC
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:

NAICS Code: 811111
NAICS Description: GENERAL AUTOMOTIVE REPAIR

Facility Has Received Notices of Violations:

Violations: No Violations Found

Evaluation Action Summary:

Evaluations: No Evaluations Found

MAP FINDINGS

Map ID
Direction
Distance
Elevation

Site

Database(s)

EDR ID Number
EPA ID Number

D21
ENE
1/8-1/4
0.138 mi.
727 ft.

RORY'S TOWING & REPAIR
9701 MAIN ST
PLYMOUTH, CA 95669

CERS HAZ WASTE **S121789353**
CERS **N/A**

Site 3 of 3 in cluster D

Relative:
Higher
Actual:
1098 ft.

CERS HAZ WASTE:
Name: RORY'S TOWING & REPAIR
Address: 9701 MAIN ST
City,State,Zip: PLYMOUTH, CA 95669
Site ID: 62795
CERS ID: 10238944
CERS Description: Hazardous Waste Generator

CERS:
Name: RORY'S TOWING & REPAIR
Address: 9701 MAIN ST
City,State,Zip: PLYMOUTH, CA 95669
Site ID: 62795
CERS ID: 10238944
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 62795
Site Name: Rory's Towing & Repair
Violation Date: 03-29-2019
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date.
Violation Notes: Returned to compliance on 04/05/2019.
Violation Division: Amador County Environmental Health
Violation Program: HMRRP
Violation Source: CERS

Evaluation:
Eval General Type: Other/Unknown
Eval Date: 04-03-2019
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Failure to submit annual HMBP update
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-09-2019
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-12-2016
Violations Found: No
Eval Type: Routine done by local agency

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

RORY'S TOWING & REPAIR (Continued)

S121789353

Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-12-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-09-2019
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Coordinates:
Site ID: 62795
Facility Name: Rory's Towing & Repair
Env Int Type Code: HWG
Program ID: 10238944
Coord Name: Not reported
Ref Point Type Desc: Unknown
Latitude: 38.482395
Longitude: -120.842545

Affiliation:
Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: P. O. Box 2
Affiliation City: Plymouth
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95669
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: Sheridan, Rory
Entity Title: Not reported
Affiliation Address: P. O. Box 2
Affiliation City: Plymouth
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 95669
Affiliation Phone: (209) 245-6674

Affiliation Type Desc: Parent Corporation
Entity Name: Rory's Towing & Repair

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

RORY'S TOWING & REPAIR (Continued)

S121789353

Entity Title: Not reported
 Affiliation Address: Not reported
 Affiliation City: Not reported
 Affiliation State: Not reported
 Affiliation Country: Not reported
 Affiliation Zip: Not reported
 Affiliation Phone: Not reported

Affiliation Type Desc: CUPA District
 Entity Name: Amador County Env Health
 Entity Title: Not reported
 Affiliation Address: 810 Court Street
 Affiliation City: Jackson
 Affiliation State: CA
 Affiliation Country: Not reported
 Affiliation Zip: 95642
 Affiliation Phone: (209) 223-6439

Affiliation Type Desc: Environmental Contact
 Entity Name: Rory Sheridan
 Entity Title: Not reported
 Affiliation Address: P.O. Box 2
 Affiliation City: Plymouth
 Affiliation State: CA
 Affiliation Country: Not reported
 Affiliation Zip: 95669
 Affiliation Phone: Not reported

Affiliation Type Desc: Operator
 Entity Name: Rory Sheridan
 Entity Title: Not reported
 Affiliation Address: Not reported
 Affiliation City: Not reported
 Affiliation State: Not reported
 Affiliation Country: Not reported
 Affiliation Zip: Not reported
 Affiliation Phone: (209) 245-6674

22
WSW
1/8-1/4
0.170 mi.
898 ft.

AT&T CALIFORNIA - UE029
18655 POPLAR ST
PLYMOUTH, CA 95669

CERS HAZ WASTE
CUPA Listings
CERS

S112437254
N/A

Relative:
Lower
Actual:
1061 ft.

CERS HAZ WASTE:
 Name: AT&T CALIFORNIA - UE029
 Address: 18655 POPLAR ST
 City,State,Zip: PLYMOUTH, CA 95669
 Site ID: 433835
 CERS ID: 10238809
 CERS Description: Hazardous Waste Generator

CUPA AMADOR:
 Name: AT&T CALIFORNIA - UE029
 Address: 18655 POPLAR ST
 City,State,Zip: PLYMOUTH, CA

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

AT&T CALIFORNIA - UE029 (Continued)

S112437254

Facility Id: FA0000309
CERS ID: 10238809
Program Element: 2223 - 2223 HMBP--SMALL BUSINESS - 1-3 CHEMICALS
Billing Status: 01 - Active, billable
Latitude: 0
Longitude: 0
Last Activity Date: 04/28/2021

Name: AT&T CALIFORNIA - UE029
Address: 18655 POPLAR ST
City,State,Zip: PLYMOUTH, CA
Facility Id: FA0000309
CERS ID: 10238809
Program Element: 2238 - 2238 HAZ WASTE GENERATOR, Exempt W/BUS PLAN
Billing Status: 01 - Active, billable
Latitude: 0
Longitude: 0
Last Activity Date: 04/28/2021

CERS:

Name: AT&T CALIFORNIA - UE029
Address: 18655 POPLAR ST
City,State,Zip: PLYMOUTH, CA 95669
Site ID: 433835
CERS ID: 10238809
CERS Description: Chemical Storage Facilities

Evaluation:

Eval General Type: Compliance Evaluation Inspection
Eval Date: 08-29-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-21-2020
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-02-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-21-2020

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

AT&T CALIFORNIA - UE029 (Continued)

S112437254

Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-28-2021
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-02-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-28-2021
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 08-29-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HW
Eval Source: CERS

Affiliation:

Affiliation Type Desc: Legal Owner
Entity Name: Pacific Bell Telephone Company dba AT&T California
Entity Title: Not reported
Affiliation Address: 308 S. Akard St., 17th Floor
Affiliation City: Dallas
Affiliation State: TX
Affiliation Country: United States
Affiliation Zip: 75202
Affiliation Phone: (214) 464-1712

Affiliation Type Desc: Document Preparer
Entity Name: Peter Burnell, Sigma Consultants, Inc.
Entity Title: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

AT&T CALIFORNIA - UE029 (Continued)

S112437254

Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: AT&T EH&S Hotline - Option #1
Entity Title: Not reported
Affiliation Address: 308 S. Akard St., 17th Floor
Affiliation City: Dallas
Affiliation State: TX
Affiliation Country: Not reported
Affiliation Zip: 75202
Affiliation Phone: Not reported

Affiliation Type Desc: Parent Corporation
Entity Name: Pacific Bell Telephone Company dba AT&T California
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: CUPA District
Entity Name: Amador County Env Health
Entity Title: Not reported
Affiliation Address: 810 Court Street
Affiliation City: Jackson
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95642
Affiliation Phone: (209) 223-6439

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 308 S. Akard St., 17th Floor
Affiliation City: Dallas
Affiliation State: TX
Affiliation Country: Not reported
Affiliation Zip: 75202
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: Jeremy McGrue
Entity Title: National EPCRA Manager
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

AT&T CALIFORNIA - UE029 (Continued)

S112437254

Affiliation Type Desc: Operator
 Entity Name: AT&T California
 Entity Title: Not reported
 Affiliation Address: Not reported
 Affiliation City: Not reported
 Affiliation State: Not reported
 Affiliation Country: Not reported
 Affiliation Zip: Not reported
 Affiliation Phone: (800) 566-9347

**23
 NW
 1/8-1/4
 0.248 mi.
 1311 ft.**

**KAMPS PROPANE--HAWKSVIEW ESTATES
 GOLDEN WAY
 PLYMOUTH, CA 95669**

**CUPA Listings S112437354
 CERS N/A**

**Relative:
 Higher
 Actual:
 1112 ft.**

CUPA AMADOR:
 Name: KAMPS PROPANE--HAWKSVIEW ESTATES
 Address: GOLDEN WAY
 City,State,Zip: PLYMOUTH, CA
 Facility Id: FA0000903
 CERS ID: 10239283
 Program Element: 2223 - 2223 HMBP--SMALL BUSINESS - 1-3 CHEMICALS
 Billing Status: 01 - Active, billable
 Latitude: 0
 Longitude: 0
 Last Activity Date: 02/25/2020

CERS:
 Name: KAMPS PROPANE--HAWKSVIEW ESTATES
 Address: GOLDEN WAY
 City,State,Zip: PLYMOUTH, CA 95669
 Site ID: 395719
 CERS ID: 10239283
 CERS Description: Chemical Storage Facilities

Violations:
 Site ID: 395719
 Site Name: Kamps Propane--Hawksview Estates
 Violation Date: 03-30-2018
 Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
 Violation Description: Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date.
 Violation Notes: Returned to compliance on 04/11/2018. Notice of Violation. Failure to electronically submit business plan on or before March 1.
 Violation Division: Amador County Environmental Health
 Violation Program: HMRRP
 Violation Source: CERS
 Site ID: 395719
 Site Name: Kamps Propane--Hawksview Estates
 Violation Date: 03-01-2016
 Citation: HSC 6.95 25508.2 - California Health and Safety Code, Chapter 6.95, Section(s) 25508.2
 Violation Description: Failure to annually review and electronically certify that the

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

KAMPS PROPANE--HAWKSVIEW ESTATES (Continued)

S112437354

business plan is complete, accurate, and up-to-date.
Violation Notes: Returned to compliance on 06/09/2016.
Violation Division: Amador County Environmental Health
Violation Program: HMRRP
Violation Source: CERS

Site ID: 395719
Site Name: Kamps Propane--Hawksview Estates
Violation Date: 03-29-2019
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date.

Violation Notes: Returned to compliance on 04/12/2019.
Violation Division: Amador County Environmental Health
Violation Program: HMRRP
Violation Source: CERS

Evaluation:
Eval General Type: Other/Unknown
Eval Date: 05-27-2016
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-11-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-25-2020
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-22-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

KAMPS PROPANE--HAWKSVIEW ESTATES (Continued)

S112437354

Eval Date: 03-30-2018
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Notice of Violation. Failure to electronically submit business plan on or before March 1.
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 04-03-2019
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Failure to submit annual HMBP update
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Enforcement Action:
Site ID: 395719
Site Name: Kamps Propane--Hawksview Estates
Site Address: GOLDEN WAY
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 05-27-2016
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Amador County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Amador County Env Health
Entity Title: Not reported
Affiliation Address: 810 Court Street
Affiliation City: Jackson
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95642
Affiliation Phone: (209) 223-6439

Affiliation Type Desc: Environmental Contact
Entity Name: Ernie Burgess
Entity Title: Not reported
Affiliation Address: P.O. Box 1191
Affiliation City: Pine Grove
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95665
Affiliation Phone: Not reported

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

KAMPS PROPANE--HAWKSVIEW ESTATES (Continued)

S112437354

Affiliation Address: P.O. Box 1191
 Affiliation City: Pine Grove
 Affiliation State: CA
 Affiliation Country: Not reported
 Affiliation Zip: 95665
 Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
 Entity Name: Kamps, John
 Entity Title: Not reported
 Affiliation Address: 1915 Moffat Blvd
 Affiliation City: Manteca
 Affiliation State: CA
 Affiliation Country: United States
 Affiliation Zip: 95336
 Affiliation Phone: (209) 296-5544

Affiliation Type Desc: Parent Corporation
 Entity Name: Kamps Propane--Hawkview Estates
 Entity Title: Not reported
 Affiliation Address: Not reported
 Affiliation City: Not reported
 Affiliation State: Not reported
 Affiliation Country: Not reported
 Affiliation Zip: Not reported
 Affiliation Phone: Not reported

Affiliation Type Desc: Operator
 Entity Name: Kamps Propane
 Entity Title: Not reported
 Affiliation Address: Not reported
 Affiliation City: Not reported
 Affiliation State: Not reported
 Affiliation Country: Not reported
 Affiliation Zip: Not reported
 Affiliation Phone: (209) 823-8924

24
East
1/4-1/2
0.304 mi.
1605 ft.

SHENANDOAH VALLEY SCHOOL
10010 SHENANDOAH ROAD
PLYMOUTH, CA 95685

ENVIROSTOR S107027254
SCH N/A

Relative:
Higher
Actual:
1144 ft.

ENVIROSTOR:
 Name: SHENANDOAH VALLEY SCHOOL
 Address: 10010 SHENANDOAH ROAD
 City,State,Zip: PLYMOUTH, CA 95685
 Facility ID: 30820029
 Status: Certified / Operation & Maintenance
 Status Date: 04/29/2010
 Site Code: 104455
 Site Type: School Cleanup
 Site Type Detailed: School
 Acres: 2.78
 NPL: NO
 Regulatory Agencies: SMBRP
 Lead Agency: SMBRP

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHENANDOAH VALLEY SCHOOL (Continued)

S107027254

Program Manager: Jose Luevano
Supervisor: Jose Salcedo
Division Branch: Northern California Schools & Santa Susana
Assembly: 05
Senate: 08
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 38.48183
Longitude: -120.8394
APN: 008-070-029
Past Use: NONE
Potential COC: Naturally Occurring Asbestos (NOA)
Confirmed COC: Naturally Occurring Asbestos (NOA)
Potential Description: SOIL
Alias Name: AMADOR COUNTY USD-AMADOR COUNTY COM. SCL
Alias Type: Alternate Name
Alias Name: Shenandoah Valley School
Alias Type: Alternate Name
Alias Name: 008-070-029
Alias Type: APN
Alias Name: 110033605221
Alias Type: EPA (FRS #)
Alias Name: 104455
Alias Type: Project Code (Site Code)
Alias Name: 30820029
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/14/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: School Cleanup Agreement
Completed Date: 12/27/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 01/24/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 03/01/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/18/2018

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHENANDOAH VALLEY SCHOOL (Continued)

S107027254

Comments: DTSC issued its 2018/19 annual oversight cost estimate.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 07/12/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 02/16/2018
Comments: 2015/2016 Annual Cost Estimate: Amador COE, Amador Community School Exp (104455)

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 08/27/2020
Comments: July 2020 Through June 2021 Annual Cost Estimate for the Subject site.
Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation and Maintenance Report
Completed Date: 06/17/2015
Comments: On Jun 17, 2015, DTSC approved the 2015 ANNUAL O&M REPORT: AMADOR COE, AMADOR COMMUNITY SCHOOL EXP (104455).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation and Maintenance Report
Completed Date: 04/06/2017
Comments: On Apr 6, 2017, DTSC approves 2016 Annual NOA O&M Inspection Report, and request to modify inspection and reporting frequencies. Inspection frequencies will change from quarterly to semi-annual, annual inspections and reporting will change to biennial inspections and reporting.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 03/02/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 02/22/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 04/26/2016
Comments: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHENANDOAH VALLEY SCHOOL (Continued)

S107027254

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 03/25/2015
Comments: DTSC provided oversight for the 2015 O&M annual inspection.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 12/22/2015
Comments: On Dec 22, 2015, DTSC issued 2015/2016 Annual Cost Estimate for the Amador COE, Amador Community School Exp(104455) project.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 12/07/2016
Comments: ON Dec 7, 2016, DTSC issued the Cost Estimation Worksheet of planned costs associated with the project for the 2016/17 fiscal year.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 02/16/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 02/21/2006
Comments: RAW approved to address NOA. Cover will be asphalt and building pad. Native vegetation on slopes.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.15 Request
Completed Date: 05/30/2006
Comments: DTSC approved the SPFD Form 4.15, Commitment to complete further investigation and/or response actions prior to school occupancy at the school.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 01/15/2006
Comments: Approved the Fact Sheet for NOA RAW.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 04/13/2009
Comments: Approved Removal Action Completion Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation and Maintenance Plan
Completed Date: 04/29/2010

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHENANDOAH VALLEY SCHOOL (Continued)

S107027254

Comments: DTSC approves the final O&M Plan and certifies that all response actions have been completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation and Maintenance Report
Completed Date: 03/15/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation and Maintenance Report
Completed Date: 07/13/2010
Comments: DTSC approved the 2010 Annual Inspection Summary Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation and Maintenance Report
Completed Date: 02/17/2012
Comments: DTSC approved the Amended 2011 Annual inspection summary report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation and Maintenance Report
Completed Date: 05/24/2012
Comments: DTSC Approves the 2012 Annual O&M Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 02/28/2013
Comments: Finalized the Public Notice for the start of the 5-Yr Review. Sent copy of the Public Notice to the District to post at the school. The public notice will run in the Amador Ledger Dispatch on March 13, 2013.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 11/04/2013
Comments: DTSC approves the 2013 5-Yr Review Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation and Maintenance Report
Completed Date: 03/25/2015
Comments: On Mar 25, 2015, DTSC issued approval of the 2014 O&M Inspection Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation and Maintenance Plan
Completed Date: 03/26/2015
Comments: On Mar 26, 2015, DTSC issued approval of the O&M Plan 2015 Update.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHENANDOAH VALLEY SCHOOL (Continued)

S107027254

Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 05/11/2018
Comments: On May 11, 2018, the Second 5-Year Review and 2018 Inspection was completed. Attendance included Joe Pechette (ACOE), John Pfeiffer of Geocon, and DTSC PM.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 05/20/2014
Comments: DTSC PM participated in 2014 Annual Inspection

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 06/30/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 12/05/2008
Comments: O&M Agreement has been signed by the District and the DTSC PM. One original copy has been mailed to the district.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 01/31/2008
Comments: DTSC issued change in PM notice to the District.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 03/21/2013
Comments: DTSC Approves the 2012 Annual O&M Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 04/30/2010
Comments: DTSC certified all appropriate removal actions have been completed and all engineering practices were implemented. The site requires ongoing O&M and monitoring of the NOA cap system.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 03/24/2010
Comments: On March 24, 2010 the 2010 Annual Inspection was conducted. Minor issues found: 1) There is an imported compost pile to be used in the garden area. District is looking into if NOA soil is associated with it. 2) Animals are borrowing in the area of the soil disposal area and the lawn area. 3) Eroded soil is washing on to the overflow parking area. 4) Copies of the reports are not kept on site. 5) The annual NOA training has not occurred. 6) Change in the DTSC personal. Mark Malinowski is no longer with the Schools Unit. His replacement

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHENANDOAH VALLEY SCHOOL (Continued)

S107027254

has yet to be determined. In addition, the slurry seal to be placed on the asphalt overflow parking area and in two locations of the asphalt play area is postponed until the district has money and currently these areas of asphalt are in good condition.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 03/21/2012
Comments: On March 22, 2012, the 2012 Annual O&M Inspection was conducted at Amador County Community School Expansion. Joey Pechette, Dave Bieber, and Mary Gaspari inspected the school campus. -No issues found during the inspection. -District stated that the asphalt overflow parking area will be refinished with a slurry seal this year. -There were changes to the neighboring property to the west and the southwest. These areas are now planted with grapes.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 03/23/2011
Comments: Informed by Geocon (Mr. Bieber) that the 2011 Annual Inspection and Annual NOA Awareness training was conducted today. In addition to the items noted on 3/21/2011, two additional items requiring attention are; the portion of the clean utility corridor within the fenced existing landscaped area requires some additional seeding as does the area between the soil disposal area and the new classroom building where there are wheel ruts. See attached email.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 05/27/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 02/27/2009
Comments: The 2009 Annual O&M Inspection was performed. There were three minor issues found. 1) Two locks missing on the 6-foot fence. 2) Soil washout along the 6-ft fence line leading to the upper parking area. 3) NOA soil being washed on to the overflow parking from run off from the upper parking area.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 03/28/2008
Comments: Site Visit by MP and Mark Malinowski to see the progress of the Removal Action.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: PROJECT WIDE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHENANDOAH VALLEY SCHOOL (Continued)

S107027254

Schedule Sub Area Name: Not reported
Schedule Document Type: 5 Year Review Reports
Schedule Due Date: 10/14/2020
Schedule Revised Date: 01/13/2021

SCH:

Name: SHENANDOAH VALLEY SCHOOL
Address: 10010 SHENANDOAH ROAD
City,State,Zip: PLYMOUTH, CA 95685
Facility ID: 30820029
Site Type: School Cleanup
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 2.78
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Jose Luevano
Supervisor: Jose Salcedo
Division Branch: Northern California Schools & Santa Susana
Site Code: 104455
Assembly: 05
Senate: 08
Special Program Status: Not reported
Status: Certified / Operation & Maintenance
Status Date: 04/29/2010
Restricted Use: NO
Funding: School District
Latitude: 38.48183
Longitude: -120.8394
APN: 008-070-029
Past Use: NONE
Potential COC: Naturally Occurring Asbestos (NOA)
Confirmed COC: Naturally Occurring Asbestos (NOA)
Potential Description: SOIL
Alias Name: AMADOR COUNTY USD-AMADOR COUNTY COM. SCL
Alias Type: Alternate Name
Alias Name: Shenandoah Valley School
Alias Type: Alternate Name
Alias Name: 008-070-029
Alias Type: APN
Alias Name: 110033605221
Alias Type: EPA (FRS #)
Alias Name: 104455
Alias Type: Project Code (Site Code)
Alias Name: 30820029
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/14/2005
Comments: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHENANDOAH VALLEY SCHOOL (Continued)

S107027254

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: School Cleanup Agreement
Completed Date: 12/27/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 01/24/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 03/01/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/18/2018
Comments: DTSC issued its 2018/19 annual oversight cost estimate.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 07/12/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 02/16/2018
Comments: 2015/2016 Annual Cost Estimate: Amador COE, Amador Community School Exp (104455)

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 08/27/2020
Comments: July 2020 Through June 2021 Annual Cost Estimate for the Subject site.
Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation and Maintenance Report
Completed Date: 06/17/2015
Comments: On Jun 17, 2015, DTSC approved the 2015 ANNUAL O&M REPORT: AMADOR COE, AMADOR COMMUNITY SCHOOL EXP (104455).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation and Maintenance Report
Completed Date: 04/06/2017
Comments: On Apr 6, 2017, DTSC approves 2016 Annual NOA O&M Inspection Report, and request to modify inspection and reporting frequencies.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHENANDOAH VALLEY SCHOOL (Continued)

S107027254

Inspection frequencies will change from quarterly to semi-annual, annual inspections and reporting will change to biennial inspections and reporting.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 03/02/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 02/22/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 04/26/2016
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 03/25/2015
Comments: DTSC provided oversight for the 2015 O&M annual inspection.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 12/22/2015
Comments: On Dec 22, 2015, DTSC issued 2015/2016 Annual Cost Estimate for the Amador COE, Amador Community School Exp(104455) project.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 12/07/2016
Comments: ON Dec 7, 2016, DTSC issued the Cost Estimation Worksheet of planned costs associated with the project for the 2016/17 fiscal year.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 02/16/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 02/21/2006
Comments: RAW approved to address NOA. Cover will be asphalt and building pad. Native vegetation on slopes.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHENANDOAH VALLEY SCHOOL (Continued)

S107027254

Completed Document Type: 4.15 Request
Completed Date: 05/30/2006
Comments: DTSC approved the SPFD Form 4.15, Commitment to complete further investigation and/or response actions prior to school occupancy at the school.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 01/15/2006
Comments: Approved the Fact Sheet for NOA RAW.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 04/13/2009
Comments: Approved Removal Action Completion Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation and Maintenance Plan
Completed Date: 04/29/2010
Comments: DTSC approves the final O&M Plan and certifies that all response actions have been completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation and Maintenance Report
Completed Date: 03/15/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation and Maintenance Report
Completed Date: 07/13/2010
Comments: DTSC approved the 2010 Annual Inspection Summary Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation and Maintenance Report
Completed Date: 02/17/2012
Comments: DTSC approved the Amended 2011 Annual inspection summary report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation and Maintenance Report
Completed Date: 05/24/2012
Comments: DTSC Approves the 2012 Annual O&M Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 02/28/2013
Comments: Finalized the Public Notice for the start of the 5-Yr Review. Sent copy of the Public Notice to the District to post at the school. The public notice will run in the Amador Ledger Dispatch on March 13, 2013.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHENANDOAH VALLEY SCHOOL (Continued)

S107027254

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 11/04/2013
Comments: DTSC approves the 2013 5-Yr Review Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation and Maintenance Report
Completed Date: 03/25/2015
Comments: On Mar 25, 2015, DTSC issued approval of the 2014 O&M Inspection Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation and Maintenance Plan
Completed Date: 03/26/2015
Comments: On Mar 26, 2015, DTSC issued approval of the O&M Plan 2015 Update.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 05/11/2018
Comments: On May 11, 2018, the Second 5-Year Review and 2018 Inspection was completed. Attendance included Joe Pechette (ACOE), John Pfeiffer of Geocon, and DTSC PM.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 05/20/2014
Comments: DTSC PM participated in 2014 Annual Inspection

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 06/30/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 12/05/2008
Comments: O&M Agreement has been signed by the District and the DTSC PM. One original copy has been mailed to the district.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 01/31/2008
Comments: DTSC issued change in PM notice to the District.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 03/21/2013
Comments: DTSC Approves the 2012 Annual O&M Report.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHENANDOAH VALLEY SCHOOL (Continued)

S107027254

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 04/30/2010
Comments: DTSC certified all appropriate removal actions have been completed and all engineering practices were implemented. The site requires ongoing O&M and monitoring of the NOA cap system.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 03/24/2010
Comments: On March 24, 2010 the 2010 Annual Inspection was conducted. Minor issues found: 1) There is an imported compost pile to be used in the garden area. District is looking into if NOA soil is associated with it. 2) Animals are borrowing in the area of the soil disposal area and the lawn area. 3) Eroded soil is washing on to the overflow parking area. 4) Copies of the reports are not kept on site. 5) The annual NOA training has not occurred. 6) Change in the DTSC personal. Mark Malinowski is no longer with the Schools Unit. His replacement has yet to be determined. In addition, the slurry seal to be placed on the asphalt overflow parking area and in two locations of the asphalt play area is postponed until the district has money and currently these areas of asphalt are in good condition.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 03/21/2012
Comments: On March 22, 2012, the 2012 Annual O&M Inspection was conducted at Amador County Community School Expansion. Joey Pechette, Dave Bieber, and Mary Gaspari inspected the school campus. -No issues found during the inspection. -District stated that the asphalt overflow parking area will be refinished with a slurry seal this year. -There were changes to the neighboring property to the west and the southwest. These areas are now planted with grapes.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 03/23/2011
Comments: Informed by Geocon (Mr. Bieber) that the 2011 Annual Inspection and Annual NOA Awareness training was conducted today. In addition to the items noted on 3/21/2011, two additional items requiring attention are; the portion of the clean utility corridor within the fenced existing landscaped area requires some additional seeding as does the area between the soil disposal area and the new classroom building where there are wheel ruts. See attached email.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 05/27/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

SHENANDOAH VALLEY SCHOOL (Continued)

S107027254

Completed Document Type: Site Inspections/Visit (Non LUR)
 Completed Date: 02/27/2009
 Comments: The 2009 Annual O&M Inspection was performed. There were three minor issues found. 1) Two locks missing on the 6-foot fence. 2) Soil washout along the 6-ft fence line leading to the upper parking area. 3) NOA soil being washed on to the overflow parking from run off from the upper parking area.

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Site Inspections/Visit (Non LUR)
 Completed Date: 03/28/2008
 Comments: Site Visit by MP and Mark Malinowski to see the progress of the Removal Action.

Future Area Name: Not reported
 Future Sub Area Name: Not reported
 Future Document Type: Not reported
 Future Due Date: Not reported
 Schedule Area Name: PROJECT WIDE
 Schedule Sub Area Name: Not reported
 Schedule Document Type: 5 Year Review Reports
 Schedule Due Date: 10/14/2020
 Schedule Revised Date: 01/13/2021

25
 WSW
 1/4-1/2
 0.324 mi.
 1710 ft.

26TH AGRIC ASSOC
18500 SHERWOOD
PLYMOUTH, CA 95669

LUST **S102423411**
Cortese **N/A**
HIST CORTESE
CERS

Relative:
Lower
Actual:
1042 ft.

LUST:
 Name: 26TH AGRIC ASSOC
 Address: 18500 SHERWOOD ST
 City,State,Zip: PLYMOUTH, CA 95640
 Lead Agency: CENTRAL VALLEY RWQCB (REGION 5S)
 Case Type: LUST Cleanup Site
 Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0600500006
 Global Id: T0600500006
 Latitude: 38.4797088
 Longitude: -120.8514147
 Status: Completed - Case Closed
 Status Date: 08/25/1992
 Case Worker: GTM
 RB Case Number: 030007
 Local Agency: AMADOR COUNTY
 File Location: Not reported
 Local Case Number: Not reported
 Potential Media Affect: Soil
 Potential Contaminants of Concern: Gasoline
 Site History: Not reported

LUST:
 Global Id: T0600500006
 Contact Type: Local Agency Caseworker
 Contact Name: WILLIE SCHEIDT
 Organization Name: AMADOR COUNTY
 Address: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

26TH AGRIC ASSOC (Continued)

S102423411

City: r5 UNKNOWN
Email: Not reported
Phone Number: Not reported

Global Id: T0600500006
Contact Type: Regional Board Caseworker
Contact Name: GLENN T. MEEKS
Organization Name: CENTRAL VALLEY RWQCB (REGION 5S)
Address: 11020 SUN CENTER DRIVE #200
City: RANCHO CORDOVA
Email: gmeeks@waterboards.ca.gov
Phone Number: Not reported

LUST:

Global Id: T0600500006
Action Type: RESPONSE
Date: 10/22/1987
Action: Unauthorized Release Form

Global Id: T0600500006
Action Type: ENFORCEMENT
Date: 08/25/1992
Action: Closure/No Further Action Letter

Global Id: T0600500006
Action Type: Other
Date: 10/22/1987
Action: Leak Reported

Global Id: T0600500006
Action Type: Other
Date: 09/18/1987
Action: Leak Discovery

LUST:

Global Id: T0600500006
Status: Open - Case Begin Date
Status Date: 09/18/1987

Global Id: T0600500006
Status: Open - Site Assessment
Status Date: 10/22/1987

Global Id: T0600500006
Status: Completed - Case Closed
Status Date: 08/25/1992

LUST REG 5:

Name: 26TH AGRIC ASSOC
Address: 18500 SHERWOOD ST
City: PLYMOUTH
Region: 5
Status: Case Closed
Case Number: 030007
Case Type: Soil only

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

26TH AGRIC ASSOC (Continued)

S102423411

Substance: GASOLINE
Staff Initials: GTM
Lead Agency: Regional
Program: LUST
MTBE Code: N/A

CORTESE:

Name: 26TH AGRIC ASSOC
Address: 18500 SHERWOOD ST
City,State,Zip: PLYMOUTH, CA 95640
Region: CORTESE
Envirostor Id: Not reported
Global ID: T0600500006
Site/Facility Type: LUST CLEANUP SITE
Cleanup Status: COMPLETED - CASE CLOSED
Status Date: Not reported
Site Code: Not reported
Latitude: Not reported
Longitude: Not reported
Owner: Not reported
Enf Type: Not reported
Swat R: Not reported
Flag: active
Order No: Not reported
Waste Discharge System No: Not reported
Effective Date: Not reported
Region 2: Not reported
WID Id: Not reported
Solid Waste Id No: Not reported
Waste Management Uit Name: Not reported
File Name: Active Open

HIST CORTESE:

edr_fname: 26TH AGRIC ASSOC
edr_fadd1: 18500 SHERWOOD
City,State,Zip: PLYMOUTH, CA 95669
Region: CORTESE
Facility County Code: 3
Reg By: LTNKA
Reg Id: 030007

CERS:

Name: 26TH AGRIC ASSOC
Address: 18500 SHERWOOD ST
City,State,Zip: PLYMOUTH, CA 95640
Site ID: 214618
CERS ID: T0600500006
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc: Local Agency Caseworker
Entity Name: WILLIE SCHEIDT - AMADOR COUNTY
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: r5 UNKNOWN
Affiliation State: CA

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

26TH AGRIC ASSOC (Continued)

S102423411

Affiliation Country: Not reported
 Affiliation Zip: Not reported
 Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
 Entity Name: GLENN T. MEEKS - CENTRAL VALLEY RWQCB (REGION 5S)
 Entity Title: Not reported
 Affiliation Address: 11020 SUN CENTER DRIVE #200
 Affiliation City: RANCHO CORDOVA
 Affiliation State: CA
 Affiliation Country: Not reported
 Affiliation Zip: Not reported
 Affiliation Phone: Not reported

26
SSW
1/4-1/2
0.411 mi.
2170 ft.

Relative:
Lower

Actual:
1056 ft.

FOOTHILL GARAGE & WRECKING INC
9408 PACIFIC ST
PLYMOUTH, CA 95669

ENVIROSTOR
CERS HAZ WASTE
CUPA Listings
HAZNET
NPDES
WDS
CIWQS
CERS
HWTS

S102008326
N/A

ENVIROSTOR:
 Name: FOOTHILL GARAGE & AUTO WRECKERS
 Address: 9408 PACIFIC STREET
 City,State,Zip: PLYMOUTH, CA 95669
 Facility ID: 03500003
 Status: Refer: Other Agency
 Status Date: 09/12/1995
 Site Code: Not reported
 Site Type: Historical
 Site Type Detailed: * Historical
 Acres: Not reported
 NPL: NO
 Regulatory Agencies: NONE SPECIFIED
 Lead Agency: NONE SPECIFIED
 Program Manager: Not reported
 Supervisor: Referred - Not Assigned
 Division Branch: Cleanup Sacramento
 Assembly: 05
 Senate: 08
 Special Program: * Rural County Survey Program
 Restricted Use: NO
 Site Mgmt Req: NONE SPECIFIED
 Funding: Not reported
 Latitude: 38.47509
 Longitude: -120.8476
 APN: NONE SPECIFIED
 Past Use: NONE SPECIFIED
 Potential COC: * UNSPECIFIED SOLVENT MIXTURES * WASTE OIL & MIXED OIL * OTHER
 INORGANIC SOLID WASTE
 Confirmed COC: NONE SPECIFIED
 Potential Description: NONE SPECIFIED
 Alias Name: 03500003
 Alias Type: Envirostor ID Number

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 11/09/1987
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 11/09/1987
Comments: SITE SCREENING DONE. PRELIMINARY ASSESSMENT DONE. SITE INSPECTION LOW PRIORITY RECOMMENDED BASED ON PAST WASTE HANDLING PRACTICES.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 10/01/1987
Comments: FACILITY IDENTIFIED 87 PHONE BOOK.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CERS HAZ WASTE:

Name: PLYMOUTH USED OIL CENTER
Address: 9408 PACIFIC STREET
City,State,Zip: PLYMOUTH, CA 95669
Site ID: 58019
CERS ID: 10239304
CERS Description: Hazardous Waste Generator

Name: FOOTHILL GARAGE & WRECKING
Address: 9408 PACIFIC ST
City,State,Zip: PLYMOUTH, CA 95669
Site ID: 392891
CERS ID: 10239160
CERS Description: Hazardous Waste Generator

CUPA AMADOR:

Name: PLYMOUTH USED OIL CENTER
Address: 9408 PACIFIC ST
City,State,Zip: PLYMOUTH, CA
Facility Id: FA0000915
CERS ID: 10239304
Program Element: 2238 - 2238 HAZ WASTE GENERATOR, Exempt W/BUS PLAN
Billing Status: 04 - Active, exempt from billing
Latitude: 0
Longitude: 0
Last Activity Date: 03/24/2020

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Name: FOOTHILL GARAGE & WRECKING
Address: 9408 PACIFIC ST
City,State,Zip: PLYMOUTH, CA
Facility Id: FA0000784
CERS ID: 10239160
Program Element: 2238 - 2238 HAZ WASTE GENERATOR, Exempt W/BUS PLAN
Billing Status: 01 - Active, billable
Latitude: 0
Longitude: 0
Last Activity Date: 03/13/2020

Name: PLYMOUTH USED OIL CENTER
Address: 9408 PACIFIC ST
City,State,Zip: PLYMOUTH, CA
Facility Id: FA0000915
CERS ID: 10239304
Program Element: 2223 - 2223 HMBP--SMALL BUSINESS - 1-3 CHEMICALS
Billing Status: 04 - Active, exempt from billing
Latitude: 0
Longitude: 0
Last Activity Date: 03/24/2020

Name: FOOTHILL GARAGE & WRECKING
Address: 9408 PACIFIC ST
City,State,Zip: PLYMOUTH, CA
Facility Id: FA0000784
CERS ID: 10239160
Program Element: 2223 - 2223 HMBP--SMALL BUSINESS - 1-3 CHEMICALS
Billing Status: 01 - Active, billable
Latitude: 0
Longitude: 0
Last Activity Date: 03/13/2020

HAZNET:

Name: FOOTHILL GARAGE & WRECKING INC
Address: 9408 PACIFIC ST
Address 2: Not reported
City,State,Zip: PLYMOUTH, CA 95669
Contact: EARL CROCKER/CEO
Telephone: 2092453370
Mailing Name: Not reported
Mailing Address: PO BOX 115

Year: 2017
Gepaid: CAL000380543
TSD EPA ID: AZR000515924
CA Waste Code: 223 - Unspecified oil-containing waste
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.1

Year: 2015
Gepaid: CAL000380543
TSD EPA ID: AZR000515924
CA Waste Code: 223 - Unspecified oil-containing waste
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Tons: 0.35

Year: 2014
Gepaid: CAL000380543
TSD EPA ID: NVT330010000
CA Waste Code: 223 - Unspecified oil-containing waste
Disposal Method: H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)

Tons: 0.45

Year: 2013
Gepaid: CAL000380543
TSD EPA ID: CAD980884183
CA Waste Code: 223 - Unspecified oil-containing waste
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)

Tons: 0.4

Additional Info:

Year: 2014
Gen EPA ID: CAL000380543

Shipment Date: 20141117
Creation Date: 5/5/2015 22:15:14
Receipt Date: 20141125
Manifest ID: 012778112JJK
Trans EPA ID: CAR000171017
Trans Name: FREMOUW ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSD EPA ID: NVT330010000
Trans Name: US ECOLOGY INC
TSD EPA Alt ID: Not reported
TSD EPA Alt Name: Not reported
Waste Code Description: 223 - Unspecified oil-containing waste
RCRA Code: Not reported
Meth Code: H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)

Quantity Tons: 0.3
Waste Quantity: 600
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Shipment Date: 20140305
Creation Date: 7/24/2014 22:15:15
Receipt Date: 20140312
Manifest ID: 010198750JJK
Trans EPA ID: CAR000171017
Trans Name: FREMOUW ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID: CAR000175422
Trans 2 Name: WORLDWIDE RECOVERY SYSTEM INC
TSD EPA ID: NVT330010000

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Trans Name: US ECOLOGY INC
TSDf Alt EPA ID: Not reported
TSDf Alt Name: Not reported
Waste Code Description: 223 - Unspecified oil-containing waste
RCRA Code: Not reported
Meth Code: H132 - Landfill Or Surface Impoundment That Will Be Closed As
Landfill(To Include On-Site Treatment And/Or Stabilization)
Quantity Tons: 0.15
Waste Quantity: 300
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Additional Info:

Year: 2015
Gen EPA ID: CAL000380543

Shipment Date: 20151104
Creation Date: 5/4/2016 22:16:02
Receipt Date: 20151117
Manifest ID: 014520749JJK
Trans EPA ID: CAR000171017
Trans Name: FREMOUW ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID: CAR000175422
Trans 2 Name: WORLDWIDE RECOVERY SYSTEM INC
TSDf EPA ID: AZR000515924
Trans Name: YUMA YES LLC
TSDf Alt EPA ID: Not reported
TSDf Alt Name: Not reported
Waste Code Description: 223 - Unspecified oil-containing waste
RCRA Code: Not reported
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No
Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons: 0.1
Waste Quantity: 200
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Shipment Date: 20150724
Creation Date: 1/21/2016 22:15:55
Receipt Date: 20150730
Manifest ID: 013452488JJK
Trans EPA ID: CAR000171017
Trans Name: FREMOUW ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID: CAR000175422
Trans 2 Name: WORLDWIDE RECOVERY SYSTEM INC
TSDf EPA ID: AZR000515924
Trans Name: YUMA YES INC
TSDf Alt EPA ID: Not reported
TSDf Alt Name: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Waste Code Description: 223 - Unspecified oil-containing waste
RCRA Code: Not reported
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons: 0.25
Waste Quantity: 500
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Additional Info:

Year: 2013
Gen EPA ID: CAL000380543

Shipment Date: 20130326
Creation Date: 5/3/2013 22:15:44
Receipt Date: 20130402
Manifest ID: 010189437JJK
Trans EPA ID: CAR000171017
Trans Name: FREMOUW ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSDf EPA ID: CAD980884183
Trans Name: GEM OF RANCHO CORDOVA LLC DBA PSC ENV S
TSDf Alt EPA ID: Not reported
TSDf Alt Name: Not reported
Waste Code Description: 223 - Unspecified oil-containing waste
RCRA Code: Not reported
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons: 0.4
Waste Quantity: 800
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Additional Info:

Year: 2017
Gen EPA ID: CAL000380543

Shipment Date: 20171110
Creation Date: 10/16/2018 18:31:15
Receipt Date: 20171117
Manifest ID: 016710866JJK
Trans EPA ID: CAR000171017
Trans Name: FREMOUW ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID: CAR000175422
Trans 2 Name: WORLDWIDE RECOVERY SYSTEM INC
TSDf EPA ID: AZR000515924
Trans Name: YUMA YES LLC

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

TSDf Alt EPA ID: Not reported
TSDf Alt Name: Not reported
Waste Code Description: 223 - Unspecified oil-containing waste
RCRA Code: Not reported
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons: 0.06
Waste Quantity: 120
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Shipment Date: 20170922
Creation Date: 7/23/2018 18:30:12
Receipt Date: 20171002
Manifest ID: 016710548JJK
Trans EPA ID: CAR000171017
Trans Name: FREMOUW ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID: CAR000175422
Trans 2 Name: WORLDWIDE RECOVERY SYSTEM INC
TSDf EPA ID: AZR000515924
Trans Name: YUMA YES LLC
TSDf Alt EPA ID: Not reported
TSDf Alt Name: Not reported
Waste Code Description: 223 - Unspecified oil-containing waste
RCRA Code: Not reported
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons: 0.1
Waste Quantity: 200
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

NPDES:
Name: FOOTHILL GARAGE WRECKING INC
Address: 9408 PACIFIC ST
City,State,Zip: PLYMOUTH, CA 95669
Facility Status: Not reported
NPDES Number: Not reported
Region: Not reported
Agency Number: Not reported
Regulatory Measure ID: Not reported
Place ID: Not reported
Order Number: Not reported
WDID: 5S031003887
Regulatory Measure Type: Industrial
Program Type: Not reported
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Expiration Date Of Regulatory Measure: Not reported
Discharge Address: Not reported
Discharge Name: Not reported
Discharge City: Not reported
Discharge State: Not reported
Discharge Zip: Not reported
Status: Active
Status Date: 04/03/1992
Operator Name: Foothill Garage Wrecking Inc
Operator Address: Not reported
Operator City: Not reported
Operator State: Not reported
Operator Zip: Not reported

NPDES as of 03/2018:

NPDES Number: CAS000001
Status: Active
Agency Number: 0
Region: 5S
Regulatory Measure ID: 197755
Order Number: 97-03-DWQ
Regulatory Measure Type: Enrollee
Place ID: Not reported
WDID: 5S03I003887
Program Type: Industrial
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: 04/03/1992
Expiration Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported
Discharge Name: Foothill Garage Wrecking Inc
Discharge Address: PO Box 115
Discharge City: Plymouth
Discharge State: California
Discharge Zip: 95669
Received Date: Not reported
Processed Date: Not reported
Status: Not reported
Status Date: Not reported
Place Size: Not reported
Place Size Unit: Not reported
Contact: Not reported
Contact Title: Not reported
Contact Phone: Not reported
Contact Phone Ext: Not reported
Contact Email: Not reported
Operator Name: Not reported
Operator Address: Not reported
Operator City: Not reported
Operator State: Not reported
Operator Zip: Not reported
Operator Contact: Not reported
Operator Contact Title: Not reported
Operator Contact Phone: Not reported
Operator Contact Phone Ext: Not reported
Operator Contact Email: Not reported
Operator Type: Not reported
Developer: Not reported
Developer Address: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Developer City:	Not reported
Developer State:	Not reported
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commercial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	Not reported
Receiving Water Name:	Not reported
Certifier:	Not reported
Certifier Title:	Not reported
Certification Date:	Not reported
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported
NPDES Number:	Not reported
Status:	Not reported
Agency Number:	Not reported
Region:	5S
Regulatory Measure ID:	197755
Order Number:	Not reported
Regulatory Measure Type:	Industrial
Place ID:	Not reported
WDID:	5S031003887
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Received Date:	05/09/2008
Processed Date:	04/03/1992
Status:	Active
Status Date:	04/03/1992
Place Size:	68860

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Place Size Unit:	SqFt
Contact:	Ben Crocker Steve Crocker
Contact Title:	President
Contact Phone:	209-245-3370
Contact Phone Ext:	Not reported
Contact Email:	info@foothillgw.com
Operator Name:	Foothill Garage Wrecking Inc
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported
Operator Contact:	Not reported
Operator Contact Title:	Not reported
Operator Contact Phone:	Not reported
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	Not reported
Operator Type:	Private Individual
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	California
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	209-245-3370
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commercial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	N
Receiving Water Name:	Little Indian Creek
Certifier:	Earl Crocker III
Certifier Title:	President
Certification Date:	02-FEB-15
Primary Sic:	5015-Motor Vehicle Parts, Used
Secondary Sic:	Not reported
Tertiary Sic:	Not reported
Name:	FOOTHILL GARAGE WRECKING INC
Address:	9408 PACIFIC ST
City,State,Zip:	PLYMOUTH, CA 95669
Facility Status:	Active

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

NPDES Number: CAS000001
Region: 5S
Agency Number: 0
Regulatory Measure ID: 197755
Place ID: Not reported
Order Number: 97-03-DWQ
WDID: 5S031003887
Regulatory Measure Type: Enrollee
Program Type: Industrial
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: 04/03/1992
Termination Date Of Regulatory Measure: Not reported
Expiration Date Of Regulatory Measure: Not reported
Discharge Address: PO Box 115
Discharge Name: Foothill Garage Wrecking Inc
Discharge City: Plymouth
Discharge State: California
Discharge Zip: 95669
Status: Not reported
Status Date: Not reported
Operator Name: Not reported
Operator Address: Not reported
Operator City: Not reported
Operator State: Not reported
Operator Zip: Not reported

NPDES as of 03/2018:

NPDES Number: CAS000001
Status: Active
Agency Number: 0
Region: 5S
Regulatory Measure ID: 197755
Order Number: 97-03-DWQ
Regulatory Measure Type: Enrollee
Place ID: Not reported
WDID: 5S031003887
Program Type: Industrial
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: 04/03/1992
Expiration Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported
Discharge Name: Foothill Garage Wrecking Inc
Discharge Address: PO Box 115
Discharge City: Plymouth
Discharge State: California
Discharge Zip: 95669
Received Date: Not reported
Processed Date: Not reported
Status: Not reported
Status Date: Not reported
Place Size: Not reported
Place Size Unit: Not reported
Contact: Not reported
Contact Title: Not reported
Contact Phone: Not reported
Contact Phone Ext: Not reported
Contact Email: Not reported
Operator Name: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported
Operator Contact:	Not reported
Operator Contact Title:	Not reported
Operator Contact Phone:	Not reported
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	Not reported
Operator Type:	Not reported
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	Not reported
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commercial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	Not reported
Receiving Water Name:	Not reported
Certifier:	Not reported
Certifier Title:	Not reported
Certification Date:	Not reported
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported
NPDES Number:	Not reported
Status:	Not reported
Agency Number:	Not reported
Region:	5S
Regulatory Measure ID:	197755
Order Number:	Not reported
Regulatory Measure Type:	Industrial
Place ID:	Not reported
WDID:	5S031003887
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Expiration Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported
Discharge Name: Not reported
Discharge Address: Not reported
Discharge City: Not reported
Discharge State: Not reported
Discharge Zip: Not reported
Received Date: 05/09/2008
Processed Date: 04/03/1992
Status: Active
Status Date: 04/03/1992
Place Size: 68860
Place Size Unit: SqFt
Contact: Ben Crocker Steve Crocker
Contact Title: President
Contact Phone: 209-245-3370
Contact Phone Ext: Not reported
Contact Email: info@foothillgw.com
Operator Name: Foothill Garage Wrecking Inc
Operator Address: Not reported
Operator City: Not reported
Operator State: Not reported
Operator Zip: Not reported
Operator Contact: Not reported
Operator Contact Title: Not reported
Operator Contact Phone: Not reported
Operator Contact Phone Ext: Not reported
Operator Contact Email: Not reported
Operator Type: Private Individual
Developer: Not reported
Developer Address: Not reported
Developer City: Not reported
Developer State: California
Developer Zip: Not reported
Developer Contact: Not reported
Developer Contact Title: Not reported
Constype Linear Utility Ind: Not reported
Emergency Phone: 209-245-3370
Emergency Phone Ext: Not reported
Constype Above Ground Ind: Not reported
Constype Below Ground Ind: Not reported
Constype Cable Line Ind: Not reported
Constype Comm Line Ind: Not reported
Constype Commercial Ind: Not reported
Constype Electrical Line Ind: Not reported
Constype Gas Line Ind: Not reported
Constype Industrial Ind: Not reported
Constype Other Description: Not reported
Constype Other Ind: Not reported
Constype Recons Ind: Not reported
Constype Residential Ind: Not reported
Constype Transport Ind: Not reported
Constype Utility Description: Not reported
Constype Utility Ind: Not reported
Constype Water Sewer Ind: Not reported
Dir Discharge Uswater Ind: N
Receiving Water Name: Little Indian Creek

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Certifier: Earl Crocker III
Certifier Title: President
Certification Date: 02-FEB-15
Primary Sic: 5015-Motor Vehicle Parts, Used
Secondary Sic: Not reported
Tertiary Sic: Not reported

WDS:

Name: FOOTHILL GARAGE & WRECKING
Address: 9408 PACIFIC ST
City: PLYMOUTH
Facility ID: 5S 03I003887
Facility Type: Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion: 0
Facility Telephone: Not reported
Facility Contact: Not reported
Agency Name: CROCKER EARL
Agency Address: Not reported
Agency City,St,Zip: 0
Agency Contact: Not reported
Agency Telephone: Not reported
Agency Type: Private
SIC Code: 0
SIC Code 2: Not reported
Primary Waste Type: Not reported
Primary Waste: Not reported
Waste Type2: Not reported
Waste2: Not reported
Primary Waste Type: Not reported
Secondary Waste: Not reported
Secondary Waste Type: Not reported
Design Flow: 0
Baseline Flow: 0
Reclamation: Not reported
POTW: Not reported
Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or those who must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

CIWQS:

Name: FOOTHILL GARAGE WRECKING INC

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Address: 9408 PACIFIC ST
City,State,Zip: PLYMOUTH, CA 95669
Agency: Foothill Garage Wrecking Inc
Agency Address: PO Box 115, Plymouth, CA 95669
Place/Project Type: Industrial - Motor Vehicle Parts, Used
SIC/NAICS: 5015
Region: 5S
Program: INDSTW
Regulatory Measure Status: Active
Regulatory Measure Type: Storm water industrial
Order Number: 2014-0057-DWQ
WDID: 5S03I003887
NPDES Number: CAS000001
Adoption Date: Not reported
Effective Date: 04/03/1992
Termination Date: Not reported
Expiration/Review Date: Not reported
Design Flow: Not reported
Major/Minor: Not reported
Complexity: Not reported
TTWQ: Not reported
Enforcement Actions within 5 years: 1
Violations within 5 years: 1
Latitude: 38.47496
Longitude: -120.84763

CERS:

Name: FOOTHILL GARAGE WRECKING INC
Address: 9408 PACIFIC ST
City,State,Zip: PLYMOUTH, CA 95669
Site ID: 532212
CERS ID: 224819
CERS Description: Industrial Facility Storm Water

Violations:

Site ID: 532212
Site Name: Foothill Garage Wrecking Inc
Violation Date: 07-01-2005
Citation: 2014-0057-DWQ - Industrial General Permit
Violation Description: SW - Late Report
Violation Notes: Failure to submit 2004-2005 annual report. Section B requires all annual reports to be submitted by July 1st of each year. Discharger did not submit report.
Violation Division: Water Boards
Violation Program: INDSTW
Violation Source: SMARTS

Site ID: 532212
Site Name: Foothill Garage Wrecking Inc
Violation Date: 01-29-2019
Citation: 2014-0057-DWQ - Industrial General Permit
Violation Description: SW - Deficient Report
Violation Notes: Failure to collect and analyze storm water samples
Violation Division: Water Boards
Violation Program: INDSTW
Violation Source: SMARTS

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Site ID: 532212
Site Name: Foothill Garage Wrecking Inc
Violation Date: 07-02-2008
Citation: 2014-0057-DWQ - Industrial General Permit
Violation Description: SW - Late Report
Violation Notes: Failure to submit 2007-2008 Annual Report. Section B requires all annual reports to be submitted by July 1st each year. Discharger did not submit report.
Violation Division: Water Boards
Violation Program: INDSTW
Violation Source: SMARTS

Site ID: 532212
Site Name: Foothill Garage Wrecking Inc
Violation Date: 07-02-1999
Citation: 2014-0057-DWQ - Industrial General Permit
Violation Description: SW - Deficient Report
Violation Notes: Non-submittal of Annual Report. Due 7//1/1999
Violation Division: Water Boards
Violation Program: INDSTW
Violation Source: SMARTS

Site ID: 532212
Site Name: Foothill Garage Wrecking Inc
Violation Date: 03-30-2006
Citation: 2014-0057-DWQ - Industrial General Permit
Violation Description: SW - Deficient Report
Violation Notes: NOV for submitting an incomplete annual report for 2005/2006
Violation Division: Water Boards
Violation Program: INDSTW
Violation Source: SMARTS

Site ID: 532212
Site Name: Foothill Garage Wrecking Inc
Violation Date: 07-01-2007
Citation: 2014-0057-DWQ - Industrial General Permit
Violation Description: SW - Late Report
Violation Notes: Failure to submit 2006-2007 annual report. Section B requires all annual reports to be submitted by July 1st of each year. Discharger did not submit report.
Violation Division: Water Boards
Violation Program: INDSTW
Violation Source: SMARTS

Site ID: 532212
Site Name: Foothill Garage Wrecking Inc
Violation Date: 07-01-2004
Citation: 2014-0057-DWQ - Industrial General Permit
Violation Description: SW - Deficient Report
Violation Notes: Failure to submit Annual Report.
Violation Division: Water Boards
Violation Program: INDSTW
Violation Source: SMARTS

Site ID: 532212
Site Name: Foothill Garage Wrecking Inc
Violation Date: 07-01-2003

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Citation: 2014-0057-DWQ - Industrial General Permit
Violation Description: SW - Deficient Report
Violation Notes: failure to submit Annual Reports.
Violation Division: Water Boards
Violation Program: INDSTW
Violation Source: SMARTS

Evaluation:

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-28-2012
Violations Found: No
Eval Type: Industrial Storm Water Compliance Evaluation
Eval Notes: On 28 November 2012, Central Valley Regional Water Quality Control Board staff inspected the Foothill Garage & Wrecking Inc. facility located at 9408 Pacific Street in Plymouth. During the inspection, staff determined that the SWPPP was complete and up to date. The facility was making an ownership name change but the owners will remain the same. The owners had made significant improvements to the facility. The improvements include 110 yards of new concrete; new Amador County sponsored waste oil storage area, new scrap metal area and a new paved entrance. Overall, the facility was very clean, neat and organized. The parts vehicles behind the facility were largely stored up on wheel rims in straight rows. The facility had an onsite crusher and crushed cars were observed waiting transport. The vehicle storage area had a gravel dirt surface. At the time of the site inspection, the facility was not discharging storm water, however, ponding onsite was starting to occur. The scrap metal area had a concrete surface. Multiple large and small dumpsters for scrap metal were observed, onsite. The area around the dumpsters was clean and swept (see attached inspection report and photographs).
Eval Division: Water Boards
Eval Program: INDSTW
Eval Source: SMARTS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-04-2011
Violations Found: No
Eval Type: Industrial Storm Water Compliance Evaluation
Eval Notes: On 4 January 2011, Central Valley Regional Water Quality Control Board staff inspected the Foothill Garage & Wrecking facility located at 9408 Pacific Street in Plymouth. Staff determined the SWPPP was complete and the inspection reports were up-to-date. Some of the new BMPs installed at the site (new oil recycling facility) were not shown or talked about in the SWPPP. The owner Mr. Crooker told staff that he would update the SWPPP to reflect all of the new BMPs. Staff observed that the auto dismantling area was very clean and organized. According to the owner all dismantling work is done inside and all vehicles are drained of fluids prior to crushing in the small onsite crusher. Vehicles are stored up on wheels on a dirt surface in the back of the facility. The sampling location is in the back corner of the facility. It appeared that most of the storm water runoff ponded onsite and was absorbed into the dirt surface. The owner showed staff where the sample was taken. This location was onsite not at the boundary of the facility. Staff told the owner not to take a second sample unless storm water discharges off of the facility. Staff will re-inspect the facility at the end of the wet season. The facility received a grant from the County to install a state of the art oil recycling system.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

The system is on a concrete surface covered by a roof. The facility provides residents of Amador County with a recycling center for oil and other hazardous fluids

Eval Division: Water Boards
Eval Program: INDSTW
Eval Source: SMARTS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-06-2018
Violations Found: No
Eval Type: Industrial Storm Water Compliance Evaluation
Eval Notes: See Attachment
Eval Division: Water Boards
Eval Program: INDSTW
Eval Source: SMARTS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 12-15-2015
Violations Found: No
Eval Type: Industrial Storm Water Compliance Evaluation
Eval Notes: See attached Inspection Report.
Eval Division: Water Boards
Eval Program: INDSTW
Eval Source: SMARTS

Enforcement Action:

Site ID: 532212
Site Name: Foothill Garage Wrecking Inc
Site Address: 9408 PACIFIC ST
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 01-29-2019
Enf Action Type: Industrial Storm Water Enforcement
Enf Action Description: Industrial Storm Water Enforcement
Enf Action Notes: NOV/13267 Letter
Enf Action Division: Water Boards
Enf Action Program: INDSTW
Enf Action Source: SMARTS

Site ID: 532212
Site Name: Foothill Garage Wrecking Inc
Site Address: 9408 PACIFIC ST
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 03-30-2007
Enf Action Type: Notice of Violation
Enf Action Description: Notice of Violation
Enf Action Notes: NOV for submitting incomplete annual report for 2005/2006.
Enf Action Division: Water Boards
Enf Action Program: INDSTW
Enf Action Source: SMARTS

Site ID: 532212
Site Name: Foothill Garage Wrecking Inc
Site Address: 9408 PACIFIC ST
Site City: PLYMOUTH
Site Zip: 95669

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Enf Action Date: 08-01-2008
Enf Action Type: Notice of Non-Compliance for Non-Filers
Enf Action Description: Notice of Non-Compliance for Non-Filers
Enf Action Notes: N/A
Enf Action Division: Water Boards
Enf Action Program: INDSTW
Enf Action Source: SMARTS

Site ID: 532212
Site Name: Foothill Garage Wrecking Inc
Site Address: 9408 PACIFIC ST
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 08-11-2005
Enf Action Type: Notice of Non-Compliance for Non-Filers
Enf Action Description: Notice of Non-Compliance for Non-Filers
Enf Action Notes: Notice of Stormwater Noncompliance for failure to submit storm water annual reports for the 2004/2005 reporting year.
Enf Action Division: Water Boards
Enf Action Program: INDSTW
Enf Action Source: SMARTS

Site ID: 532212
Site Name: Foothill Garage Wrecking Inc
Site Address: 9408 PACIFIC ST
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 08-12-2003
Enf Action Type: Notice of Non-Compliance for Non-Filers
Enf Action Description: Notice of Non-Compliance for Non-Filers
Enf Action Notes: NOV for failure to submit Annual Reports.
Enf Action Division: Water Boards
Enf Action Program: INDSTW
Enf Action Source: SMARTS

Site ID: 532212
Site Name: Foothill Garage Wrecking Inc
Site Address: 9408 PACIFIC ST
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 08-19-2004
Enf Action Type: Notice of Non-Compliance for Non-Filers
Enf Action Description: Notice of Non-Compliance for Non-Filers
Enf Action Notes: 2nd NONC for failure to submit Annual Report.
Enf Action Division: Water Boards
Enf Action Program: INDSTW
Enf Action Source: SMARTS

Site ID: 532212
Site Name: Foothill Garage Wrecking Inc
Site Address: 9408 PACIFIC ST
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 08-19-2004
Enf Action Type: Notice of Non-Compliance for Non-Filers
Enf Action Description: Notice of Non-Compliance for Non-Filers
Enf Action Notes: NONC for failure to submit Annual Report.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Enf Action Division: Water Boards
Enf Action Program: INDSTW
Enf Action Source: SMARTS

Site ID: 532212
Site Name: Foothill Garage Wrecking Inc
Site Address: 9408 PACIFIC ST
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 08-22-2007
Enf Action Type: Notice of Non-Compliance for Non-Filers
Enf Action Description: Notice of Non-Compliance for Non-Filers
Enf Action Notes: 1st NONC 06/07 Annual Report not Submitted by July 1st
Enf Action Division: Water Boards
Enf Action Program: INDSTW
Enf Action Source: SMARTS

Site ID: 532212
Site Name: Foothill Garage Wrecking Inc
Site Address: 9408 PACIFIC ST
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 09-20-2005
Enf Action Type: Notice of Non-Compliance for Non-Filers
Enf Action Description: Notice of Non-Compliance for Non-Filers
Enf Action Notes: 2nd Notice of Storm Water Noncompliance for failure to submit storm water annual reports for the 2004/05 reporting year.
Enf Action Division: Water Boards
Enf Action Program: INDSTW
Enf Action Source: SMARTS

Site ID: 532212
Site Name: Foothill Garage Wrecking Inc
Site Address: 9408 PACIFIC ST
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 10-10-2003
Enf Action Type: Notice of Non-Compliance for Non-Filers
Enf Action Description: Notice of Non-Compliance for Non-Filers
Enf Action Notes: Second NOV for failure to submit Annual Reports.
Enf Action Division: Water Boards
Enf Action Program: INDSTW
Enf Action Source: SMARTS

Affiliation:
Affiliation Type Desc: Owner/Operator
Entity Name: Foothill Garage Wrecking Inc
Entity Title: Operator
Affiliation Address: PO Box 115
Affiliation City: Plymouth
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95669
Affiliation Phone: Not reported

Name: PLYMOUTH USED OIL CENTER

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Address: 9408 PACIFIC STREET
City,State,Zip: PLYMOUTH, CA 95669
Site ID: 58019
CERS ID: 10239304
CERS Description: Chemical Storage Facilities

Violations:

Site ID: 58019
Site Name: Plymouth Used Oil Center
Violation Date: 06-27-2014
Citation: 40 CFR 1 262.34(d)(5)(ii) - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 262.34(d)(5)(ii)
Violation Description: Failure to post, next to the telephone, Emergency Information (SQG) containing the location of emergency equipment, contact names and numbers.
Violation Notes: Returned to compliance on 06/27/2014.
Violation Division: Amador County Environmental Health
Violation Program: HW
Violation Source: CERS

Evaluation:

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-27-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-24-2020
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-24-2020
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-25-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HW
Eval Source: CERS

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-25-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-27-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HW
Eval Source: CERS

Enforcement Action:
Site ID: 58019
Site Name: Plymouth Used Oil Center
Site Address: 9408 PACIFIC STREET
Site City: PLYMOUTH
Site Zip: 95669
Enf Action Date: 06-27-2014
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Amador County Environmental Health
Enf Action Program: HW
Enf Action Source: CERS

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Amador County Env Health
Entity Title: Not reported
Affiliation Address: 810 Court Street
Affiliation City: Jackson
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95642
Affiliation Phone: (209) 223-6439

Affiliation Type Desc: Environmental Contact
Entity Name: Jim McHargue
Entity Title: Not reported
Affiliation Address: 810 court street
Affiliation City: jackson
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95642
Affiliation Phone: Not reported

Affiliation Type Desc: Document Preparer
Entity Name: jim mchargue
Entity Title: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 810 court street
Affiliation City: jackson
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95642
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: jim mchargue
Entity Title: solid waste program manager
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: amador county waste management dept.
Entity Title: Not reported
Affiliation Address: 810 Court Street
Affiliation City: Jackson
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 95642
Affiliation Phone: (209) 223-6429

Affiliation Type Desc: Property Owner
Entity Name: ben and steve crocker
Entity Title: Not reported
Affiliation Address: po box 115
Affiliation City: plymouth
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 95669
Affiliation Phone: (209) 295-2370

Affiliation Type Desc: Parent Corporation
Entity Name: Plymouth Used Oil Center
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Affiliation Type Desc: Operator
Entity Name: Foothill Auto Wrecking
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (209) 295-2370

Name: FOOTHILL GARAGE & WRECKING
Address: 9408 PACIFIC ST
City,State,Zip: PLYMOUTH, CA 95669
Site ID: 392891
CERS ID: 10239160
CERS Description: Chemical Storage Facilities

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-25-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-18-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-13-2020
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-13-2020
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-25-2017
Violations Found: No

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-18-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Amador County Environmental Health
Eval Program: HW
Eval Source: CERS

Affiliation:

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: P. O. Box 115
Affiliation City: Plymouth
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95669
Affiliation Phone: Not reported

Affiliation Type Desc: Operator
Entity Name: Earl Crocker
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (209) 245-6854

Affiliation Type Desc: Property Owner
Entity Name: Earl B. Crocker 11 Trust
Entity Title: Not reported
Affiliation Address: P.O. Box 115
Affiliation City: Plymouth
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 95669
Affiliation Phone: (209) 245-3370

Affiliation Type Desc: Environmental Contact
Entity Name: Earl Crocker
Entity Title: Not reported
Affiliation Address: P.O Box 115
Affiliation City: Plymouth
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95669
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Entity Name: Earl Crocker
Entity Title: President
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: Foothill Garage & Wrecking inc.
Entity Title: Not reported
Affiliation Address: P. O. Box 115
Affiliation City: Plymouth
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 95669
Affiliation Phone: (209) 245-3370

Affiliation Type Desc: Parent Corporation
Entity Name: Foothill Garage & Wrecking
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: CUPA District
Entity Name: Amador County Env Health
Entity Title: Not reported
Affiliation Address: 810 Court Street
Affiliation City: Jackson
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95642
Affiliation Phone: (209) 223-6439

Affiliation Type Desc: Document Preparer
Entity Name: Earl Crocker
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

HWTS:

Name: FOOTHILL GARAGE & WRECKING INC
Address: 9408 PACIFIC ST
Address 2: Not reported
City,State,Zip: PLYMOUTH, CA 95669
EPA ID: CAL000380543
Inactive Date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL GARAGE & WRECKING INC (Continued)

S102008326

Create Date: 11/28/2012
Last Act Date: 08/05/2020
Mailing Name: Not reported
Mailing Address: PO BOX 115
Mailing Address 2: Not reported
Mailing City,State,Zip: PLYMOUTH, CA 956690000
Owner Name: FOOTHILL GARAGE & WRECKING INC
Owner Address: 9408 PACIFIC ST
Owner Address 2: Not reported
Owner City,State,Zip: PLYMOUTH, CA 956690000
Contact Name: EARL CROCKER/CEO
Contact Address: 9408 PACIFIC ST
Contact Address 2: Not reported
City,State,Zip: PLYMOUTH, CA 95669

NAICS:

EPA ID: CAL000380543
Create Date: 2012-11-28 10:41:34.473
NAICS Code: 811111
NAICS Description: General Automotive Repair
Issued EPA ID Date: 2012-11-28 10:41:34.46300
Inactive Date: Not reported
Facility Name: FOOTHILL GARAGE & WRECKING INC
Facility Address: 9408 PACIFIC ST
Facility Address 2: Not reported
Facility City: PLYMOUTH
Facility County: Not reported
Facility State: CA
Facility Zip: 95669

Count: 3 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
PLYMOUTH	S112840420	SIERRA TRADING POST	HIGHWAY 49 & MAIN STREET	95669	HAZNET, HWTS
PLYMOUTH	S106932209	SIERRA TRADING POST #6	HIGHWAY 49 & MAIN	95669	SWEEPS UST
PLYMOUTH	S124854252	SIERRA TRADING POST #6	18680 MAIN ST	95669	HWTS

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal NPL (Superfund) sites

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 10/20/2021	Source: EPA
Date Data Arrived at EDR: 11/05/2021	Telephone: N/A
Date Made Active in Reports: 11/29/2021	Last EDR Contact: 12/01/2021
Number of Days to Update: 24	Next Scheduled EDR Contact: 01/10/2022
	Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 10/20/2021	Source: EPA
Date Data Arrived at EDR: 11/05/2021	Telephone: N/A
Date Made Active in Reports: 11/29/2021	Last EDR Contact: 12/01/2021
Number of Days to Update: 24	Next Scheduled EDR Contact: 01/10/2022
	Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Lists of Federal Delisted NPL sites

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 24

Source: EPA
Telephone: N/A
Last EDR Contact: 12/01/2021
Next Scheduled EDR Contact: 01/10/2022
Data Release Frequency: Quarterly

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 05/25/2021
Date Data Arrived at EDR: 06/24/2021
Date Made Active in Reports: 09/20/2021
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 10/01/2021
Next Scheduled EDR Contact: 01/10/2022
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly known as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 24

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 12/01/2021
Next Scheduled EDR Contact: 01/24/2022
Data Release Frequency: Quarterly

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 10/20/2021	Source: EPA
Date Data Arrived at EDR: 11/05/2021	Telephone: 800-424-9346
Date Made Active in Reports: 11/29/2021	Last EDR Contact: 12/01/2021
Number of Days to Update: 24	Next Scheduled EDR Contact: 01/24/2022
	Data Release Frequency: Quarterly

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 09/13/2021	Source: EPA
Date Data Arrived at EDR: 09/15/2021	Telephone: 800-424-9346
Date Made Active in Reports: 10/12/2021	Last EDR Contact: 09/15/2021
Number of Days to Update: 27	Next Scheduled EDR Contact: 01/03/2022
	Data Release Frequency: Quarterly

Lists of Federal RCRA TSD facilities

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 09/13/2021	Source: Environmental Protection Agency
Date Data Arrived at EDR: 09/15/2021	Telephone: (415) 495-8895
Date Made Active in Reports: 10/12/2021	Last EDR Contact: 09/15/2021
Number of Days to Update: 27	Next Scheduled EDR Contact: 01/03/2022
	Data Release Frequency: Quarterly

Lists of Federal RCRA generators

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 09/13/2021	Source: Environmental Protection Agency
Date Data Arrived at EDR: 09/15/2021	Telephone: (415) 495-8895
Date Made Active in Reports: 10/12/2021	Last EDR Contact: 09/15/2021
Number of Days to Update: 27	Next Scheduled EDR Contact: 01/03/2022
	Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 09/13/2021	Source: Environmental Protection Agency
Date Data Arrived at EDR: 09/15/2021	Telephone: (415) 495-8895
Date Made Active in Reports: 10/12/2021	Last EDR Contact: 09/15/2021
Number of Days to Update: 27	Next Scheduled EDR Contact: 01/03/2022
	Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 09/13/2021	Source: Environmental Protection Agency
Date Data Arrived at EDR: 09/15/2021	Telephone: (415) 495-8895
Date Made Active in Reports: 10/12/2021	Last EDR Contact: 09/15/2021
Number of Days to Update: 27	Next Scheduled EDR Contact: 01/03/2022
	Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 07/12/2021	Source: Department of the Navy
Date Data Arrived at EDR: 08/06/2021	Telephone: 843-820-7326
Date Made Active in Reports: 10/22/2021	Last EDR Contact: 11/08/2021
Number of Days to Update: 77	Next Scheduled EDR Contact: 02/21/2022
	Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 08/23/2021	Source: Environmental Protection Agency
Date Data Arrived at EDR: 08/23/2021	Telephone: 703-603-0695
Date Made Active in Reports: 11/12/2021	Last EDR Contact: 11/18/2021
Number of Days to Update: 81	Next Scheduled EDR Contact: 03/06/2022
	Data Release Frequency: Varies

US INST CONTROLS: Institutional Controls Sites List

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 08/23/2021	Source: Environmental Protection Agency
Date Data Arrived at EDR: 08/23/2021	Telephone: 703-603-0695
Date Made Active in Reports: 11/12/2021	Last EDR Contact: 11/19/2021
Number of Days to Update: 81	Next Scheduled EDR Contact: 03/07/2022
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 06/14/2021

Date Data Arrived at EDR: 06/17/2021

Date Made Active in Reports: 08/17/2021

Number of Days to Update: 61

Source: National Response Center, United States Coast Guard

Telephone: 202-267-2180

Last EDR Contact: 09/21/2021

Next Scheduled EDR Contact: 01/03/2022

Data Release Frequency: Quarterly

Lists of state- and tribal (Superfund) equivalent sites

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 07/22/2021

Date Data Arrived at EDR: 07/22/2021

Date Made Active in Reports: 10/08/2021

Number of Days to Update: 78

Source: Department of Toxic Substances Control

Telephone: 916-323-3400

Last EDR Contact: 10/26/2021

Next Scheduled EDR Contact: 02/07/2022

Data Release Frequency: Quarterly

Lists of state- and tribal hazardous waste facilities

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 07/22/2021

Date Data Arrived at EDR: 07/22/2021

Date Made Active in Reports: 10/08/2021

Number of Days to Update: 78

Source: Department of Toxic Substances Control

Telephone: 916-323-3400

Last EDR Contact: 10/26/2021

Next Scheduled EDR Contact: 02/07/2022

Data Release Frequency: Quarterly

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 08/09/2021

Date Data Arrived at EDR: 08/10/2021

Date Made Active in Reports: 11/05/2021

Number of Days to Update: 87

Source: Department of Resources Recycling and Recovery

Telephone: 916-341-6320

Last EDR Contact: 11/09/2021

Next Scheduled EDR Contact: 02/21/2022

Data Release Frequency: Quarterly

Lists of state and tribal leaking storage tanks

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)

Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/07/2021	Source: State Water Resources Control Board
Date Data Arrived at EDR: 09/07/2021	Telephone: see region list
Date Made Active in Reports: 11/29/2021	Last EDR Contact: 12/07/2021
Number of Days to Update: 83	Next Scheduled EDR Contact: 03/21/2022
	Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001	Source: California Regional Water Quality Control Board North Coast (1)
Date Data Arrived at EDR: 02/28/2001	Telephone: 707-570-3769
Date Made Active in Reports: 03/29/2001	Last EDR Contact: 08/01/2011
Number of Days to Update: 29	Next Scheduled EDR Contact: 11/14/2011
	Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003	Source: California Regional Water Quality Control Board Lahontan Region (6)
Date Data Arrived at EDR: 09/10/2003	Telephone: 530-542-5572
Date Made Active in Reports: 10/07/2003	Last EDR Contact: 09/12/2011
Number of Days to Update: 27	Next Scheduled EDR Contact: 12/26/2011
	Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005	Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Date Data Arrived at EDR: 06/07/2005	Telephone: 760-241-7365
Date Made Active in Reports: 06/29/2005	Last EDR Contact: 09/12/2011
Number of Days to Update: 22	Next Scheduled EDR Contact: 12/26/2011
	Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003	Source: California Regional Water Quality Control Board Central Coast Region (3)
Date Data Arrived at EDR: 05/19/2003	Telephone: 805-542-4786
Date Made Active in Reports: 06/02/2003	Last EDR Contact: 07/18/2011
Number of Days to Update: 14	Next Scheduled EDR Contact: 10/31/2011
	Data Release Frequency: No Update Planned

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 06/01/2021	Source: EPA Region 7
Date Data Arrived at EDR: 06/11/2021	Telephone: 913-551-7003
Date Made Active in Reports: 09/07/2021	Last EDR Contact: 11/15/2021
Number of Days to Update: 88	Next Scheduled EDR Contact: 01/31/2022
	Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/28/2021	Source: EPA Region 1
Date Data Arrived at EDR: 06/11/2021	Telephone: 617-918-1313
Date Made Active in Reports: 09/07/2021	Last EDR Contact: 11/15/2021
Number of Days to Update: 88	Next Scheduled EDR Contact: 01/31/2022
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 05/17/2021	Source: EPA Region 6
Date Data Arrived at EDR: 06/11/2021	Telephone: 214-665-6597
Date Made Active in Reports: 09/07/2021	Last EDR Contact: 11/15/2021
Number of Days to Update: 88	Next Scheduled EDR Contact: 01/31/2022
	Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 05/27/2021	Source: EPA Region 8
Date Data Arrived at EDR: 06/11/2021	Telephone: 303-312-6271
Date Made Active in Reports: 09/07/2021	Last EDR Contact: 11/15/2021
Number of Days to Update: 88	Next Scheduled EDR Contact: 01/31/2022
	Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 05/28/2021	Source: EPA Region 4
Date Data Arrived at EDR: 06/22/2021	Telephone: 404-562-8677
Date Made Active in Reports: 09/20/2021	Last EDR Contact: 11/15/2021
Number of Days to Update: 90	Next Scheduled EDR Contact: 01/31/2022
	Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 05/27/2021	Source: Environmental Protection Agency
Date Data Arrived at EDR: 06/11/2021	Telephone: 415-972-3372
Date Made Active in Reports: 09/07/2021	Last EDR Contact: 11/15/2021
Number of Days to Update: 88	Next Scheduled EDR Contact: 01/31/2022
	Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 04/06/2021	Source: EPA, Region 5
Date Data Arrived at EDR: 06/11/2021	Telephone: 312-886-7439
Date Made Active in Reports: 09/07/2021	Last EDR Contact: 11/15/2021
Number of Days to Update: 88	Next Scheduled EDR Contact: 01/31/2022
	Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 04/27/2021	Source: EPA Region 10
Date Data Arrived at EDR: 06/11/2021	Telephone: 206-553-2857
Date Made Active in Reports: 09/07/2021	Last EDR Contact: 11/15/2021
Number of Days to Update: 88	Next Scheduled EDR Contact: 01/31/2022
	Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)

Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/07/2021	Source: State Water Resources Control Board
Date Data Arrived at EDR: 09/07/2021	Telephone: 866-480-1028
Date Made Active in Reports: 11/29/2021	Last EDR Contact: 12/07/2021
Number of Days to Update: 83	Next Scheduled EDR Contact: 03/21/2022
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SLIC REG 6L: SLIC Sites

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: No Update Planned

Lists of state and tribal registered storage tanks

FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/29/2021
Date Data Arrived at EDR: 02/17/2021
Date Made Active in Reports: 03/22/2021
Number of Days to Update: 33

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 11/01/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Varies

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/30/2021
Number of Days to Update: 84

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

MILITARY UST SITES: Military UST Sites (GEOTRACKER)

Military ust sites

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases

UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 08/18/2021
Date Data Arrived at EDR: 09/08/2021
Date Made Active in Reports: 12/03/2021
Number of Days to Update: 86

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

AST: Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 09/09/2021
Next Scheduled EDR Contact: 12/27/2021
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/27/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 11/15/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 04/06/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 11/15/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 06/01/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 11/15/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 05/27/2021	Source: EPA Region 8
Date Data Arrived at EDR: 06/11/2021	Telephone: 303-312-6137
Date Made Active in Reports: 09/07/2021	Last EDR Contact: 11/15/2021
Number of Days to Update: 88	Next Scheduled EDR Contact: 01/31/2022
	Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 05/27/2021	Source: EPA Region 9
Date Data Arrived at EDR: 06/11/2021	Telephone: 415-972-3368
Date Made Active in Reports: 09/07/2021	Last EDR Contact: 11/15/2021
Number of Days to Update: 88	Next Scheduled EDR Contact: 01/31/2022
	Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 05/17/2021	Source: EPA Region 6
Date Data Arrived at EDR: 06/11/2021	Telephone: 214-665-7591
Date Made Active in Reports: 09/07/2021	Last EDR Contact: 11/15/2021
Number of Days to Update: 88	Next Scheduled EDR Contact: 01/31/2022
	Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations).

Date of Government Version: 05/28/2021	Source: EPA Region 4
Date Data Arrived at EDR: 06/22/2021	Telephone: 404-562-9424
Date Made Active in Reports: 09/20/2021	Last EDR Contact: 11/15/2021
Number of Days to Update: 90	Next Scheduled EDR Contact: 01/31/2022
	Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 04/28/2021	Source: EPA, Region 1
Date Data Arrived at EDR: 06/11/2021	Telephone: 617-918-1313
Date Made Active in Reports: 09/07/2021	Last EDR Contact: 11/15/2021
Number of Days to Update: 88	Next Scheduled EDR Contact: 01/31/2022
	Data Release Frequency: Varies

Lists of state and tribal voluntary cleanup sites

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015	Source: EPA, Region 1
Date Data Arrived at EDR: 09/29/2015	Telephone: 617-918-1102
Date Made Active in Reports: 02/18/2016	Last EDR Contact: 09/15/2021
Number of Days to Update: 142	Next Scheduled EDR Contact: 01/03/2022
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 07/22/2021
Date Data Arrived at EDR: 07/22/2021
Date Made Active in Reports: 10/08/2021
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/26/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Quarterly

INDIAN VCP R7: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 07/08/2021
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

Lists of state and tribal brownfield sites

BROWNFIELDS: Considered Brownfields Sites Listing

A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 06/17/2021
Date Data Arrived at EDR: 06/17/2021
Date Made Active in Reports: 09/13/2021
Number of Days to Update: 88

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 09/21/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 06/10/2021
Date Data Arrived at EDR: 06/10/2021
Date Made Active in Reports: 08/17/2021
Number of Days to Update: 68

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 09/14/2021
Next Scheduled EDR Contact: 12/27/2021
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: No Update Planned

SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/08/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 82

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing

A listing of registered waste tire haulers.

Date of Government Version: 09/14/2021
Date Data Arrived at EDR: 11/11/2021
Date Made Active in Reports: 11/23/2021
Number of Days to Update: 12

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 11/05/2021
Next Scheduled EDR Contact: 02/21/2022
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Varies

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 10/14/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land

A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Services, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 10/28/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 05/18/2021	Source: Drug Enforcement Administration
Date Data Arrived at EDR: 05/18/2021	Telephone: 202-307-1000
Date Made Active in Reports: 08/03/2021	Last EDR Contact: 11/16/2021
Number of Days to Update: 77	Next Scheduled EDR Contact: 03/07/2022
	Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005	Source: Department of Toxic Substance Control
Date Data Arrived at EDR: 08/03/2006	Telephone: 916-323-3400
Date Made Active in Reports: 08/24/2006	Last EDR Contact: 02/23/2009
Number of Days to Update: 21	Next Scheduled EDR Contact: 05/25/2009
	Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 07/22/2021	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 07/22/2021	Telephone: 916-323-3400
Date Made Active in Reports: 10/08/2021	Last EDR Contact: 10/26/2021
Number of Days to Update: 78	Next Scheduled EDR Contact: 02/07/2022
	Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2019	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 01/20/2021	Telephone: 916-255-6504
Date Made Active in Reports: 04/08/2021	Last EDR Contact: 11/11/2021
Number of Days to Update: 78	Next Scheduled EDR Contact: 01/17/2022
	Data Release Frequency: Varies

CERS HAZ WASTE: CERS HAZ WASTE

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 07/15/2021	Source: CalEPA
Date Data Arrived at EDR: 07/15/2021	Telephone: 916-323-2514
Date Made Active in Reports: 10/06/2021	Last EDR Contact: 10/19/2021
Number of Days to Update: 83	Next Scheduled EDR Contact: 01/31/2022
	Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 05/18/2021
Date Data Arrived at EDR: 05/18/2021
Date Made Active in Reports: 08/03/2021
Number of Days to Update: 77

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Quarterly

AQUEOUS FOAM: Former Fire Training Facility Assessments Listing

Airports shown on this list are those believed to use Aqueous Film Forming Foam (AFFF), and certified by the Federal Aviation Administration (FAA) under Title 14, Code of Federal Regulations (CFR), Part 139 (14 CFR Part 139). This list was created by SWRCB using information available from the FAA. Location points shown are from the latitude and longitude listed on the FAA airport master record.

Date of Government Version: 12/01/2019
Date Data Arrived at EDR: 08/19/2021
Date Made Active in Reports: 10/28/2021
Number of Days to Update: 70

Source: State Water Resources Control Board
Telephone: 916-341-5455
Last EDR Contact: 08/19/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Varies

PFAS: PFAS Contamination Site Location Listing

A listing of PFAS contaminated sites included in the GeoTracker database.

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/08/2021
Date Made Active in Reports: 12/01/2021
Number of Days to Update: 84

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing

Aboveground storage tank sites

Date of Government Version: 08/05/2021
Date Data Arrived at EDR: 08/05/2021
Date Made Active in Reports: 10/29/2021
Number of Days to Update: 85

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 10/31/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CERS TANKS: California Environmental Reporting System (CERS) Tanks

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 07/15/2021
Date Data Arrived at EDR: 07/15/2021
Date Made Active in Reports: 10/06/2021
Number of Days to Update: 83

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 10/19/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Quarterly

Local Land Records

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 08/25/2021
Date Data Arrived at EDR: 09/03/2021
Date Made Active in Reports: 11/22/2021
Number of Days to Update: 80

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/22/2021
Next Scheduled EDR Contact: 03/13/2022
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 24

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 12/01/2021
Next Scheduled EDR Contact: 01/10/2022
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 08/30/2021	Source: DTSC and SWRCB
Date Data Arrived at EDR: 08/31/2021	Telephone: 916-323-3400
Date Made Active in Reports: 11/19/2021	Last EDR Contact: 11/30/2021
Number of Days to Update: 80	Next Scheduled EDR Contact: 03/14/2022
	Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 09/12/2021	Source: U.S. Department of Transportation
Date Data Arrived at EDR: 09/13/2021	Telephone: 202-366-4555
Date Made Active in Reports: 09/28/2021	Last EDR Contact: 09/13/2021
Number of Days to Update: 15	Next Scheduled EDR Contact: 01/03/2022
	Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 06/30/2021	Source: Office of Emergency Services
Date Data Arrived at EDR: 07/15/2021	Telephone: 916-845-8400
Date Made Active in Reports: 10/06/2021	Last EDR Contact: 10/19/2021
Number of Days to Update: 83	Next Scheduled EDR Contact: 01/31/2022
	Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/07/2021	Source: State Water Quality Control Board
Date Data Arrived at EDR: 09/07/2021	Telephone: 866-480-1028
Date Made Active in Reports: 11/29/2021	Last EDR Contact: 12/07/2021
Number of Days to Update: 83	Next Scheduled EDR Contact: 03/21/2022
	Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/07/2021	Source: State Water Resources Control Board
Date Data Arrived at EDR: 09/07/2021	Telephone: 866-480-1028
Date Made Active in Reports: 11/29/2021	Last EDR Contact: 12/07/2021
Number of Days to Update: 83	Next Scheduled EDR Contact: 03/21/2022
	Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012	Source: FirstSearch
Date Data Arrived at EDR: 01/03/2013	Telephone: N/A
Date Made Active in Reports: 02/22/2013	Last EDR Contact: 01/03/2013
Number of Days to Update: 50	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 09/13/2021	Source: Environmental Protection Agency
Date Data Arrived at EDR: 09/15/2021	Telephone: (415) 495-8895
Date Made Active in Reports: 10/12/2021	Last EDR Contact: 09/15/2021
Number of Days to Update: 27	Next Scheduled EDR Contact: 01/03/2022
	Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 08/10/2021	Source: U.S. Army Corps of Engineers
Date Data Arrived at EDR: 08/17/2021	Telephone: 202-528-4285
Date Made Active in Reports: 10/22/2021	Last EDR Contact: 11/16/2021
Number of Days to Update: 66	Next Scheduled EDR Contact: 02/28/2022
	Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005	Source: USGS
Date Data Arrived at EDR: 11/10/2006	Telephone: 888-275-8747
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 10/15/2021
Number of Days to Update: 62	Next Scheduled EDR Contact: 01/24/2022
	Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 04/02/2018	Source: U.S. Geological Survey
Date Data Arrived at EDR: 04/11/2018	Telephone: 888-275-8747
Date Made Active in Reports: 11/06/2019	Last EDR Contact: 10/05/2021
Number of Days to Update: 574	Next Scheduled EDR Contact: 01/17/2022
	Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 11/08/2021
Next Scheduled EDR Contact: 02/21/2022
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 09/28/2021
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 09/15/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 11/01/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 11/05/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/17/2020
Date Made Active in Reports: 09/10/2020
Number of Days to Update: 85

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 09/17/2021
Next Scheduled EDR Contact: 12/27/2021
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 08/14/2020
Date Made Active in Reports: 11/04/2020
Number of Days to Update: 82

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 07/19/2021
Date Data Arrived at EDR: 07/19/2021
Date Made Active in Reports: 10/12/2021
Number of Days to Update: 85

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 10/20/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 24

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 12/01/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/12/2021
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 10/18/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 12/30/2020	Source: EPA
Date Data Arrived at EDR: 01/14/2021	Telephone: 202-564-6023
Date Made Active in Reports: 03/05/2021	Last EDR Contact: 12/01/2021
Number of Days to Update: 50	Next Scheduled EDR Contact: 02/14/2022
	Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 11/19/2020	Source: EPA
Date Data Arrived at EDR: 01/08/2021	Telephone: 202-566-0500
Date Made Active in Reports: 03/22/2021	Last EDR Contact: 10/08/2021
Number of Days to Update: 73	Next Scheduled EDR Contact: 01/17/2022
	Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/23/2016	Telephone: 202-564-2501
Date Made Active in Reports: 02/10/2017	Last EDR Contact: 09/30/2021
Number of Days to Update: 79	Next Scheduled EDR Contact: 01/17/2022
	Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009	Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 08/18/2017
Number of Days to Update: 25	Next Scheduled EDR Contact: 12/04/2017
	Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009	Source: EPA
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 08/18/2017
Number of Days to Update: 25	Next Scheduled EDR Contact: 12/04/2017
	Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 07/29/2021	Source: Nuclear Regulatory Commission
Date Data Arrived at EDR: 08/24/2021	Telephone: 301-415-7169
Date Made Active in Reports: 11/19/2021	Last EDR Contact: 10/18/2021
Number of Days to Update: 87	Next Scheduled EDR Contact: 01/31/2022
	Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2019	Source: Department of Energy
Date Data Arrived at EDR: 12/01/2020	Telephone: 202-586-8719
Date Made Active in Reports: 02/09/2021	Last EDR Contact: 11/30/2021
Number of Days to Update: 70	Next Scheduled EDR Contact: 03/14/2022
	Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 01/12/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/05/2019	Telephone: N/A
Date Made Active in Reports: 11/11/2019	Last EDR Contact: 12/02/2021
Number of Days to Update: 251	Next Scheduled EDR Contact: 03/14/2022
	Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 09/13/2019	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/06/2019	Telephone: 202-566-0517
Date Made Active in Reports: 02/10/2020	Last EDR Contact: 11/05/2021
Number of Days to Update: 96	Next Scheduled EDR Contact: 02/14/2022
	Data Release Frequency: Varies

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/01/2019	Source: Environmental Protection Agency
Date Data Arrived at EDR: 07/01/2019	Telephone: 202-343-9775
Date Made Active in Reports: 09/23/2019	Last EDR Contact: 09/27/2021
Number of Days to Update: 84	Next Scheduled EDR Contact: 01/10/2022
	Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2007
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transportation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 01/02/2020
Date Data Arrived at EDR: 01/28/2020
Date Made Active in Reports: 04/17/2020
Number of Days to Update: 80

Source: Department of Transportation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 10/26/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 06/30/2021
Date Data Arrived at EDR: 07/14/2021
Date Made Active in Reports: 07/16/2021
Number of Days to Update: 2

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 09/30/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/22/2020
Date Made Active in Reports: 11/20/2020
Number of Days to Update: 151

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 09/15/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 10/05/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 07/26/2021
Date Data Arrived at EDR: 07/27/2021
Date Made Active in Reports: 10/22/2021
Number of Days to Update: 87

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 11/01/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/30/2019
Date Data Arrived at EDR: 11/15/2019
Date Made Active in Reports: 01/28/2020
Number of Days to Update: 74

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 11/29/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 24

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 11/30/2021
Next Scheduled EDR Contact: 01/10/2022
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931 and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

MINES VIOLATIONS: MSHA Violation Assessment Data

Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 06/30/2021
Date Data Arrived at EDR: 07/01/2021
Date Made Active in Reports: 09/28/2021
Number of Days to Update: 89

Source: DOL, Mine Safety & Health Administration
Telephone: 202-693-9424
Last EDR Contact: 11/24/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Quarterly

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/09/2021
Date Data Arrived at EDR: 08/24/2021
Date Made Active in Reports: 11/19/2021
Number of Days to Update: 87

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 11/22/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 05/06/2020
Date Data Arrived at EDR: 05/27/2020
Date Made Active in Reports: 08/13/2020
Number of Days to Update: 78

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 11/22/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 11/22/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 06/15/2021
Date Data Arrived at EDR: 06/16/2021
Date Made Active in Reports: 08/17/2021
Number of Days to Update: 62

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 12/02/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 05/05/2021
Date Data Arrived at EDR: 05/18/2021
Date Made Active in Reports: 08/17/2021
Number of Days to Update: 91

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 11/22/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Quarterly

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 06/26/2021
Date Data Arrived at EDR: 07/01/2021
Date Made Active in Reports: 09/28/2021
Number of Days to Update: 89

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 10/05/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 12/31/2018	Source: Department of Defense
Date Data Arrived at EDR: 07/02/2020	Telephone: 703-704-1564
Date Made Active in Reports: 09/17/2020	Last EDR Contact: 10/07/2021
Number of Days to Update: 77	Next Scheduled EDR Contact: 01/24/2022
	Data Release Frequency: Varies

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/06/2021	Source: Environmental Protection Agency
Date Data Arrived at EDR: 05/21/2021	Telephone: 202-564-0527
Date Made Active in Reports: 08/11/2021	Last EDR Contact: 11/23/2021
Number of Days to Update: 82	Next Scheduled EDR Contact: 03/07/2022
	Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 08/13/2021	Source: EPA
Date Data Arrived at EDR: 08/13/2021	Telephone: 800-385-6164
Date Made Active in Reports: 10/22/2021	Last EDR Contact: 11/15/2021
Number of Days to Update: 70	Next Scheduled EDR Contact: 02/28/2022
	Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989	Source: Department of Health Services
Date Data Arrived at EDR: 07/27/1994	Telephone: 916-255-2118
Date Made Active in Reports: 08/02/1994	Last EDR Contact: 05/31/1994
Number of Days to Update: 6	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 06/17/2021	Source: CAL EPA/Office of Emergency Information
Date Data Arrived at EDR: 06/17/2021	Telephone: 916-323-3400
Date Made Active in Reports: 09/14/2021	Last EDR Contact: 09/21/2021
Number of Days to Update: 89	Next Scheduled EDR Contact: 01/03/2022
	Data Release Frequency: Quarterly

CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing

list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 05/01/2019	Source: Livermore-Pleasanton Fire Department
Date Data Arrived at EDR: 05/14/2019	Telephone: 925-454-2361
Date Made Active in Reports: 07/17/2019	Last EDR Contact: 11/19/2021
Number of Days to Update: 64	Next Scheduled EDR Contact: 02/21/2022
	Data Release Frequency: Varies

DRYCLEAN SOUTH COAST: South Coast Air Quality Management District Drycleaner Listing

A listing of dry cleaners in the South Coast Air Quality Management District

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/18/2021
Date Data Arrived at EDR: 08/23/2021
Date Made Active in Reports: 11/12/2021
Number of Days to Update: 81

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Varies

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 08/24/2021
Date Data Arrived at EDR: 08/25/2021
Date Made Active in Reports: 11/17/2021
Number of Days to Update: 84

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 08/27/2021
Date Data Arrived at EDR: 09/01/2021
Date Made Active in Reports: 11/19/2021
Number of Days to Update: 79

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Annually

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 06/10/2021
Date Made Active in Reports: 08/27/2021
Number of Days to Update: 78

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 09/17/2021
Next Scheduled EDR Contact: 12/27/2021
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 04/16/2021
Date Data Arrived at EDR: 04/20/2021
Date Made Active in Reports: 07/07/2021
Number of Days to Update: 78

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 11/04/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 04/14/2021
Date Data Arrived at EDR: 04/15/2021
Date Made Active in Reports: 07/06/2021
Number of Days to Update: 82

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 10/05/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/13/2021
Date Data Arrived at EDR: 08/13/2021
Date Made Active in Reports: 11/05/2021
Number of Days to Update: 84

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 02/21/2022
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 04/15/2020
Date Made Active in Reports: 07/02/2020
Number of Days to Update: 78

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 10/08/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Annually

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 08/13/2021
Date Data Arrived at EDR: 08/13/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 87

Source: Department of Toxic Substances Control
Telephone: 877-786-9427
Last EDR Contact: 11/15/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 08/13/2021
Date Data Arrived at EDR: 08/13/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 87

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/15/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 07/01/2021
Date Data Arrived at EDR: 07/01/2021
Date Made Active in Reports: 09/24/2021
Number of Days to Update: 85

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 10/05/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 09/07/2021	Source: Department of Conservation
Date Data Arrived at EDR: 09/07/2021	Telephone: 916-322-1080
Date Made Active in Reports: 11/29/2021	Last EDR Contact: 12/07/2021
Number of Days to Update: 83	Next Scheduled EDR Contact: 03/21/2022
	Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 08/05/2021	Source: Department of Public Health
Date Data Arrived at EDR: 08/31/2021	Telephone: 916-558-1784
Date Made Active in Reports: 11/19/2021	Last EDR Contact: 11/30/2021
Number of Days to Update: 80	Next Scheduled EDR Contact: 03/14/2022
	Data Release Frequency: Varies

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 05/10/2021	Source: State Water Resources Control Board
Date Data Arrived at EDR: 05/11/2021	Telephone: 916-445-9379
Date Made Active in Reports: 07/27/2021	Last EDR Contact: 11/09/2021
Number of Days to Update: 77	Next Scheduled EDR Contact: 02/21/2022
	Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing

A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 08/30/2021	Source: Department of Pesticide Regulation
Date Data Arrived at EDR: 08/31/2021	Telephone: 916-445-4038
Date Made Active in Reports: 11/19/2021	Last EDR Contact: 11/30/2021
Number of Days to Update: 80	Next Scheduled EDR Contact: 03/14/2022
	Data Release Frequency: Quarterly

PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 06/04/2021	Source: Department of Conservation
Date Data Arrived at EDR: 06/04/2021	Telephone: 916-323-3836
Date Made Active in Reports: 08/27/2021	Last EDR Contact: 11/29/2021
Number of Days to Update: 84	Next Scheduled EDR Contact: 03/21/2022
	Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records

Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 03/12/2021	Source: State Water Resources Control Board
Date Data Arrived at EDR: 03/16/2021	Telephone: 916-445-3846
Date Made Active in Reports: 06/01/2021	Last EDR Contact: 08/26/2021
Number of Days to Update: 77	Next Scheduled EDR Contact: 12/27/2021
	Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 06/03/2021	Source: Department of Conservation
Date Data Arrived at EDR: 06/03/2021	Telephone: 916-445-2408
Date Made Active in Reports: 08/25/2021	Last EDR Contact: 12/07/2021
Number of Days to Update: 83	Next Scheduled EDR Contact: 03/21/2022
	Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)

Underground control injection sites

Date of Government Version: 09/07/2021	Source: State Water Resource Control Board
Date Data Arrived at EDR: 09/07/2021	Telephone: 866-480-1028
Date Made Active in Reports: 11/29/2021	Last EDR Contact: 12/07/2021
Number of Days to Update: 83	Next Scheduled EDR Contact: 03/21/2022
	Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing

Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 02/11/2021	Source: RWQCB, Central Valley Region
Date Data Arrived at EDR: 07/01/2021	Telephone: 559-445-5577
Date Made Active in Reports: 09/29/2021	Last EDR Contact: 10/08/2021
Number of Days to Update: 90	Next Scheduled EDR Contact: 01/17/2022
	Data Release Frequency: Varies

WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007	Source: State Water Resources Control Board
Date Data Arrived at EDR: 06/20/2007	Telephone: 916-341-5227
Date Made Active in Reports: 06/29/2007	Last EDR Contact: 11/15/2021
Number of Days to Update: 9	Next Scheduled EDR Contact: 02/28/2022
	Data Release Frequency: No Update Planned

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009	Source: Los Angeles Water Quality Control Board
Date Data Arrived at EDR: 07/21/2009	Telephone: 213-576-6726
Date Made Active in Reports: 08/03/2009	Last EDR Contact: 09/14/2021
Number of Days to Update: 13	Next Scheduled EDR Contact: 01/03/2022
	Data Release Frequency: No Update Planned

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)

Military privatized sites

Date of Government Version: 09/07/2021	Source: State Water Resources Control Board
Date Data Arrived at EDR: 09/07/2021	Telephone: 866-480-1028
Date Made Active in Reports: 11/29/2021	Last EDR Contact: 12/07/2021
Number of Days to Update: 83	Next Scheduled EDR Contact: 03/21/2022
	Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)

Projects sites

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

WDR: Waste Discharge Requirements Listing

In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/08/2021
Date Made Active in Reports: 12/01/2021
Number of Days to Update: 84

Source: State Water Resources Control Board
Telephone: 916-341-5810
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Quarterly

CIWQS: California Integrated Water Quality System

The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 08/30/2021
Date Data Arrived at EDR: 08/31/2021
Date Made Active in Reports: 11/19/2021
Number of Days to Update: 80

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 11/30/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data

The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 07/15/2021
Date Data Arrived at EDR: 07/15/2021
Date Made Active in Reports: 10/06/2021
Number of Days to Update: 83

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 10/19/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)

Non-Case Information sites

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)

Other Oil & Gas Projects sites

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)

Produced water ponds sites

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)

Sampling point - public sites

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)

Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

HWTS: Hazardous Waste Tracking System

DTSC maintains the Hazardous Waste Tracking System that stores ID number information since the early 1980s and manifest data since 1993. The system collects both manifest copies from the generator and destination facility.

Date of Government Version: 07/13/2021
Date Data Arrived at EDR: 07/14/2021
Date Made Active in Reports: 10/06/2021
Number of Days to Update: 84

Source: Department of Toxic Substances Control
Telephone: 916-324-2444
Last EDR Contact: 09/30/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Varies

PCS: Permit Compliance System

PCS is a computerized management information system that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS tracks the permit, compliance, and enforcement status of NPDES facilities.

Date of Government Version: 07/14/2011
Date Data Arrived at EDR: 08/05/2011
Date Made Active in Reports: 09/29/2011
Number of Days to Update: 55

Source: EPA, Office of Water
Telephone: 202-564-2496
Last EDR Contact: 09/30/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Semi-Annually

PCS INACTIVE: Listing of Inactive PCS Permits

An inactive permit is a facility that has shut down or is no longer discharging.

Date of Government Version: 11/05/2014
Date Data Arrived at EDR: 01/06/2015
Date Made Active in Reports: 05/06/2015
Number of Days to Update: 120

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/30/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

MINES MRDS: Mineral Resources Data System Mineral Resources Data System

Date of Government Version: 04/06/2018
Date Data Arrived at EDR: 10/21/2019
Date Made Active in Reports: 10/24/2019
Number of Days to Update: 3

Source: USGS
Telephone: 703-648-6533
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Varies

PCS ENF: Enforcement data No description is available for this data

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 02/05/2015
Date Made Active in Reports: 03/06/2015
Number of Days to Update: 29

Source: EPA
Telephone: 202-564-2497
Last EDR Contact: 09/30/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

CS ALAMEDA: Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 01/09/2019
Date Data Arrived at EDR: 01/11/2019
Date Made Active in Reports: 03/05/2019
Number of Days to Update: 53

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 09/30/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Semi-Annually

UST ALAMEDA: Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 06/29/2021
Date Data Arrived at EDR: 06/30/2021
Date Made Active in Reports: 09/22/2021
Number of Days to Update: 84

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 09/30/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA AMADOR: CUPA Facility List Cupa Facility List

Date of Government Version: 08/05/2021
Date Data Arrived at EDR: 08/06/2021
Date Made Active in Reports: 09/17/2021
Number of Days to Update: 42

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 10/29/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA BUTTE: CUPA Facility Listing Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 09/30/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing Cupa Facility Listing

Date of Government Version: 06/15/2021
Date Data Arrived at EDR: 06/16/2021
Date Made Active in Reports: 07/02/2021
Number of Days to Update: 16

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 09/14/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List Cupa facility list.

Date of Government Version: 04/06/2020
Date Data Arrived at EDR: 04/23/2020
Date Made Active in Reports: 07/10/2020
Number of Days to Update: 78

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 10/29/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 07/20/2021
Date Data Arrived at EDR: 07/20/2021
Date Made Active in Reports: 10/11/2021
Number of Days to Update: 83

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA DEL NORTE: CUPA Facility List Cupa Facility list

Date of Government Version: 06/29/2021
Date Data Arrived at EDR: 07/23/2021
Date Made Active in Reports: 10/08/2021
Number of Days to Update: 77

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 10/29/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List CUPA facility list.

Date of Government Version: 07/30/2021
Date Data Arrived at EDR: 08/03/2021
Date Made Active in Reports: 10/26/2021
Number of Days to Update: 84

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA FRESNO: CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 04/09/2021
Date Data Arrived at EDR: 06/23/2021
Date Made Active in Reports: 09/17/2021
Number of Days to Update: 86

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 10/01/2021
Next Scheduled EDR Contact: 01/10/2022
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA GLENN: CUPA Facility List Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 07/13/2021
Next Scheduled EDR Contact: 11/01/2021
Data Release Frequency: No Update Planned

HUMBOLDT COUNTY:

CUPA HUMBOLDT: CUPA Facility List CUPA facility list.

Date of Government Version: 08/12/2021
Date Data Arrived at EDR: 08/12/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 88

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA IMPERIAL: CUPA Facility List Cupa facility list.

Date of Government Version: 07/13/2021
Date Data Arrived at EDR: 07/15/2021
Date Made Active in Reports: 10/06/2021
Number of Days to Update: 83

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 10/15/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

INYO COUNTY:

CUPA INYO: CUPA Facility List Cupa facility list.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 72

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

KERN COUNTY:

CUPA KERN: CUPA Facility List

A listing of sites included in the Kern County Hazardous Material Business Plan.

Date of Government Version: 07/06/2021
Date Data Arrived at EDR: 08/12/2021
Date Made Active in Reports: 10/07/2021
Number of Days to Update: 56

Source: Kern County Public Health
Telephone: 661-321-3000
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

UST KERN: Underground Storage Tank Sites & Tank Listing Kern County Sites and Tanks Listing.

Date of Government Version: 07/06/2021
Date Data Arrived at EDR: 08/12/2021
Date Made Active in Reports: 08/18/2021
Number of Days to Update: 6

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA KINGS: CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 12/03/2020
Date Data Arrived at EDR: 01/26/2021
Date Made Active in Reports: 04/14/2021
Number of Days to Update: 78

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

LAKE COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA LAKE: CUPA Facility List Cupa facility list

Date of Government Version: 07/27/2021
Date Data Arrived at EDR: 07/28/2021
Date Made Active in Reports: 10/21/2021
Number of Days to Update: 85

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 10/06/2021
Next Scheduled EDR Contact: 01/24/2022
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List Cupa facility list

Date of Government Version: 07/31/2020
Date Data Arrived at EDR: 08/21/2020
Date Made Active in Reports: 11/09/2020
Number of Days to Update: 80

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

LOS ANGELES COUNTY:

AOCONCERN: Key Areas of Concerns in Los Angeles County

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office. Date of Government Version: 3/30/2009 Exide Site area is a cleanup plan of lead-impacted soil surrounding the former Exide Facility as designated by the DTSC. Date of Government Version: 7/17/2017

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: N/A
Telephone: N/A
Last EDR Contact: 09/09/2021
Next Scheduled EDR Contact: 12/27/2021
Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 07/08/2021
Date Data Arrived at EDR: 07/09/2021
Date Made Active in Reports: 09/29/2021
Number of Days to Update: 82

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 10/15/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities Solid Waste Facilities in Los Angeles County.

Date of Government Version: 07/09/2021
Date Data Arrived at EDR: 07/09/2021
Date Made Active in Reports: 09/29/2021
Number of Days to Update: 82

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 10/08/2021
Next Scheduled EDR Contact: 01/24/2022
Data Release Frequency: Varies

LF LOS ANGELES CITY: City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2021
Date Data Arrived at EDR: 02/18/2021
Date Made Active in Reports: 05/10/2021
Number of Days to Update: 81

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 10/05/2021
Next Scheduled EDR Contact: 01/24/2022
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LOS ANGELES AST: Active & Inactive AST Inventory

A listing of active & inactive above ground petroleum storage tank site locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019	Source: Los Angeles Fire Department
Date Data Arrived at EDR: 06/25/2019	Telephone: 213-978-3800
Date Made Active in Reports: 08/22/2019	Last EDR Contact: 09/24/2021
Number of Days to Update: 58	Next Scheduled EDR Contact: 01/03/2022
	Data Release Frequency: Varies

LOS ANGELES CO LF METHANE: Methane Producing Landfills

This data was created on April 30, 2012 to represent known disposal sites in Los Angeles County that may produce and emanate methane gas. The shapefile contains disposal sites within Los Angeles County that once accepted degradable refuse material. Information used to create this data was extracted from a landfill survey performed by County Engineers (Major Waste System Map, 1973) as well as historical records from CalRecycle, Regional Water Quality Control Board, and Los Angeles County Department of Public Health

Date of Government Version: 02/04/2021	Source: Los Angeles County Department of Public Works
Date Data Arrived at EDR: 04/16/2021	Telephone: 626-458-6973
Date Made Active in Reports: 04/21/2021	Last EDR Contact: 10/08/2021
Number of Days to Update: 5	Next Scheduled EDR Contact: 01/24/2022
	Data Release Frequency: No Update Planned

LOS ANGELES HM: Active & Inactive Hazardous Materials Inventory

A listing of active & inactive hazardous materials facility locations, located in the City of Los Angeles.

Date of Government Version: 04/19/2021	Source: Los Angeles Fire Department
Date Data Arrived at EDR: 06/17/2021	Telephone: 213-978-3800
Date Made Active in Reports: 06/28/2021	Last EDR Contact: 09/24/2021
Number of Days to Update: 11	Next Scheduled EDR Contact: 01/03/2022
	Data Release Frequency: Varies

LOS ANGELES UST: Active & Inactive UST Inventory

A listing of active & inactive underground storage tank site locations and underground storage tank historical sites, located in the City of Los Angeles.

Date of Government Version: 04/19/2021	Source: Los Angeles Fire Department
Date Data Arrived at EDR: 06/17/2021	Telephone: 213-978-3800
Date Made Active in Reports: 09/14/2021	Last EDR Contact: 09/24/2021
Number of Days to Update: 89	Next Scheduled EDR Contact: 01/03/2022
	Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 05/26/2021	Source: Community Health Services
Date Data Arrived at EDR: 07/09/2021	Telephone: 323-890-7806
Date Made Active in Reports: 09/29/2021	Last EDR Contact: 10/15/2021
Number of Days to Update: 82	Next Scheduled EDR Contact: 01/24/2022
	Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017	Source: City of El Segundo Fire Department
Date Data Arrived at EDR: 04/19/2017	Telephone: 310-524-2236
Date Made Active in Reports: 05/10/2017	Last EDR Contact: 10/06/2021
Number of Days to Update: 21	Next Scheduled EDR Contact: 01/24/2022
	Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UST LONG BEACH: City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 04/22/2019	Source: City of Long Beach Fire Department
Date Data Arrived at EDR: 04/23/2019	Telephone: 562-570-2563
Date Made Active in Reports: 06/27/2019	Last EDR Contact: 10/14/2021
Number of Days to Update: 65	Next Scheduled EDR Contact: 01/31/2022
	Data Release Frequency: Varies

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 02/02/2021	Source: City of Torrance Fire Department
Date Data Arrived at EDR: 04/28/2021	Telephone: 310-618-2973
Date Made Active in Reports: 07/13/2021	Last EDR Contact: 10/15/2021
Number of Days to Update: 76	Next Scheduled EDR Contact: 01/31/2022
	Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA MADERA: CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 08/10/2020	Source: Madera County Environmental Health
Date Data Arrived at EDR: 08/12/2020	Telephone: 559-675-7823
Date Made Active in Reports: 10/23/2020	Last EDR Contact: 11/11/2021
Number of Days to Update: 72	Next Scheduled EDR Contact: 02/28/2022
	Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 09/26/2018	Source: Public Works Department Waste Management
Date Data Arrived at EDR: 10/04/2018	Telephone: 415-473-6647
Date Made Active in Reports: 11/02/2018	Last EDR Contact: 09/23/2021
Number of Days to Update: 29	Next Scheduled EDR Contact: 01/10/2022
	Data Release Frequency: Semi-Annually

MENDOCINO COUNTY:

UST MENDOCINO: Mendocino County UST Database
A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/22/2021	Source: Department of Public Health
Date Data Arrived at EDR: 11/18/2021	Telephone: 707-463-4466
Date Made Active in Reports: 11/22/2021	Last EDR Contact: 11/16/2021
Number of Days to Update: 4	Next Scheduled EDR Contact: 03/07/2022
	Data Release Frequency: Annually

MERCED COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA MERCED: CUPA Facility List CUPA facility list.

Date of Government Version: 08/11/2021
Date Data Arrived at EDR: 08/12/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 88

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

MONO COUNTY:

CUPA MONO: CUPA Facility List CUPA Facility List

Date of Government Version: 02/22/2021
Date Data Arrived at EDR: 03/02/2021
Date Made Active in Reports: 05/19/2021
Number of Days to Update: 78

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 12/02/2021
Next Scheduled EDR Contact: 06/06/3021
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing CUPA Program listing from the Environmental Health Division.

Date of Government Version: 06/23/2021
Date Data Arrived at EDR: 06/23/2021
Date Made Active in Reports: 06/24/2021
Number of Days to Update: 1

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 09/23/2021
Next Scheduled EDR Contact: 01/10/2022
Data Release Frequency: Varies

NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites Underground storage tank sites located in Napa county.

Date of Government Version: 09/05/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List CUPA facility list.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 07/28/2021
Date Data Arrived at EDR: 07/28/2021
Date Made Active in Reports: 10/21/2021
Number of Days to Update: 85

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 07/09/2021
Date Data Arrived at EDR: 08/03/2021
Date Made Active in Reports: 10/26/2021
Number of Days to Update: 84

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 10/29/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 07/09/2021
Date Data Arrived at EDR: 08/03/2021
Date Made Active in Reports: 10/26/2021
Number of Days to Update: 84

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 10/29/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 07/09/2021
Date Data Arrived at EDR: 07/29/2021
Date Made Active in Reports: 10/19/2021
Number of Days to Update: 82

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 10/29/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/09/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 81

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 03/31/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/26/2019
Number of Days to Update: 64

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 10/14/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

RIVERSIDE COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites

Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 06/29/2021

Date Data Arrived at EDR: 06/30/2021

Date Made Active in Reports: 07/14/2021

Number of Days to Update: 14

Source: Department of Environmental Health

Telephone: 951-358-5055

Last EDR Contact: 09/09/2021

Next Scheduled EDR Contact: 12/27/2021

Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 06/29/2021

Date Data Arrived at EDR: 06/30/2021

Date Made Active in Reports: 07/14/2021

Number of Days to Update: 14

Source: Department of Environmental Health

Telephone: 951-358-5055

Last EDR Contact: 09/09/2021

Next Scheduled EDR Contact: 12/27/2021

Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List

List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 03/30/2021

Date Data Arrived at EDR: 04/01/2021

Date Made Active in Reports: 06/23/2021

Number of Days to Update: 83

Source: Sacramento County Environmental Management

Telephone: 916-875-8406

Last EDR Contact: 09/28/2021

Next Scheduled EDR Contact: 01/10/2022

Data Release Frequency: Quarterly

ML SACRAMENTO: Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 08/02/2021

Date Data Arrived at EDR: 08/04/2021

Date Made Active in Reports: 11/02/2021

Number of Days to Update: 90

Source: Sacramento County Environmental Management

Telephone: 916-875-8406

Last EDR Contact: 10/01/2021

Next Scheduled EDR Contact: 01/10/2022

Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List

Cupa facility list

Date of Government Version: 07/27/2021

Date Data Arrived at EDR: 07/28/2021

Date Made Active in Reports: 10/21/2021

Number of Days to Update: 85

Source: San Benito County Environmental Health

Telephone: N/A

Last EDR Contact: 10/29/2021

Next Scheduled EDR Contact: 02/14/2022

Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/11/2021
Date Data Arrived at EDR: 08/12/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 88

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 11/01/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

HMMD SAN DIEGO: Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 08/30/2021
Date Data Arrived at EDR: 08/31/2021
Date Made Active in Reports: 11/19/2021
Number of Days to Update: 80

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 11/30/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/01/2020
Date Data Arrived at EDR: 11/23/2020
Date Made Active in Reports: 02/08/2021
Number of Days to Update: 77

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing

A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 07/14/2020
Date Data Arrived at EDR: 07/16/2020
Date Made Active in Reports: 09/29/2020
Number of Days to Update: 75

Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 10/15/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

SAN DIEGO CO SAM: Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

CUPA SAN FRANCISCO CO: CUPA Facility Listing
Cupa facilities

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/05/2021
Date Data Arrived at EDR: 08/05/2021
Date Made Active in Reports: 10/29/2021
Number of Days to Update: 85

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

LUST SAN FRANCISCO: Local Oversight Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 11/01/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: No Update Planned

UST SAN FRANCISCO: Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 08/05/2021
Date Data Arrived at EDR: 08/05/2021
Date Made Active in Reports: 10/29/2021
Number of Days to Update: 85

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 10/31/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST

A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 15

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 09/09/2021
Next Scheduled EDR Contact: 12/27/2021
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List

Cupa Facility List.

Date of Government Version: 08/10/2021
Date Data Arrived at EDR: 08/11/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 89

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 02/20/2020
Date Data Arrived at EDR: 02/20/2020
Date Made Active in Reports: 04/24/2020
Number of Days to Update: 64

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 09/10/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST SAN MATEO: Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/29/2019
Date Data Arrived at EDR: 03/29/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 61

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/02/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing

CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: No Update Planned

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List

Cupa facility list

Date of Government Version: 08/04/2021
Date Data Arrived at EDR: 08/05/2021
Date Made Active in Reports: 10/29/2021
Number of Days to Update: 85

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 11/18/2021
Next Scheduled EDR Contact: 02/27/2022
Data Release Frequency: Varies

HIST LUST SANTA CLARA: HIST LUST - Fuel Leak Site Activity Report

A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LUST SANTA CLARA: LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: No Update Planned

SAN JOSE HAZMAT: Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/03/2020
Date Data Arrived at EDR: 11/05/2020
Date Made Active in Reports: 01/26/2021
Number of Days to Update: 82

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA SANTA CRUZ: CUPA Facility List CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks

A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 08/13/2019
Number of Days to Update: 68

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks

Underground storage tank sites located in Solano county.

Date of Government Version: 06/22/2021
Date Data Arrived at EDR: 06/23/2021
Date Made Active in Reports: 09/17/2021
Number of Days to Update: 86

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Quarterly

SONOMA COUNTY:

CUPA SONOMA: Cupa Facility List Cupa Facility list

Date of Government Version: 07/02/2021
Date Data Arrived at EDR: 07/06/2021
Date Made Active in Reports: 07/14/2021
Number of Days to Update: 8

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 09/14/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites

A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 06/30/2021
Date Data Arrived at EDR: 06/30/2021
Date Made Active in Reports: 09/24/2021
Number of Days to Update: 86

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 09/14/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA STANISLAUS: CUPA Facility List Cupa facility list

Date of Government Version: 05/14/2021
Date Data Arrived at EDR: 05/17/2021
Date Made Active in Reports: 08/03/2021
Number of Days to Update: 78

Source: Stanislaus County Department of Environmental Protection
Telephone: 209-525-6751
Last EDR Contact: 10/06/2021
Next Scheduled EDR Contact: 01/24/2022
Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks Underground storage tank sites located in Sutter county.

Date of Government Version: 08/23/2021
Date Data Arrived at EDR: 08/25/2021
Date Made Active in Reports: 11/17/2021
Number of Days to Update: 84

Source: Sutter County Environmental Health Services
Telephone: 530-822-7500
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List Cupa facilities

Date of Government Version: 01/13/2021
Date Data Arrived at EDR: 01/14/2021
Date Made Active in Reports: 04/06/2021
Number of Days to Update: 82

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List Cupa facility list

Date of Government Version: 07/14/2021
Date Data Arrived at EDR: 07/15/2021
Date Made Active in Reports: 10/06/2021
Number of Days to Update: 83

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 10/15/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

TULARE COUNTY:

CUPA TULARE: CUPA Facility List Cupa program facilities

Date of Government Version: 04/26/2021
Date Data Arrived at EDR: 04/28/2021
Date Made Active in Reports: 07/13/2021
Number of Days to Update: 76

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 11/01/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

TUOLUMNE COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA TUOLUMNE: CUPA Facility List Cupa facility list

Date of Government Version: 04/23/2018	Source: Divison of Environmental Health
Date Data Arrived at EDR: 04/25/2018	Telephone: 209-533-5633
Date Made Active in Reports: 06/25/2018	Last EDR Contact: 10/14/2021
Number of Days to Update: 61	Next Scheduled EDR Contact: 01/31/2022
	Data Release Frequency: Varies

VENTURA COUNTY:

BWT VENTURA: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 05/26/2021	Source: Ventura County Environmental Health Division
Date Data Arrived at EDR: 07/19/2021	Telephone: 805-654-2813
Date Made Active in Reports: 10/08/2021	Last EDR Contact: 10/18/2021
Number of Days to Update: 81	Next Scheduled EDR Contact: 01/31/2022
	Data Release Frequency: Quarterly

LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011	Source: Environmental Health Division
Date Data Arrived at EDR: 12/01/2011	Telephone: 805-654-2813
Date Made Active in Reports: 01/19/2012	Last EDR Contact: 09/23/2021
Number of Days to Update: 49	Next Scheduled EDR Contact: 01/10/2022
	Data Release Frequency: No Update Planned

LUST VENTURA: Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008	Source: Environmental Health Division
Date Data Arrived at EDR: 06/24/2008	Telephone: 805-654-2813
Date Made Active in Reports: 07/31/2008	Last EDR Contact: 11/05/2021
Number of Days to Update: 37	Next Scheduled EDR Contact: 02/21/2022
	Data Release Frequency: No Update Planned

MED WASTE VENTURA: Medical Waste Program List

To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 05/26/2021	Source: Ventura County Resource Management Agency
Date Data Arrived at EDR: 07/19/2021	Telephone: 805-654-2813
Date Made Active in Reports: 10/07/2021	Last EDR Contact: 10/18/2021
Number of Days to Update: 80	Next Scheduled EDR Contact: 01/31/2022
	Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 07/26/2021	Source: Environmental Health Division
Date Data Arrived at EDR: 09/08/2021	Telephone: 805-654-2813
Date Made Active in Reports: 11/29/2021	Last EDR Contact: 12/07/2021
Number of Days to Update: 82	Next Scheduled EDR Contact: 03/21/2022
	Data Release Frequency: Quarterly

YOLO COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UST YOLO: Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 06/22/2021	Source: Yolo County Department of Health
Date Data Arrived at EDR: 06/28/2021	Telephone: 530-666-8646
Date Made Active in Reports: 09/21/2021	Last EDR Contact: 09/23/2021
Number of Days to Update: 85	Next Scheduled EDR Contact: 01/10/2022
	Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 07/20/2021	Source: Yuba County Environmental Health Department
Date Data Arrived at EDR: 07/20/2021	Telephone: 530-749-7523
Date Made Active in Reports: 10/08/2021	Last EDR Contact: 10/22/2021
Number of Days to Update: 80	Next Scheduled EDR Contact: 02/07/2022
	Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 07/23/2021	Source: Department of Energy & Environmental Protection
Date Data Arrived at EDR: 08/10/2021	Telephone: 860-424-3375
Date Made Active in Reports: 11/08/2021	Last EDR Contact: 11/12/2021
Number of Days to Update: 90	Next Scheduled EDR Contact: 02/21/2022
	Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2018	Source: Department of Environmental Protection
Date Data Arrived at EDR: 04/10/2019	Telephone: N/A
Date Made Active in Reports: 05/16/2019	Last EDR Contact: 10/05/2021
Number of Days to Update: 36	Next Scheduled EDR Contact: 01/17/2022
	Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 01/01/2019	Source: Department of Environmental Conservation
Date Data Arrived at EDR: 04/29/2020	Telephone: 518-402-8651
Date Made Active in Reports: 07/10/2020	Last EDR Contact: 10/29/2021
Number of Days to Update: 72	Next Scheduled EDR Contact: 02/07/2022
	Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/19/2019
Date Made Active in Reports: 09/10/2019
Number of Days to Update: 53

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 10/07/2021
Next Scheduled EDR Contact: 01/24/2022
Data Release Frequency: Annually

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 02/11/2021
Date Made Active in Reports: 02/24/2021
Number of Days to Update: 13

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 11/29/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Annually

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 76

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 12/06/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Annually

Oil/Gas Pipelines

Source: Endeavor Business Media

Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Electric Power Transmission Line Data

Source: Endeavor Business Media

This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:

Source: American Hospital Association, Inc.
Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes

Source: National Institutes of Health
Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools

Source: National Center for Education Statistics
Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities

Source: Department of Social Services

Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory

Source: Department of Fish and Wildlife

Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map

Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

© 2015 TomTom North America, Inc. All rights reserved. This material is proprietary and the subject of copyright protection and other intellectual property rights owned by or licensed to Tele Atlas North America, Inc. The use of this material is subject to the terms of a license agreement. You will be held liable for any unauthorized copying or disclosure of this material.

GEOCHECK[®] - PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

PLYMOUTH TRADING POST
18725 STATE HIGHWAY 49
PLYMOUTH, CA 95669

TARGET PROPERTY COORDINATES

Latitude (North):	38.481311 - 38° 28' 52.72"
Longitude (West):	120.845416 - 120° 50' 43.50"
Universal Transverse Mercator:	Zone 10
UTM X (Meters):	687938.5
UTM Y (Meters):	4261212.5
Elevation:	1085 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	12007965 AMADOR CITY, CA
Version Date:	2018

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

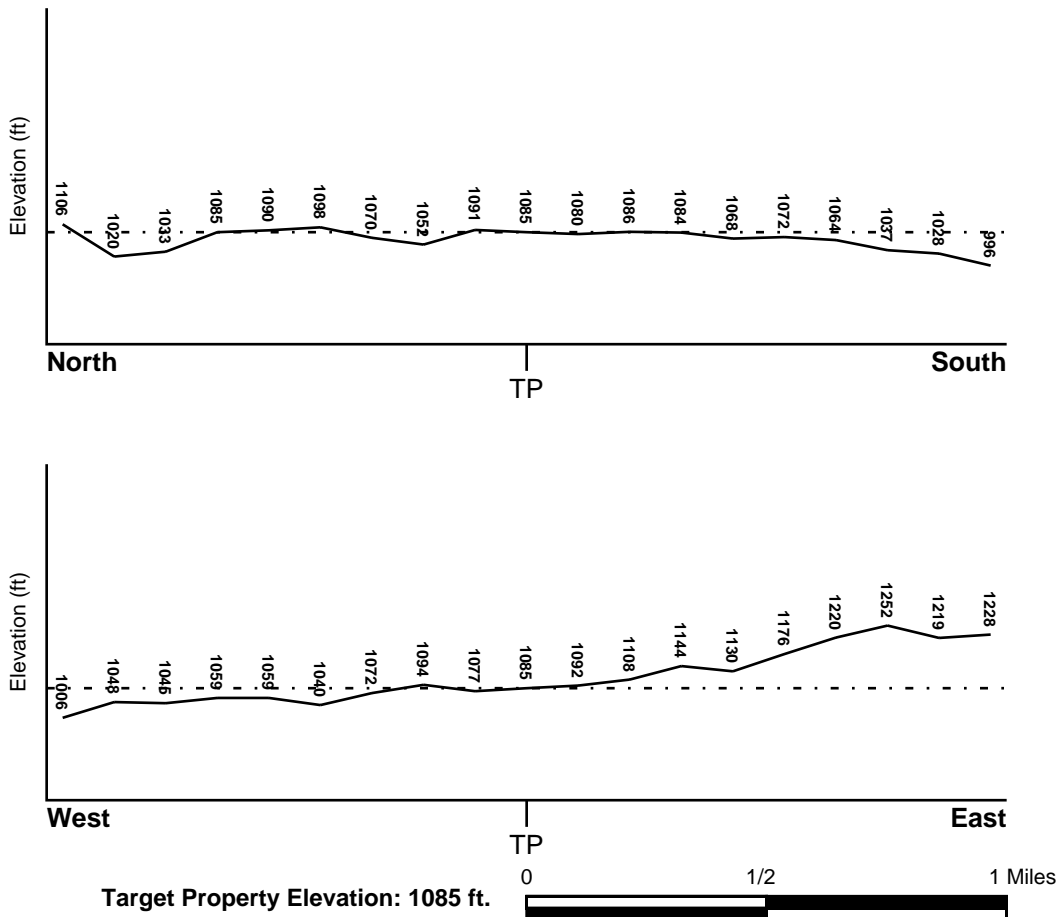
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General NW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

<u>Flood Plain Panel at Target Property</u>	<u>FEMA Source Type</u>
06005C0326F	FEMA FIRM Flood data
<u>Additional Panels in search area:</u>	<u>FEMA Source Type</u>
06005C0327F	FEMA FIRM Flood data
06005C0330F	FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

<u>NWI Quad at Target Property</u>	<u>NWI Electronic Data Coverage</u>
AMADOR CITY	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

<u>MAP ID</u>	<u>LOCATION FROM TP</u>	<u>GENERAL DIRECTION GROUNDWATER FLOW</u>
Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

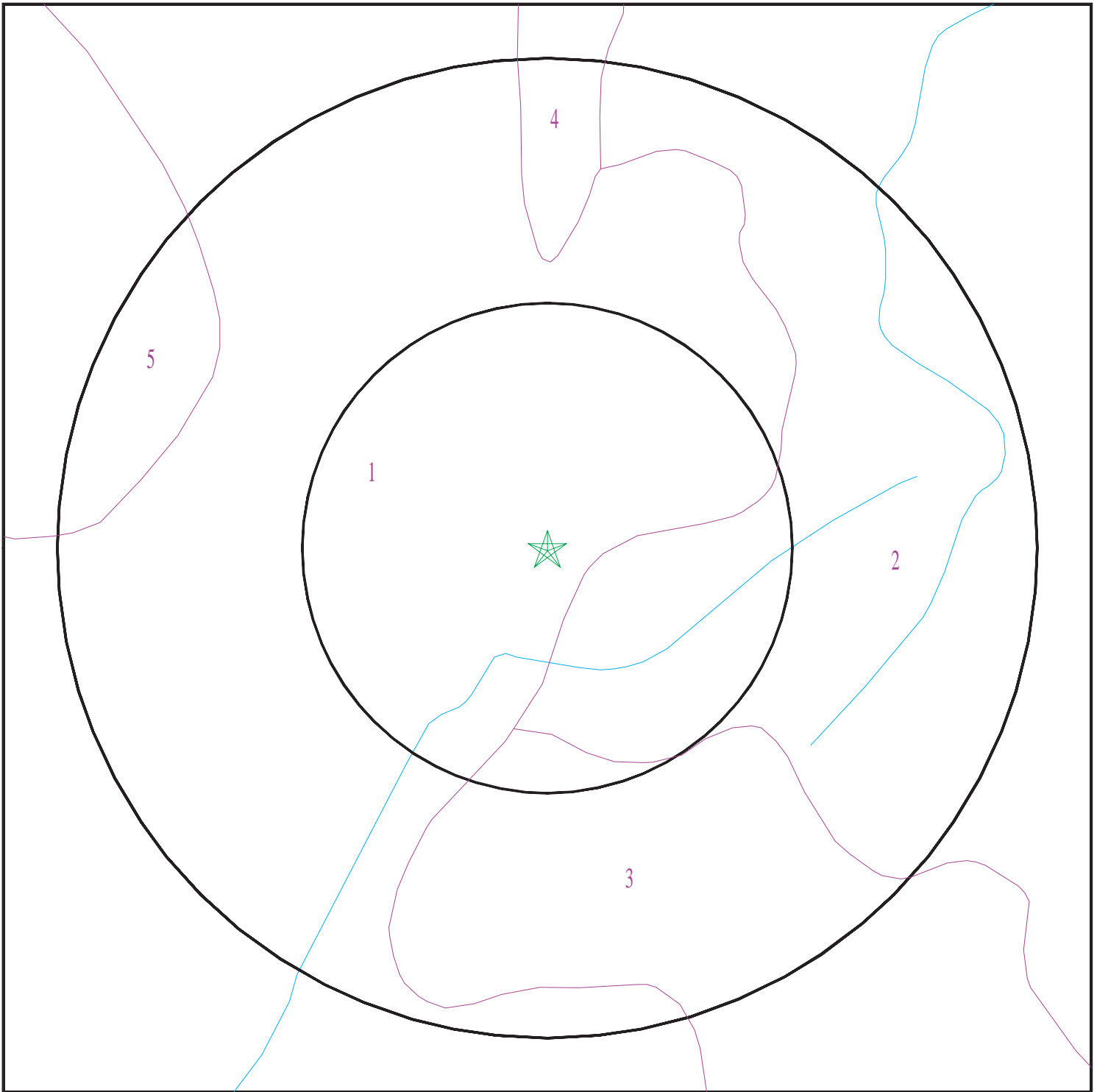
Era: Mesozoic
System: Lower Jurassic and Upper Triassic
Series: Lower Mesozoic
Code: IMze (*decoded above as Era, System & Series*)

GEOLOGIC AGE IDENTIFICATION

Category: Eugeosynclinal Deposits

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 6779875.2s



- ★ Target Property
- ∩ SSURGO Soil
- ∩ Water

0 1/16 1/8 1/4 Miles



SITE NAME: Plymouth Trading Post
ADDRESS: 18725 STATE HIGHWAY 49
Plymouth CA 95669
LAT/LONG: 38.481311 / 120.845416

CLIENT: Light, Air & Space Construction
CONTACT: David Guthridge
INQUIRY #: 6779875.2s
DATE: December 08, 2021 10:59 am

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: Auburn

Soil Surface Texture: loam

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 15 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	9 inches	loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	Not reported	Max: 1.4 Min: 0	Max: Min:
2	9 inches	14 inches		Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	Not reported	Max: 1.4 Min: 0	Max: Min:
3	14 inches	18 inches	unweathered bedrock	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	Not reported	Max: 1.4 Min: 0	Max: Min:

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Map ID: 2

Soil Component Name: Auburn

Soil Surface Texture: silt loam

Hydrologic Group: Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 61 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	11 inches	silt loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	Not reported	Max: 1.4 Min: 0	Max: Min:
2	11 inches	24 inches	loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	Not reported	Max: 1.4 Min: 0	Max: Min:
3	24 inches	29 inches	weathered bedrock	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	Not reported	Max: 1.4 Min: 0	Max: Min:
4	29 inches	33 inches	unweathered bedrock	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	Not reported	Max: 1.4 Min: 0	Max: Min:

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Map ID: 3

Soil Component Name: Mine tailings

Soil Surface Texture: Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.

Hydrologic Group: Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.

Soil Drainage Class: Excessively drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 31 inches

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	59 inches		Not reported	Not reported	Max: Min:	Max: Min:

Soil Map ID: 4

Soil Component Name: Exchequer

Soil Surface Texture: loam

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Somewhat excessively drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 15 inches

Depth to Watertable Min: > 0 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	5 inches	loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	Not reported	Max: 4 Min: 0.07	Max: Min:
2	5 inches	9 inches	unweathered bedrock	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	Not reported	Max: 4 Min: 0.07	Max: Min:

Soil Map ID: 5

Soil Component Name: Auburn

Soil Surface Texture: silt loam

Hydrologic Group: Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 61 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	11 inches	silt loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	Not reported	Max: 0.42 Min: 0	Max: Min:

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
2	11 inches	24 inches	silty clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	Not reported	Max: 0.42 Min: 0	Max: Min:
3	24 inches	29 inches	weathered bedrock	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	Not reported	Max: 0.42 Min: 0	Max: Min:
4	29 inches	33 inches	unweathered bedrock	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	Not reported	Max: 0.42 Min: 0	Max: Min:

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

<u>DATABASE</u>	<u>SEARCH DISTANCE (miles)</u>
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

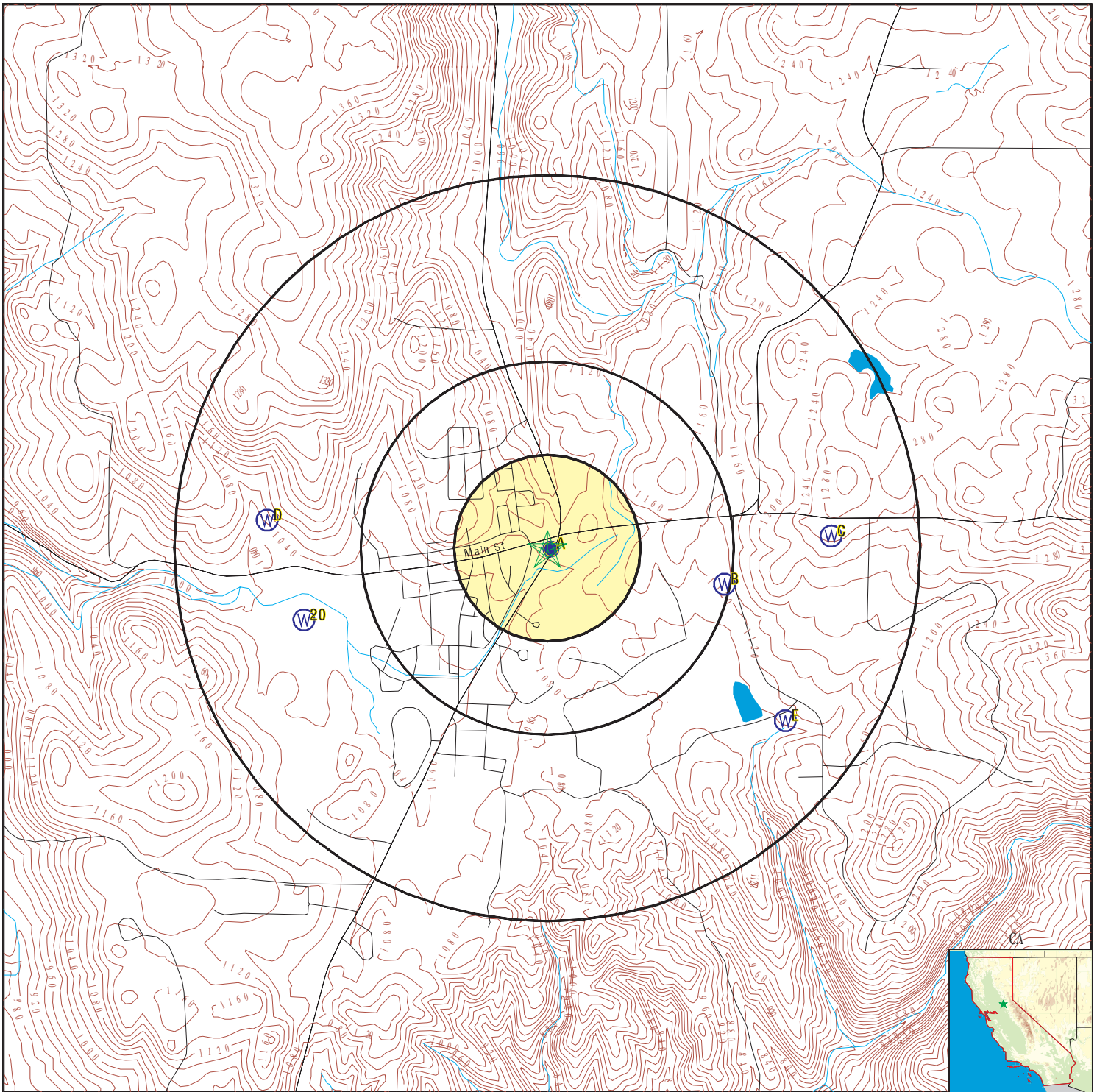
<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
A16	CA0300062	0 - 1/8 Mile ENE

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
A1	CAEDF0000015936	0 - 1/8 Mile SE
A2	CAEDF0000086034	0 - 1/8 Mile SE
A3	CAEDF0000091198	0 - 1/8 Mile West
A4	CAEDF0000103700	0 - 1/8 Mile North
A5	CAEDF0000104376	0 - 1/8 Mile East
A6	CAEDF0000108787	0 - 1/8 Mile SE
A7	CAEDF0000074021	0 - 1/8 Mile East
A8	CAEDF0000121619	0 - 1/8 Mile ENE
A9	CAEDF0000140497	0 - 1/8 Mile NE
A10	CAEDF0000022692	0 - 1/8 Mile ESE
A11	CAEDF0000048769	0 - 1/8 Mile NE
A12	CAEDF0000021566	0 - 1/8 Mile South
A13	CAEDF0000034607	0 - 1/8 Mile NNE
A14	CAEDF0000020411	0 - 1/8 Mile South
A15	CAEDF0000052595	0 - 1/8 Mile South
B17	3053	1/4 - 1/2 Mile ESE
B18	3054	1/4 - 1/2 Mile ESE
B19	7455	1/4 - 1/2 Mile ESE
20	7454	1/2 - 1 Mile WSW
C21	CADDW0000000484	1/2 - 1 Mile East
D22	CADDW0000020737	1/2 - 1 Mile West
D23	CADDW0000014586	1/2 - 1 Mile West
D24	CADDW0000011953	1/2 - 1 Mile West
E25	CADDW0000009046	1/2 - 1 Mile SE
E26	CADDW0000019498	1/2 - 1 Mile SE
E27	CAUSGS000002115	1/2 - 1 Mile SE
E28	CAUSGSN00007472	1/2 - 1 Mile SE
C29	3055	1/2 - 1 Mile East
E30	CADDW0000016141	1/2 - 1 Mile SE

PHYSICAL SETTING SOURCE MAP - 6779875.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons

- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME: Plymouth Trading Post
 ADDRESS: 18725 STATE HIGHWAY 49
 Plymouth CA 95669
 LAT/LONG: 38.481311 / 120.845416

CLIENT: Light, Air & Space Construction
 CONTACT: David Guthridge
 INQUIRY #: 6779875.2s
 DATE: December 08, 2021 10:59 am

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

A1
SE
0 - 1/8 Mile
Higher

CA WELLS CAEDF0000015936

Well ID:	T0600500011-MW-12	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-12
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0600500011&assigned_name=MW-12&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0600500011&assigned_name=MW-12		

A2
SE
0 - 1/8 Mile
Higher

CA WELLS CAEDF0000086034

Well ID:	T0600500011-MW-2	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-2
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0600500011&assigned_name=MW-2&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0600500011&assigned_name=MW-2		

A3
West
0 - 1/8 Mile
Higher

CA WELLS CAEDF0000091198

Well ID:	T0600500011-MW-11	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-11
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0600500011&assigned_name=MW-11&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0600500011&assigned_name=MW-11		

A4
North
0 - 1/8 Mile
Higher

CA WELLS CAEDF0000103700

Well ID:	T0600500011-MW-1	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-1
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0600500011&assigned_name=MW-1&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0600500011&assigned_name=MW-1		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

A5
East
0 - 1/8 Mile
Higher

CA WELLS CAEDF0000104376

Well ID: T0600500011-MW-3 Well Type: MONITORING
 Source: EDF Other Name: MW-3
 GAMA PFAS Testing: Not Reported
 Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0600500011&assigned_name=MW-3&store_num=
 GeoTracker Data: https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0600500011&assigned_name=MW-3

A6
SE
0 - 1/8 Mile
Higher

CA WELLS CAEDF0000108787

Well ID: T0600500011-MW-10 Well Type: MONITORING
 Source: EDF Other Name: MW-10
 GAMA PFAS Testing: Not Reported
 Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0600500011&assigned_name=MW-10&store_num=
 GeoTracker Data: https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0600500011&assigned_name=MW-10

A7
East
0 - 1/8 Mile
Higher

CA WELLS CAEDF0000074021

Well ID: T0600500011-SVE-1 Well Type: MONITORING
 Source: EDF Other Name: SVE-1
 GAMA PFAS Testing: Not Reported
 Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0600500011&assigned_name=SVE-1&store_num=
 GeoTracker Data: https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0600500011&assigned_name=SVE-1

A8
ENE
0 - 1/8 Mile
Higher

CA WELLS CAEDF0000121619

Well ID: T0600500011-MW-4 Well Type: MONITORING
 Source: EDF Other Name: MW-4
 GAMA PFAS Testing: Not Reported
 Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0600500011&assigned_name=MW-4&store_num=
 GeoTracker Data: https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0600500011&assigned_name=MW-4

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

A9
NE
0 - 1/8 Mile
Higher

CA WELLS CAEDF0000140497

Well ID:	T0600500011-MW-5	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-5
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0600500011&assigned_name=MW-5&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0600500011&assigned_name=MW-5		

A10
ESE
0 - 1/8 Mile
Higher

CA WELLS CAEDF0000022692

Well ID:	T0600500011-MW-7	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-7
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0600500011&assigned_name=MW-7&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0600500011&assigned_name=MW-7		

A11
NE
0 - 1/8 Mile
Higher

CA WELLS CAEDF0000048769

Well ID:	T0600500011-MW-6	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-6
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0600500011&assigned_name=MW-6&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0600500011&assigned_name=MW-6		

A12
South
0 - 1/8 Mile
Lower

CA WELLS CAEDF0000021566

Well ID:	T0600500011-MW-9	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-9
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0600500011&assigned_name=MW-9&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0600500011&assigned_name=MW-9		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

A13
NNE
0 - 1/8 Mile
Higher

CA WELLS CAEDF0000034607

Well ID:	T0600500011-MW-14	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-14
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0600500011&assigned_name=MW-14&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0600500011&assigned_name=MW-14		

A14
South
0 - 1/8 Mile
Lower

CA WELLS CAEDF0000020411

Well ID:	T0600500011-MW-8	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-8
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0600500011&assigned_name=MW-8&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0600500011&assigned_name=MW-8		

A15
South
0 - 1/8 Mile
Lower

CA WELLS CAEDF0000052595

Well ID:	T0600500011-MW-13	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-13
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0600500011&assigned_name=MW-13&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0600500011&assigned_name=MW-13		

A16
ENE
0 - 1/8 Mile
Higher

FRDS PWS CA0300062

Epa region:	09	State:	CA
Pwsid:	CA0300062	Pwsname:	Hope Foundation/Moriah Heights
Cityserved:	Not Reported	Stateserved:	CA
Zipsserved:	Not Reported	Fipscounty:	06005
Status:	Active	Retpopsrvd:	30
Pwssvconn:	22	Psource longname:	Groundwater
Pwstype:	CWS	Owner:	Private
Contact:	CHARLES BALBACH	Contactorgname:	Hope Foundation/Moriah Heights
Contactphone:	9168528600	Contactaddress1:	11390 GOLD DREDGE WAY
Contactaddress2:	Not Reported	Contactcity:	RANCHO CORDOVA

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Contactstate:	CA	Contactzip:	95742
Pwsactivitycode:	A		
PWS ID:	CA0300062	PWS name:	HOPE FOUNDATION/MORIAH HEIGHTS
Address:	Not Reported	Care of:	Not Reported
City:	PLYMOUTH	State:	CA
Zip:	95669	Owner:	HOPE FOUNDATION/MORIAH HEIGHTS
Source code:	Ground water	Population:	300
PWS ID:	CA0300062	PWS type:	System Owner/Responsible Party
PWS name:	HOPE FOUNDATION	PWS address:	Not Reported
PWS city:	PLYMOUTH	PWS state:	CA
PWS zip:	95669	PWS name:	HOPE FOUNDATION/MORIAH HEIGHTS
PWS type code:	C	Retail population served:	300
Contact:	CHARLES BALBACH	Contact address:	11390 GOLD DREDGE WAY
Contact address:	RANCHO CORDOVA	Contact city:	CA
Contact state:	95	Contact zip:	9168528600
Contact telephone:	Not Reported		
PWS ID:	CA0300062	Activity status:	Active
Date system activated:	Not Reported	Date system deactivated:	Not Reported
Retail population:	00000025	System name:	HOPE FOUNDATION
System address:	HOPE FOUNDATION	System address:	240 HIGHWAY 16
System city:	PLYMOUTH	System state:	CA
System zip:	95669		
Population served:	Under 101 Persons	Treatment:	Untreated
Latitude:	382854	Longitude:	1205036
Violation id:	0100002	Orig code:	S
State:	CA	Violation Year:	2001
Contamination code:	3100	Contamination Name:	Coliform (TCR)
Violation code:	23	Violation name:	Monitoring, Routine Major (TCR)
Rule code:	110	Rule name:	TCR
Violation measur:	Not Reported	Unit of measure:	Not Reported
State mcl:	Not Reported	Cmp bdt:	08/01/2001
Cmp edt:	08/31/2001		
Violation id:	0200003	Orig code:	S
State:	CA	Violation Year:	2001
Contamination code:	3100	Contamination Name:	Coliform (TCR)
Violation code:	26	Violation name:	Monitoring, Repeat Minor (TCR)
Rule code:	110	Rule name:	TCR
Violation measur:	Not Reported	Unit of measure:	Not Reported
State mcl:	Not Reported	Cmp bdt:	09/01/2001
Cmp edt:	09/30/2001		
Violation id:	0200004	Orig code:	S
State:	CA	Violation Year:	2001
Contamination code:	3100	Contamination Name:	Coliform (TCR)
Violation code:	23	Violation name:	Monitoring, Routine Major (TCR)
Rule code:	110	Rule name:	TCR
Violation measur:	Not Reported	Unit of measure:	Not Reported
State mcl:	Not Reported	Cmp bdt:	11/01/2001
Cmp edt:	11/30/2001		
Violation id:	0200005	Orig code:	S
State:	CA	Violation Year:	2001
Contamination code:	3100	Contamination Name:	Coliform (TCR)
Violation code:	25	Violation name:	Monitoring, Repeat Major (TCR)
Rule code:	110	Rule name:	TCR

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Violation measur:	Not Reported	Unit of measure:	Not Reported
State mcl:	Not Reported	Cmp bdt:	07/01/2001
Cmp edt:	07/31/2001		
Violation id:	0300006	Orig code:	S
State:	CA	Violation Year:	2001
Contamination code:	3100	Contamination Name:	Coliform (TCR)
Violation code:	23	Violation name:	Monitoring, Routine Major (TCR)
Rule code:	110	Rule name:	TCR
Violation measur:	Not Reported	Unit of measure:	Not Reported
State mcl:	Not Reported	Cmp bdt:	11/01/2001
Cmp edt:	11/30/2001		
Violation id:	0400007	Orig code:	S
State:	CA	Violation Year:	2004
Contamination code:	3100	Contamination Name:	Coliform (TCR)
Violation code:	23	Violation name:	Monitoring, Routine Major (TCR)
Rule code:	110	Rule name:	TCR
Violation measur:	Not Reported	Unit of measure:	Not Reported
State mcl:	Not Reported	Cmp bdt:	02/01/2004
Cmp edt:	02/29/2004		
Violation id:	0400008	Orig code:	S
State:	CA	Violation Year:	2004
Contamination code:	3100	Contamination Name:	Coliform (TCR)
Violation code:	23	Violation name:	Monitoring, Routine Major (TCR)
Rule code:	110	Rule name:	TCR
Violation measur:	Not Reported	Unit of measure:	Not Reported
State mcl:	Not Reported	Cmp bdt:	03/01/2004
Cmp edt:	03/31/2004		
Violation id:	0500009	Orig code:	S
State:	CA	Violation Year:	2005
Contamination code:	3100	Contamination Name:	Coliform (TCR)
Violation code:	23	Violation name:	Monitoring, Routine Major (TCR)
Rule code:	110	Rule name:	TCR
Violation measur:	Not Reported	Unit of measure:	Not Reported
State mcl:	Not Reported	Cmp bdt:	01/01/2005
Cmp edt:	01/31/2005		
Violation id:	0500010	Orig code:	S
State:	CA	Violation Year:	2005
Contamination code:	3100	Contamination Name:	Coliform (TCR)
Violation code:	23	Violation name:	Monitoring, Routine Major (TCR)
Rule code:	110	Rule name:	TCR
Violation measur:	Not Reported	Unit of measure:	Not Reported
State mcl:	Not Reported	Cmp bdt:	05/01/2005
Cmp edt:	05/31/2005		
Violation id:	0500011	Orig code:	S
State:	CA	Violation Year:	2005
Contamination code:	3100	Contamination Name:	Coliform (TCR)
Violation code:	25	Violation name:	Monitoring, Repeat Major (TCR)
Rule code:	110	Rule name:	TCR
Violation measur:	Not Reported	Unit of measure:	Not Reported
State mcl:	Not Reported	Cmp bdt:	05/01/2005
Cmp edt:	05/31/2005		
Violation id:	0700012	Orig code:	S
State:	CA	Violation Year:	2007
Contamination code:	3100	Contamination Name:	Coliform (TCR)
Violation code:	23	Violation name:	Monitoring, Routine Major (TCR)

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Rule code:	110	Rule name:	TCR
Violation measur:	Not Reported	Unit of measure:	Not Reported
State mcl:	Not Reported	Cmp bdt:	08/01/2007
Cmp edt:	08/31/2007		
Violation id:	0900013	Orig code:	S
State:	CA	Violation Year:	2008
Contamination code:	3100	Contamination Name:	Coliform (TCR)
Violation code:	24	Violation name:	Monitoring, Routine Minor (TCR)
Rule code:	110	Rule name:	TCR
Violation measur:	Not Reported	Unit of measure:	Not Reported
State mcl:	Not Reported	Cmp bdt:	11/01/2008
Cmp edt:	11/30/2008		
Violation id:	0900014	Orig code:	S
State:	CA	Violation Year:	2008
Contamination code:	5000	Contamination Name:	Lead and Copper Rule
Violation code:	58		
Violation name:	OCCT/SOWT Treatment Installation/Demonstration		
Rule code:	350	Rule name:	LCR
Violation measur:	Not Reported	Unit of measure:	Not Reported
State mcl:	Not Reported	Cmp bdt:	11/01/2008
Cmp edt:	Not Reported		
Violation id:	1300015	Orig code:	S
State:	CA	Violation Year:	2013
Contamination code:	3100	Contamination Name:	Coliform (TCR)
Violation code:	24	Violation name:	Monitoring, Routine Minor (TCR)
Rule code:	110	Rule name:	TCR
Violation measur:	Not Reported	Unit of measure:	Not Reported
State mcl:	Not Reported	Cmp bdt:	06/01/2013
Cmp edt:	06/30/2013		
Violation id:	95V0001	Orig code:	F
State:	CA	Violation Year:	1993
Contamination code:	5000	Contamination Name:	Lead and Copper Rule
Violation code:	51	Violation name:	Initial Tap Sampling for Pb and Cu
Rule code:	350	Rule name:	LCR
Violation measur:	0	Unit of measure:	Not Reported
State mcl:	0	Cmp bdt:	07/01/1993
Cmp edt:	04/04/2000		

PWS currently has or had major violation(s) or enforcement:Yes

Violation ID:	9400003	Violation source ID:	Not Reported
PWS telephone:	Not Reported	Contaminant:	COLIFORM (TCR)
Violation type:	Monitoring, Routine Major (TCR)		
Violation start date:	110193	Violation end date:	113093
Violation period (months):	001	Violation awareness date:	123093
Major violator:	Yes	Maximum contaminant level:	Not Reported
Number of required samples:	Not Reported	Number of samples taken:	Not Reported
Analysis method:	Not Reported	Analysis result:	Not Reported

Violation ID:	0100002	Orig Code:	S
Enforcemnt FY:	2001	Enforcement Action:	09/17/2001
Enforcement Detail:	St Violation/Reminder Notice		
Enforcement Category:	Informal		

Violation ID:	0100002	Orig Code:	S
Enforcemnt FY:	2001	Enforcement Action:	08/23/2001
Enforcement Detail:	St Violation/Reminder Notice		
Enforcement Category:	Informal		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Violation ID:	0100002	Orig Code:	S
Enforcemnt FY:	2002	Enforcement Action:	01/03/2002
Enforcement Detail:	St AO (w/o penalty) issued		
Enforcement Category:	Formal		
Violation ID:	0200003	Orig Code:	S
Enforcemnt FY:	2002	Enforcement Action:	01/03/2002
Enforcement Detail:	St AO (w/o penalty) issued		
Enforcement Category:	Formal		
Violation ID:	0200003	Orig Code:	S
Enforcemnt FY:	2002	Enforcement Action:	11/16/2001
Enforcement Detail:	St Violation/Reminder Notice		
Enforcement Category:	Informal		
Violation ID:	0200005	Orig Code:	S
Enforcemnt FY:	2001	Enforcement Action:	08/23/2001
Enforcement Detail:	St Violation/Reminder Notice		
Enforcement Category:	Informal		
Violation ID:	0200005	Orig Code:	S
Enforcemnt FY:	2002	Enforcement Action:	01/03/2002
Enforcement Detail:	St AO (w/o penalty) issued		
Enforcement Category:	Formal		
Violation ID:	0300006	Orig Code:	S
Enforcemnt FY:	2002	Enforcement Action:	12/14/2001
Enforcement Detail:	St AO (w/o penalty) issued		
Enforcement Category:	Formal		
Violation ID:	0400007	Orig Code:	S
Enforcemnt FY:	2004	Enforcement Action:	03/10/2004
Enforcement Detail:	St Violation/Reminder Notice		
Enforcement Category:	Informal		
Violation ID:	0400008	Orig Code:	S
Enforcemnt FY:	2004	Enforcement Action:	04/13/2004
Enforcement Detail:	St Violation/Reminder Notice		
Enforcement Category:	Informal		
Violation ID:	0500009	Orig Code:	S
Enforcemnt FY:	2005	Enforcement Action:	02/10/2005
Enforcement Detail:	St Violation/Reminder Notice		
Enforcement Category:	Informal		
Violation ID:	0500010	Orig Code:	S
Enforcemnt FY:	2005	Enforcement Action:	06/17/2005
Enforcement Detail:	St Violation/Reminder Notice		
Enforcement Category:	Informal		
Violation ID:	0500011	Orig Code:	S
Enforcemnt FY:	2005	Enforcement Action:	06/17/2005
Enforcement Detail:	St Violation/Reminder Notice		
Enforcement Category:	Informal		
Violation ID:	0500011	Orig Code:	S
Enforcemnt FY:	2005	Enforcement Action:	06/17/2005
Enforcement Detail:	St Tech Assistance Visit	Enforcement Category:	Informal
Violation ID:	0900013	Orig Code:	S
Enforcemnt FY:	2009	Enforcement Action:	12/18/2008
Enforcement Detail:	St Compliance achieved	Enforcement Category:	Resolving

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Violation ID:	0900013	Orig Code:	S
Enforcement FY:	2009	Enforcement Action:	12/01/2008
Enforcement Detail:	St Violation/Reminder Notice		
Enforcement Category:	Informal		
Violation ID:	0900013	Orig Code:	S
Enforcement FY:	2009	Enforcement Action:	12/01/2008
Enforcement Detail:	St Public Notif requested	Enforcement Category:	Informal
Violation ID:	0900014	Orig Code:	S
Enforcement FY:	2009	Enforcement Action:	12/22/2008
Enforcement Detail:	St AO (w/o penalty) issued		
Enforcement Category:	Formal		
Violation ID:	1300015	Orig Code:	S
Enforcement FY:	2013	Enforcement Action:	07/19/2013
Enforcement Detail:	St Compliance achieved	Enforcement Category:	Resolving
Violation ID:	95V0001	Orig Code:	F
Enforcement FY:	2000	Enforcement Action:	04/04/2000
Enforcement Detail:	St Compliance achieved	Enforcement Category:	Resolving
PWS name:	HOPE FOUNDATION/MORIAH HEIGHTS		
Population served:	300	PWS type code:	C
Violation ID:	0300006	Contaminant:	COLIFORM (TCR)
Violation type:	Monitoring, Routine Major (TCR)		
Compliance start date:	11/1/2001 0:00:00	Compliance end date:	11/30/2001 0:00:00
Enforcement date:	No Enf Action as of	Enforcement action:	7/8/2009 0:00:00
Violation measurement:	Not Reported		
PWS name:	HOPE FOUNDATION/MORIAH HEIGHTS		
Population served:	300	PWS type code:	C
Violation ID:	0500009	Contaminant:	COLIFORM (TCR)
Violation type:	Monitoring, Routine Major (TCR)		
Compliance start date:	1/1/2005 0:00:00	Compliance end date:	1/31/2005 0:00:00
Enforcement date:	No Enf Action as of	Enforcement action:	7/8/2009 0:00:00
Violation measurement:	Not Reported		
PWS name:	HOPE FOUNDATION/MORIAH HEIGHTS		
Population served:	300	PWS type code:	C
Violation ID:	0500010	Contaminant:	COLIFORM (TCR)
Violation type:	Monitoring, Routine Major (TCR)		
Compliance start date:	5/1/2005 0:00:00	Compliance end date:	5/31/2005 0:00:00
Enforcement date:	6/17/2005 0:00:00	Enforcement action:	State Violation/Reminder Notice
Violation measurement:	Not Reported		
PWS name:	HOPE FOUNDATION/MORIAH HEIGHTS		
Population served:	300	PWS type code:	C
Violation ID:	0500011	Contaminant:	COLIFORM (TCR)
Violation type:	Monitoring, Repeat Major (TCR)		
Compliance start date:	5/1/2005 0:00:00	Compliance end date:	5/31/2005 0:00:00
Enforcement date:	6/17/2005 0:00:00	Enforcement action:	State Violation/Reminder Notice
Violation measurement:	Not Reported		
PWS name:	HOPE FOUNDATION/MORIAH HEIGHTS		
Population served:	300	PWS type code:	C
Violation ID:	0500011	Contaminant:	COLIFORM (TCR)
Violation type:	Monitoring, Repeat Major (TCR)		
Compliance start date:	5/1/2005 0:00:00	Compliance end date:	5/31/2005 0:00:00
Enforcement date:	6/17/2005 0:00:00	Enforcement action:	State Tech Assistance Visit
Violation measurement:	Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

PWS name:	HOPE FOUNDATION/MORIAH HEIGHTS		
Population served:	300	PWS type code:	C
Violation ID:	95V0001	Contaminant:	LEAD & COPPER RULE
Violation type:	Initial Tap Sampling for Pb and Cu		
Compliance start date:	7/1/1993 0:00:00	Compliance end date:	4/4/2000 0:00:00
Enforcement date:	4/4/2000 0:00:00	Enforcement action:	State Compliance Achieved
Violation measurement:	0		

**B17
ESE
1/4 - 1/2 Mile
Higher**

CA WELLS 3053

Seq:	3053	Prim sta c:	0310004-003
Frds no:	0310004003	County:	03
District:	10	User id:	PTA
System no:	0310004	Water type:	G
Source nam:	WELL A-3	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	382848.0	Longitude:	1205008.0
Precision:	3	Status:	AR
Comment 1:	Not Reported	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		
System no:	0310004	System nam:	Plymouth, City Of
Hqname:	Not Reported	Address:	P.O.Box 429
City:	Plymouth	State:	CA
Zip:	95669	Zip ext:	Not Reported
Pop serv:	891	Connection:	360
Area serve:	PLYMOUTH & VICINITY		

**B18
ESE
1/4 - 1/2 Mile
Higher**

CA WELLS 3054

Seq:	3054	Prim sta c:	0310004-004
Frds no:	0310004004	County:	03
District:	10	User id:	PTA
System no:	0310004	Water type:	G
Source nam:	WELL A	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	382848.0	Longitude:	1205008.0
Precision:	3	Status:	AR
Comment 1:	Not Reported	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		
System no:	0310004	System nam:	Plymouth, City Of
Hqname:	Not Reported	Address:	P.O.Box 429
City:	Plymouth	State:	CA
Zip:	95669	Zip ext:	Not Reported
Pop serv:	891	Connection:	360
Area serve:	PLYMOUTH & VICINITY		
Sample date:	16-JUN-16	Finding:	650.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US
Dir:	0.		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample date:	16-JUN-16	Finding:	7.02
Chemical:	PH, LABORATORY	Report units:	Not Reported
Dir:	0.		
Sample date:	16-JUN-16	Finding:	160.
Chemical:	ALKALINITY (TOTAL) AS CaCO3	Report units:	MG/L
Dir:	0.		
Sample date:	16-JUN-16	Finding:	195.
Chemical:	BICARBONATE ALKALINITY	Report units:	MG/L
Dir:	0.		
Sample date:	16-JUN-16	Finding:	280.
Chemical:	HARDNESS (TOTAL) AS CaCO3	Report units:	MG/L
Dir:	0.		
Sample date:	16-JUN-16	Finding:	79.
Chemical:	CALCIUM	Report units:	MG/L
Dir:	0.		
Sample date:	16-JUN-16	Finding:	21.
Chemical:	MAGNESIUM	Report units:	MG/L
Dir:	0.		
Sample date:	16-JUN-16	Finding:	19.
Chemical:	SODIUM	Report units:	MG/L
Dir:	0.		
Sample date:	16-JUN-16	Finding:	3.5
Chemical:	POTASSIUM	Report units:	MG/L
Dir:	0.		
Sample date:	16-JUN-16	Finding:	15.
Chemical:	CHLORIDE	Report units:	MG/L
Dir:	0.		
Sample date:	16-JUN-16	Finding:	130.
Chemical:	SULFATE	Report units:	MG/L
Dir:	0.5		
Sample date:	16-JUN-16	Finding:	0.37
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)	Report units:	MG/L
Dir:	0.1		
Sample date:	16-JUN-16	Finding:	2.6
Chemical:	ARSENIC	Report units:	UG/L
Dir:	2.		
Sample date:	16-JUN-16	Finding:	2700.
Chemical:	IRON	Report units:	UG/L
Dir:	100.		
Sample date:	16-JUN-16	Finding:	400.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dir:	0.		
Sample date:	16-JUN-16	Finding:	1.
Chemical:	TURBIDITY, LABORATORY	Report units:	NTU
Dir:	0.1		
Sample date:	16-JUN-16	Finding:	1.34
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Dir:	0.	Finding:	1.68
Sample date:	16-JUN-16	Report units:	PCI/L
Chemical:	GROSS ALPHA MDA95		
Dir:	0.		

**B19
ESE
1/4 - 1/2 Mile
Higher**

CA WELLS 7455

Seq:	7455	Prim sta c:	07N/10E-11A01 M
Frds no:	0310004002	County:	03
District:	10	User id:	PTA
System no:	0310004	Water type:	G
Source nam:	WELL A-2 BURKE RANCH	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	382848.0	Longitude:	1205008.0
Precision:	3	Status:	AR
Comment 1:	Not Reported	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		

System no:	0310004	System nam:	Plymouth, City Of
Hqname:	Not Reported	Address:	P.O.Box 429
City:	Plymouth	State:	CA
Zip:	95669	Zip ext:	Not Reported
Pop serv:	891	Connection:	360
Area serve:	PLYMOUTH & VICINITY		

Sample date:	09-DEC-13	Finding:	1.16
Chemical:	GROSS ALPHA MDA95	Report units:	PCI/L
Dir:	0.		

Sample date:	09-DEC-13	Finding:	0.246
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dir:	0.		

**20
WSW
1/2 - 1 Mile
Lower**

CA WELLS 7454

Seq:	7454	Prim sta c:	07N/10E-10B01 M
Frds no:	0300053001	County:	03
District:	33	User id:	03C
System no:	0300053	Water type:	G
Source nam:	WELL 01	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	382843.0	Longitude:	1205123.0
Precision:	3	Status:	AR
Comment 1:	WEST OF PLYMOUTH ON SACTO PLYMOUTH RD. HISTORY OF PROBLEMS OF SEWER		
Comment 2:	LEAK AND CONTAMINATED SAMPLE RESULTS OF ROUTINE SAMPLING.		
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		

System no:	0300053	System nam:	Rancho Del Oro Mhp
Hqname:	Not Reported	Address:	Not Reported
City:	Not Reported	State:	Not Reported
Zip:	Not Reported	Zip ext:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Pop serv:	0	Connection:	0
Area serve:	Not Reported		
Sample date:	02-MAY-16	Finding:	1.1
Chemical:	NITRATE (AS N)	Report units:	MG/L
Dir:	0.4		
Sample date:	01-JUL-15	Finding:	6.6
Chemical:	NITRATE (AS NO3)	Report units:	MG/L
Dir:	2.		

**C21
East
1/2 - 1 Mile
Higher**

CA WELLS CADDW0000000484

Well ID:	0310004-005	Well Type:	MUNICIPAL
Source:	Department of Health Services		
Other Name:	HAWKSVIEW WELL - STANDBY	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=0310004-005&store_num=		
GeoTracker Data:	Not Reported		

**D22
West
1/2 - 1 Mile
Lower**

CA WELLS CADDW0000020737

Well ID:	0300053-003	Well Type:	MUNICIPAL
Source:	Department of Health Services		
Other Name:	RANCHO DEL ORO WELL 02	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=0300053-003&store_num=		
GeoTracker Data:	Not Reported		

**D23
West
1/2 - 1 Mile
Lower**

CA WELLS CADDW0000014586

Well ID:	0300053-001	Well Type:	MUNICIPAL
Source:	Department of Health Services		
Other Name:	RANCHO DEL ORO WELL 01	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=0300053-001&store_num=		
GeoTracker Data:	Not Reported		

**D24
West
1/2 - 1 Mile
Lower**

CA WELLS CADDW0000011953

Well ID:	0300060-001	Well Type:	MUNICIPAL
Source:	Department of Health Services		
Other Name:	BLACK'S STATION WELL 01	GAMA PFAS Testing:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=0300060-001&store_num=
 GeoTracker Data: Not Reported

E25
SE
1/2 - 1 Mile
Higher

CA WELLS CADDW0000009046

Well ID: 0310004-003 Well Type: MUNICIPAL
 Source: Department of Health Services
 Other Name: WELL A-3 - INACTIVE GAMA PFAS Testing: Not Reported
 Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=0310004-003&store_num=
 GeoTracker Data: Not Reported

E26
SE
1/2 - 1 Mile
Higher

CA WELLS CADDW0000019498

Well ID: 0310004-002 Well Type: MUNICIPAL
 Source: Department of Health Services
 Other Name: WELL A-2 BURKE RANCH GAMA PFAS Testing: Not Reported
 Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=0310004-002&store_num=
 GeoTracker Data: Not Reported

E27
SE
1/2 - 1 Mile
Higher

CA WELLS CAUSGS000002115

Well ID: USGS-382800120500001 Well Type: UNK
 Source: United States Geological Survey
 Other Name: USGS-382800120500001 GAMA PFAS Testing: Not Reported
 Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=USGSNEW&samp_date=&global_id=&assigned_name=USGS-382800120500001&store_num=
 GeoTracker Data: Not Reported

C29
East
1/2 - 1 Mile
Higher

CA WELLS 3055

Seq: 3055 Prim sta c: 0310004-005
 Frds no: 0310004005 County: 03
 District: 10 User id: PTA

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

System no:	0310004	Water type:	G
Source nam:	HAWKSVIEW	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	382855.0	Longitude:	1204947.0
Precision:	3	Status:	AR
Comment 1:	Not Reported	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		
System no:	0310004	System nam:	Plymouth, City Of
Hqname:	Not Reported	Address:	P.O.Box 429
City:	Plymouth	State:	CA
Zip:	95669	Zip ext:	Not Reported
Pop serv:	891	Connection:	360
Area serve:	PLYMOUTH & VICINITY		
Sample date:	16-JUN-16	Finding:	510.
Chemical:	SPECIFIC CONDUCTANCE	Report units:	US
Dir:	0.		
Sample date:	16-JUN-16	Finding:	7.16
Chemical:	PH, LABORATORY	Report units:	Not Reported
Dir:	0.		
Sample date:	16-JUN-16	Finding:	160.
Chemical:	ALKALINITY (TOTAL) AS CaCO3	Report units:	MG/L
Dir:	0.		
Sample date:	16-JUN-16	Finding:	195.
Chemical:	BICARBONATE ALKALINITY	Report units:	MG/L
Dir:	0.		
Sample date:	16-JUN-16	Finding:	200.
Chemical:	HARDNESS (TOTAL) AS CaCO3	Report units:	MG/L
Dir:	0.		
Sample date:	16-JUN-16	Finding:	54.
Chemical:	CALCIUM	Report units:	MG/L
Dir:	0.		
Sample date:	16-JUN-16	Finding:	16.
Chemical:	MAGNESIUM	Report units:	MG/L
Dir:	0.		
Sample date:	16-JUN-16	Finding:	20.
Chemical:	SODIUM	Report units:	MG/L
Dir:	0.		
Sample date:	16-JUN-16	Finding:	2.6
Chemical:	POTASSIUM	Report units:	MG/L
Dir:	0.		
Sample date:	16-JUN-16	Finding:	8.
Chemical:	CHLORIDE	Report units:	MG/L
Dir:	0.		
Sample date:	16-JUN-16	Finding:	80.
Chemical:	SULFATE	Report units:	MG/L
Dir:	0.5		
Sample date:	16-JUN-16	Finding:	0.41
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)	Report units:	MG/L

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Dir:	0.1		
Sample date:	16-JUN-16	Finding:	1000.
Chemical:	IRON	Report units:	UG/L
Dir:	100.		
Sample date:	16-JUN-16	Finding:	430.
Chemical:	MANGANESE	Report units:	UG/L
Dir:	20.		
Sample date:	16-JUN-16	Finding:	320.
Chemical:	TOTAL DISSOLVED SOLIDS	Report units:	MG/L
Dir:	0.		
Sample date:	16-JUN-16	Finding:	0.68
Chemical:	TURBIDITY, LABORATORY	Report units:	NTU
Dir:	0.1		
Sample date:	16-JUN-16	Finding:	1.16
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dir:	0.		
Sample date:	16-JUN-16	Finding:	1.45
Chemical:	GROSS ALPHA MDA95	Report units:	PCI/L
Dir:	0.		
Sample date:	09-DEC-13	Finding:	1.16
Chemical:	GROSS ALPHA MDA95	Report units:	PCI/L
Dir:	0.		
Sample date:	09-DEC-13	Finding:	0.156
Chemical:	GROSS ALPHA COUNTING ERROR	Report units:	PCI/L
Dir:	0.		

**E30
SE
1/2 - 1 Mile
Higher**

CA WELLS CADDW0000016141

Well ID:	0310004-004	Well Type:	MUNICIPAL
Source:	Department of Health Services		
Other Name:	WELL A - STANDBY	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=0310004-004&store_num=		
GeoTracker Data:	Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
95669	42	13

Federal EPA Radon Zone for AMADOR County: 2

- Note: Zone 1 indoor average level > 4 pCi/L.
 : Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
 : Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for AMADOR COUNTY, CA

Number of sites tested: 11

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	1.300 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	2.400 pCi/L	100%	0%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)

Source: United States Geologic Survey

EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map

Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory

Source: Department of Fish and Wildlife

Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^R Information System

Source: EDR proprietary database of groundwater flow information

EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit

Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)

The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)

Telephone: 800-672-5559

SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)

This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

OTHER STATE DATABASE INFORMATION

Groundwater Ambient Monitoring & Assessment Program

State Water Resources Control Board

Telephone: 916-341-5577

The GAMA Program is California's comprehensive groundwater quality monitoring program. GAMA collects data by testing the untreated, raw water in different types of wells for naturally-occurring and man-made chemicals. The GAMA data includes Domestic, Monitoring and Municipal well types from the following sources, Department of Water Resources, Department of Health Services, EDF, Agricultural Lands, Lawrence Livermore National Laboratory, Department of Pesticide Regulation, United States Geological Survey, Groundwater Ambient Monitoring and Assessment Program and Local Groundwater Projects.

Water Well Database

Source: Department of Water Resources

Telephone: 916-651-9648

California Drinking Water Quality Database

Source: Department of Public Health

Telephone: 916-324-2319

The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

California Oil and Gas Well Locations

Source: Dept of Conservation, Geologic Energy Management Division

Telephone: 916-323-1779

Oil and Gas well locations in the state.

California Earthquake Fault Lines

Source: California Division of Mines and Geology

The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

RADON

State Database: CA Radon

Source: Department of Public Health

Telephone: 916-210-8558

Radon Database for California

PHYSICAL SETTING SOURCE RECORDS SEARCHED

Area Radon Information

Source: USGS

Telephone: 703-356-4020

The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones

Source: EPA

Telephone: 703-356-4020

Sections 307 & 309 of IRRA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities

Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater

Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

Â© 2015 TomTom North America, Inc. All rights reserved. This material is proprietary and the subject of copyright protection and other intellectual property rights owned by or licensed to Tele Atlas North America, Inc. The use of this material is subject to the terms of a license agreement. You will be held liable for any unauthorized copying or disclosure of this material.

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

APPENDIX F

Special Contractual Conditions Between User and Environmental Professional

9506 Main Street
18725 Highway 49
Plymouth, CA 95669
APN# 010-062-002-501
APN# 010-062-001-000
(Amador County)

February 5, 2022

Page 70 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

APPENDIX G

Interview and Research Documentation

9506 Main Street
18725 Highway 49
Plymouth, CA 95669
APN# 010-062-002-501
APN# 010-062-001-000
(Amador County)

February 5, 2022

Page 71 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

Sources of Information Table

Contact or Author	Document or Organization	Date of Contact or Document	Phone Number	Information Sought
Staff	City of Plymouth Planning Dept.	12-16-21	Office visit	Information regarding site development
Staff	City of Plymouth Building Dept.	12-16-21	Office visit	Information regarding site development
Staff	Amador Fire Protection District	12-16-21	Office visit	Information regarding USTs, ASTs
Staff	Amador County Environmental Health Dept.	12-17-21	Office visit	Information regarding USTs, ASTs, Spills
Staff	Amador County Tax	12-17-21	Office visit	Parcel map, site

February 5, 2022

Page 72 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

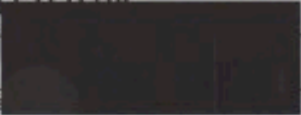
GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

**ASTM E-1527 PHASE I ENVIRONMENTAL SITE ASSESSMENT
PRE-SURVEY QUESTIONNAIRE AND DISCLOSURE STATEMENT**

1. PROPERTY INFORMATION:

Property Name: PROSPECT CELLARS		
Property Address: 9506 MAIN STREET		
City PLYMOUTH	State CA	Zip 95669
Assessor's Parcel Number: 010-062-001		

2. COMPLETED BY

Signature 	Date 12/20/2021
Printed Name LANCE JAGGERS	Title MANAGER

3. ASTM-REQUIRED INQUIRIES

Property Owner: Name: PLYMOUTH HOSPITALITY PARTNERS, LLC Phone: 209-549-1015 Fax:	
Key Site Manager (Site contact): Name: LANCE JAGGERS Phone: 209-5491015 Fax:	
If not residential Property, please provide list of tenants, including contact names and phone numbers.	
Can you provide a Current Title Abstract for the Property, including a chain of Title? If so, please send documents along with completed questionnaire to LAC	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Do you have knowledge of any environmental liens recorded against the Property, or environmentally related Activity and Use Limitations of the Property?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Do you have any specialized knowledge that would be material in identifying recognized environmental conditions in connection with the Property?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Are you aware of a reduction in the property value due to environmental issues?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Please attach explanation of all affirmative answers.	
8) Please state reason for procuring this Phase 1 ESA: <input type="checkbox"/> Qualify for Innocent Landowner defense to CERCLA Liability. <input type="checkbox"/> Other: (state below)	

**Please return completed form and any attachments to:
Light, Air and Space Construction, 1707 Little Orchard Street, Suite A, San Jose, CA 95125
Telephone: 408.979.0661 Fax: 408.979.0621**

ASTM environmental site assessment PROSPECT CELLARS

6. ON SITE OPERATIONS

Are you aware of any of the following conditions, either past or present, on the site?

Condition	Response	If yes, please describe
1. Stored Chemicals	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2. Underground Storage Tanks	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
3. Aboveground Storage Tanks	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
4. Spills or Releases	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
5. Dump Areas/ Landfills	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
6. Waste Treatment Systems	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
7. Clarifiers/ Separators	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
8. Air stacks/ Vents/ Odors	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. Floor Drains/Sumps	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
10. Stained Soil/ Impacted Vegetation	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
11. On-site OWNED Electrical Transformers	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
12. Hydraulic lifts/ Elevators	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
13. Dry Cleaning Operations	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
14. Wetlands/ Flooding	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
15. Oil/ Gas/ Water/ Monitoring Wells	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
16. Environmental Cleanups	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
17. Environmental Permits	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, please describe and ATTACH ALL COPIES of permits. Please attach last three waste manifests.
a) Industrial Discharge	<input type="checkbox"/> Yes <input type="checkbox"/> No	
b) POTW (NPDES)	<input type="checkbox"/> Yes <input type="checkbox"/> No	
c) Hazardous Waste Generator	<input type="checkbox"/> Yes <input type="checkbox"/> No	
d) Air Quality	<input type="checkbox"/> Yes <input type="checkbox"/> No	
e) Flammable Materials	<input type="checkbox"/> Yes <input type="checkbox"/> No	
f) AST/UST	<input type="checkbox"/> Yes <input type="checkbox"/> No	
g) Waste Manifest(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No	
h) Other	<input type="checkbox"/> Yes <input type="checkbox"/> No	

7. OFF SITE ENVIRONMENTAL CONCERNS

Are you aware of any of the following conditions, either past or present, Adjacent to the site?

Condition	Response	If yes, please describe
Gasoline Stations	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Dry Cleaners	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Industrial Uses	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Other	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

4. PLEASE PROVIDE A GENERAL SITE DESCRIPTION BY COMPLETING THE FOLLOWING TABLE:

Legal description/ boundary survey/ plat available (please send to LAC if "yes")	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Property Size 1.257 ACRES	
Total number of buildings 1	
Total square footage of buildings APPROX 835	
Date of construction UNKNOWN	
Dates of significant renovation UNKNOWN	
Waste water discharge	
<input checked="" type="checkbox"/> Municipal Sanitary Sewer	<input type="checkbox"/> On-site septic system <input type="checkbox"/> Other
Potable water source	
<input checked="" type="checkbox"/> Community Water Supplier	<input type="checkbox"/> On-site well <input type="checkbox"/> Other
Please describe prior use of property, if known: WINE TASTING ROOM	

5. PREVIOUS INVESTIGATIONS:

Have any previous environmental investigations been performed at the site?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
INVESTIGATION TYPE	
If yes, please describe conclusions, and attach copy of report(s)	
<input type="checkbox"/>	Phase 1 ESA
<input type="checkbox"/>	Phase 2 ESA
<input type="checkbox"/>	Tank Tightness Testing
<input type="checkbox"/>	Asbestos Survey/ O&M
<input type="checkbox"/>	Radon
<input type="checkbox"/>	Lead-based Paint
<input type="checkbox"/>	Lead in Water
<input type="checkbox"/>	Operations & Maintenance Plan(s)
<input type="checkbox"/>	Other

4. PLEASE PROVIDE A GENERAL SITE DESCRIPTION BY COMPLETING THE FOLLOWING TABLE:

Legal description/ boundary survey/ plat available (please send to LAC if "yes")	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Property Size .649 ACRES	
Total number of buildings 1	
Total square footage of buildings APPROX 1200 SQ FT	
Date of construction UNKNOWN	
Dates of significant renovation UNKNOWN	
Waste water discharge	
<input checked="" type="checkbox"/> Municipal Sanitary Sewer	<input type="checkbox"/> On-site septic system <input type="checkbox"/> Other
Potable water source	
<input checked="" type="checkbox"/> Community Water Supplier	<input type="checkbox"/> On-site well <input type="checkbox"/> Other
Please describe prior use of property, if known: MINI MART/GAS STATION	

5. PREVIOUS INVESTIGATIONS:

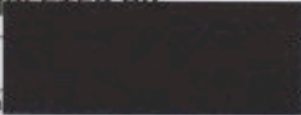
Have any previous environmental investigations been performed at the site?	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
INVESTIGATION TYPE	
If yes, please describe conclusions, and attach copy of report(s)	
<input type="checkbox"/> Phase 1 ESA	
<input type="checkbox"/> Phase 2 ESA	
<input type="checkbox"/> Tank Tightness Testing	
<input type="checkbox"/> Asbestos Survey/ O&M	
<input type="checkbox"/> Radon	
<input type="checkbox"/> Lead-based Paint	
<input type="checkbox"/> Lead in Water	
<input type="checkbox"/> Operations & Maintenance Plan(s)	
<input type="checkbox"/> Other	

**ASTM E-1527 PHASE I ENVIRONMENTAL SITE ASSESSMENT
PRE-SURVEY QUESTIONNAIRE AND DISCLOSURE STATEMENT**

1. PROPERTY INFORMATION:

Property Name: PLYMOUTH TRADING POST		
Property Address: 18725 HWY 49		
City PLYMOUTH	State CA	Zip 95669
Assesor's Parcel Number: 010-062-001		

2. COMPLETED BY:

Signature 	Date 12/20/2021
Printed Name LANCE JAGGERS	Title MANAGER

3. ASTM-REQUIRED INQUIRIES

Property Owner:	
Name: PLYMOUTH HOSPITALITY PARTNERS, LLC	Phone: 209-549-1015 Fax:
Key Site Manager (Site contact):	
Name: LANCE JAGGERS	Phone: 209-5491015 Fax:
If not residential Property, please provide list of tenants, including contact names and phone numbers.	
Can you provide a Current Title Abstract for the Property, including a chain of Title? If so, please send documents along with completed questionnaire to LAC	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Do you have knowledge of any environmental liens recorded against the Property, or environmentally related Activity and Use Limitations of the Property?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Do you have any specialized knowledge that would be material in identifying recognized environmental conditions in connection with the Property?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Are you aware of a reduction in the property value due to environmental issues?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Please attach explanation of all affirmative answers.	
8) Please state reason for procuring this Phase 1 ESA:	
<input type="checkbox"/> Qualify for Innocent Landowner defense to CERCLA Liability.	
<input type="checkbox"/> Other: (state below)	

Please return completed form and any attachments to:
Light, Air and Space Construction, 1707 Little Orchard Street, Suite A, San Jose, CA 95125
Telephone: 408.979.0661 Fax: 408.979.0621

ASTM environmental site assessment PLYMOUTH TRADING POST

6. ON SITE OPERATIONS

Are you aware of any of the following conditions, either past or present, on the site?		
Condition	Response	If yes, please describe
1. Stored Chemicals	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2. Underground Storage Tanks	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
3. Aboveground Storage Tanks	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
4. Spills or Releases	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
5. Dump Areas/ Landfills	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
6. Waste Treatment Systems	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
7. Clarifiers/ Separators	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
8. Air stacks/ Vents/ Odors	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. Floor Drains/Sumps	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
10. Stained Soil/ Impacted Vegetation	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
11. On-site OWNED Electrical Transformers	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
12. Hydraulic lifts/ Elevators	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
13. Dry Cleaning Operations	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
14. Wetlands/ Flooding	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
15. Oil/ Gas/ Water/ Monitoring Wells	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
16. Environmental Cleanups	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
17. Environmental Permits	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, please describe and ATTACH ALL COPIES of permits. Please attach last three waste manifests.
a) Industrial Discharge	<input type="checkbox"/> Yes <input type="checkbox"/> No	
b) POTW (NPDES)	<input type="checkbox"/> Yes <input type="checkbox"/> No	
c) Hazardous Waste Generator	<input type="checkbox"/> Yes <input type="checkbox"/> No	
d) Air Quality	<input type="checkbox"/> Yes <input type="checkbox"/> No	
e) Flammable Materials	<input type="checkbox"/> Yes <input type="checkbox"/> No	
f) AST/UST	<input type="checkbox"/> Yes <input type="checkbox"/> No	
g) Waste Manifest(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No	
h) Other	<input type="checkbox"/> Yes <input type="checkbox"/> No	

7. OFF SITE ENVIRONMENTAL CONCERNS

Are you aware of any of the following conditions, either past or present, Adjacent to the site?		
Condition	Response	If yes, please describe
Gasoline Stations	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Dry Cleaners	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Industrial Uses	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Other	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

Office 408-979-0661 Cell 408-640-2899

	Assessor's Office			development history
--	------------------------------	--	--	--------------------------------

APPENDIX H

Qualifications of Environmental Professional

9506 Main Street
18725 Highway 49
Plymouth, CA 95669
APN# 010-062-002-501
APN# 010-062-001-000
(Amador County)

February 5, 2022

Page 73 of 74

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

FIELD OFFICE • 209 RIDGECREST COURT • SUTTER CREEK • CA • 95685

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 • 408/979-0661 • 408/979-0621 FAX

DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL OR DBGUTHRIDGE@GMAIL.COM

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

LIGHT, AIR & SPACE CONSTRUCTION

ENVIRONMENTAL SERVICES COMPANY

State Contractor's License Number 445403

State EPA R.E.A. Number 04072

David B. Guthridge, Principal

RESUME OF QUALIFICATIONS

REPRESENTATIVE EXPERIENCE

Mr. Guthridge has over thirty-six years of field management experience for construction and environmental projects in California, Hawaii, and Massachusetts. He has been involved in all aspects of field operations, including, site assessments, field explorations, historical research, demolition and mass excavations, soil borings and groundwater well installations, soil and groundwater remediation, building and structure renovations, and construction of riparian and wetland mitigation areas.

Projects have included high rise office buildings, airport terminals, shopping malls, research labs and clean rooms, conversion and restoration of old industrial buildings, clean-up of industrial sites, site development and underground utility improvements, industrial site closures, construction of wetlands and creek channel restorations.

Mr. Guthridge is experienced in negotiating with regulatory agencies, and has been involved in bringing reluctant responsible parties to the negotiating table for site clean-ups. As the Principal of Light, Air, and Space Construction, he is involved in all aspects of the business from initial sales contacts, definition of work, preparation of proposals, management of field operations, billings, and preparation and submittal of reports to clients and regulatory agencies. Mr. Guthridge has obtained Site Closure for a number of projects from the California Regional Water Quality Control Board.

LICENSES

State of California License # 445403 (issued 1983); renewed thru September 2020
"A" General Engineering Contractor
"B" General Building Contractor
"Haz" Hazardous Substances Removal and Remediation Contractor
"C-57" Water Well Drilling Contractor
"Asb" Asbestos Removal Contractor

REGISTRATIONS

State of California Registered Environmental Assessor #04072 (issued 1990)

CERTIFICATIONS

OSHA Hazardous Waste Operations and Emergency Response Standard 29CFR 1910.120(e), and SARA Title III for Investigation and Remedial Action at Hazardous Waste Sites and Supervising Hazardous Waste Sites.

Environmental Assessment Association; Certified Environmental Inspector, Certified Remediation Specialist, Certified Environmental Specialist, Certified Sampling Specialist

International Erosion Control Association; Preparation, Installation and Inspection of SWPPP plans.

Page 1 of 1

MAIN OFFICE • 1707 LITTLE ORCHARD STREET, SUITE A • SAN JOSE • CA • 95125

MAILING ADDRESS • P.O. BOX 36303 • SAN JOSE • CA • 95158-6303 •

408/979-0661 OFFICE • 408/979-0621 FAX • 408/640-2899 CELL PHONE • DGUTHRIDGE@LIGHTAIRANDSPACE.COM E-MAIL

GENERAL AND ENGINEERING CONTRACTOR • HAZARDOUS SUBSTANCE REMOVAL CONTRACTOR • SITE ENVIRONMENTAL ASSESSMENTS
WETLAND AND RIPARIAN HABITAT – ASSESSMENT – DESIGN – RESTORATION – CONSTRUCTION – MITIGATION MONITORING

APPENDIX F

Noise Study

Environmental Noise & Vibration Assessment

ARCO AM/PM Plymouth

City of Plymouth, California

BAC Job # 2023-057

Prepared For:

CSG Consultants, Inc.

Attn: Glenn Lajoie, AICP
3707 W. Garden Grove Blvd, Suite 100
Orange, CA 92868

Prepared By:

Bollard Acoustical Consultants, Inc.



Dario Gotchet, Principal Consultant

September 14, 2023



CEQA Checklist

NOISE AND VIBRATION – Would the Project Result in:	NA – Not Applicable	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of 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?				X	
b) Generation of excessive groundborne vibration or groundborne noise levels?				X	
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?					X

Introduction

The ARCO AM/PM Plymouth (project) is located at the southwest intersection of State Route 49 (SR 49) and Main Street in Plymouth, California. The project proposes the development of a combination convenience store (c-store)/fueling station, car wash tunnel, and vehicle vacuum area. Existing land uses in the immediate project vicinity include commercial and residential. The project area with aerial imagery is shown in Figure 1. The project preliminary site plan is presented in Figure 2.

The purposes of this assessment are to quantify the existing noise and vibration environments, identify potential noise and vibration impacts resulting from the project, identify appropriate mitigation measures, and provide a quantitative and qualitative analysis of impacts associated with the project. Specifically, impacts are identified if project-related activities would cause a substantial increase in ambient noise levels at existing noise-sensitive uses in the project vicinity, or if project-generated noise or vibration levels would exceed applicable federal, state, or local standards at nearby existing land uses.

Noise and Vibration Fundamentals

Noise

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are designated as sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or Hertz (Hz). Definitions of acoustical terminology are provided in Appendix A.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure) as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in decibel levels correspond closely to human perception of relative loudness. Noise levels associated with common noise sources are provided in Figure 3.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by filtering the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}). The L_{eq} is the foundation of the day-night average noise descriptor, DNL (or L_{dn}), and shows very good correlation with community response to noise. DNL is based on the average noise level over a 24-hour day, with a +10-decibel weighting applied to noise occurring during nighttime hours (10:00 p.m. to 7:00 a.m.). The nighttime penalty is based on the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because DNL represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Vibration

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, while vibration is usually associated with transmission through the ground or structures. As with noise, vibration consists of amplitude and frequency. A person's response to vibration will depend on their individual sensitivity as well as the amplitude and frequency of the source.

Vibration can be described in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of velocity in inches per second peak particle velocity (IPS, PPV) or root-mean-square (VdB, RMS). Standards pertaining to perception as well as damage to structures have been developed for vibration in terms of peak particle velocity as well as RMS velocities.

As vibrations travel outward from the source, they excite the particles of rock and soil through which they pass and cause them to oscillate. Differences in subsurface geologic conditions and distance from the source of vibration will result in different vibration levels characterized by different frequencies and intensities. In all cases, vibration amplitudes will decrease with increasing distance.

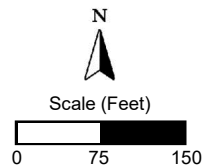
Human response to vibration is difficult to quantify. Vibration can be felt or heard well below the levels that produce any damage to structures. The duration of the event has an effect on human response, as does frequency. Generally, as the duration and vibration frequency increase, the potential for adverse human response increases.

According to the Transportation and Construction-Induced Vibration Guidance Manual (Caltrans, June 2004), operation of construction equipment and construction techniques generate ground vibration. Traffic traveling on roadways can also be a source of such vibration. At high enough amplitudes, ground vibration has the potential to damage structures and/or cause cosmetic damage. Ground vibration can also be a source of annoyance to individuals who live or work close to vibration-generating activities. However, traffic rarely generates vibration amplitudes high enough to cause structural or cosmetic damage.



Legend

- - - Project Area Boundary (Approximate)
- Ambient Noise Level Survey Locations
- ▲ Residential Receivers
- ▲ Commercial Receivers

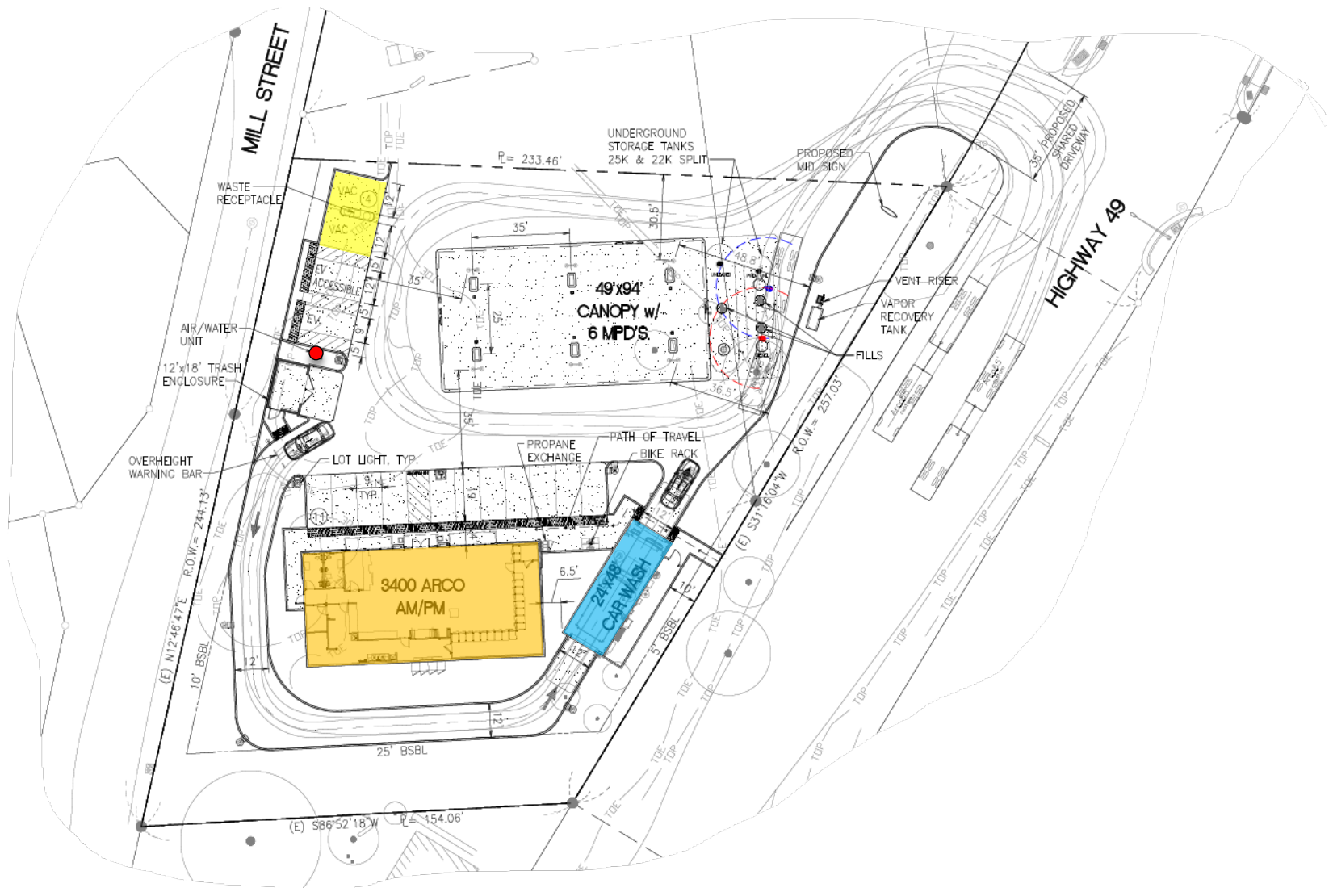


ARCO AM/PM Plymouth
Plymouth, California

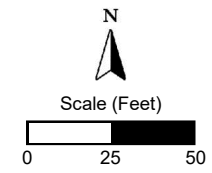
Project Area

Figure 1





- Legend**
- C-Store Building
 - Car Wash Tunnel
 - Vacuum Area
 - Air/Water Unit



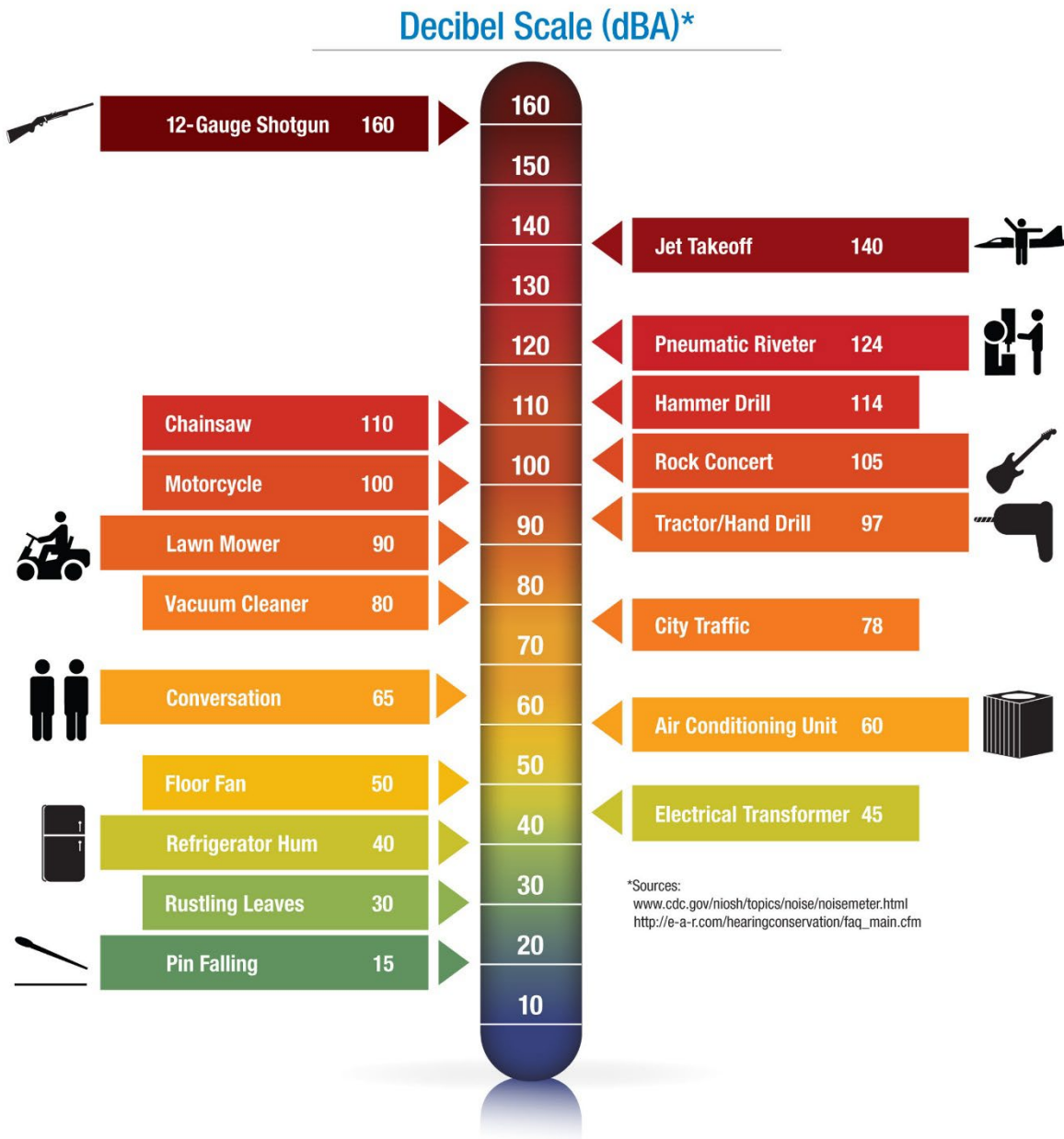
ARCO AM/PM Plymouth
Plymouth, California

Project Preliminary Site Plan

Figure 2



**Figure 3
Noise Levels Associated with Common Noise Sources**



Environmental Setting – Existing Ambient Noise and Vibration Environment

Existing Land Uses in the Project Vicinity

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the primary intended use of the land. Places where people live, sleep, recreate, worship, and study are generally considered to be sensitive to noise because intrusive noise can be disruptive to these activities. Existing noise-sensitive land uses in the immediate project vicinity include residential. Commercial land uses are also located within the vicinity of the project; however, these uses are typically not considered to be noise-sensitive, but rather noise-generating. The locations of nearby land uses are shown in Figure 1.

Existing Overall Ambient Noise Environment within the Project Vicinity

The existing ambient noise environment within the project area is defined primarily by noise from traffic on SR 49 and Main Street, and by nearby commercial activities. To generally quantify existing ambient noise environment within the project vicinity, BAC conducted long-term (72-hour) ambient noise level measurements at two (2) locations June 20-22, 2023. The long-term noise survey locations are shown in Figure 1. Photographs of the noise survey sites are provided in Appendix B.

Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meters were used to complete the long-term noise level surveys. The meters were calibrated immediately before and after use with an LDL Model CA200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all specifications of the American National Standards Institute requirements for Type 1 sound level meters (ANSI S1.4). The results of the long-term ambient noise survey are shown numerically and graphically in Appendices C and D (respectively) and are summarized in Table 1.

Table 1
Summary of Long-Term Ambient Noise Survey Results June 20-22, 2023¹

Survey Location ²	Date	DNL (dB)	Average Measured Hourly Noise Levels (dB) ³			
			Daytime		Nighttime	
			L _{eq}	L _{max}	L _{eq}	L _{max}
Site 1: Northern portion of the project site	6/20/23	62	56	76	55	71
	6/21/23	60	56	77	53	70
	6/22/23	60	57	77	52	70
Site 2: Southern portion of the project site	6/20/23	64	59	78	57	74
	6/21/23	62	59	78	55	71
	6/22/23	62	60	81	54	72

¹ Detailed summaries of the noise monitoring results are provided in Appendices C and D.
² Long-term ambient noise monitoring locations are identified in Figure 1.
³ Daytime hours: 7:00 AM to 10:00 PM | Nighttime hours: 10:00 PM to 7:00 AM

Source: BAC 2023.

The nearest residential and commercial uses to the project are shown in Figure 1, represented as receivers R-1 through R-4 (residential) and receivers C-1 through C-3 (commercial). Noise level measurements obtained at the BAC survey site 1, located near the northern end of the project area, are believed to be representative of the existing ambient noise level environment at receivers R-1, R-2, and C-1 through C-3. BAC ambient noise survey site 2, located near the southern end of the project area, was specifically selected to be representative of the existing ambient noise level environment at receivers R-3 and R-4.

As shown in Table 1, measured day-night average levels (DNL) and average measured hourly noise levels (L_{eq} and L_{max}) were generally consistent at each individual site throughout the monitoring period (i.e., relatively small range of measured levels).

Existing Ambient Vibration Environment in Project Vicinity

During site visits on June 19th and June 23rd, 2023, BAC staff noted that vibration levels were below the threshold of perception within the project area and the immediate project vicinity. Therefore, the existing vibration environment in the project area and immediate project vicinity is considered to be negligible.

Existing Traffic Noise Levels Along Project Area Roadway Network

To predict traffic noise levels along existing roadway networks with multiple segments, modelling is commonly used rather than monitoring. The FHWA Traffic Noise Model (FHWA-RD-77-108) was used to quantify existing traffic noise levels at the existing sensitive land uses nearest to the project area roadway network. The Model was also used to quantify the distances to the 60, 65 and 70 dB DNL traffic noise contours for these roadways. The FHWA Model predicts hourly average (L_{eq}) values for free-flowing traffic conditions. Estimates of the hourly distribution of traffic for a typical 24-hour period were used to develop DNL values from L_{eq} values.

Existing traffic data in the form of AM and PM peak hour intersection turning movements were obtained from the traffic impact analysis prepared by the project transportation consultant (MAT Engineering, Inc.). Those data were converted to Average Daily Traffic (ADT) segment volumes by applying a factor of 5 to the sum of AM and PM peak hour conditions. Other inputs were obtained from BAC observations and noise measurement data. The existing traffic noise levels at the distances representing the nearest noise-sensitive land uses to the project area roadways and distances from the centerlines of selected roadways to the 60 dB, 65 dB and 70 dB DNL contours are summarized in Table 2. Appendix E contains the FHWA Model inputs for existing conditions.

Table 2
Existing Traffic Noise Levels at Nearest Receptors and Distances to DNL Contours

#	Roadway	Segment Description	DNL at Nearest Sensitive Receptor	Distance to Contour (ft)		
				70 dB DNL	65 dB DNL	60 dB DNL
1	SR 49	North of Main St	56	17	36	78
2	SR 49	Main St to Project Access 2	53	17	36	78
3	SR 49	Project Access 2 to Project Access 3	54	20	44	95
4	SR 49	South of Project Access 3	62	21	44	96
5	Main St	SR 49 to Project Access 1	51	6	13	28
6	Main St	West of Project Access 1	52	6	13	29
7	Shenandoah Rd	East of SR 49	47	10	22	47
8	Project Access 2	East of SR 49	30	1	1	2

Source: FHWA-RD-77-108 and MAT Engineering. Appendix E contains FHWA Model inputs for existing conditions.

Regulatory Setting: Criteria for Acceptable Noise and Vibration Exposure

Federal

There are no federal noise or vibration criteria which would be directly applicable to this project. However, the City of Plymouth does not currently have policies for assessing impacts associated with increases in ambient noise levels from project-generated noise sources. As a result, the following federal noise criteria was applied to the project.

Federal Interagency Commission on Noise (FICON)

The Federal Interagency Commission on Noise (FICON) has developed a graduated scale for use in the assessment of project-related noise level increases. The criteria shown in Table 3 was developed by FICON as a means of developing thresholds for impact identification for project-related noise level increases. The FICON standards have been used extensively in recent years in the preparation of the noise sections of Environmental Impact Reports that have been certified in many California cities and counties.

The use of the FICON standards is considered conservative relative to thresholds used by other agencies in the State of California. For example, the California Department of Transportation (Caltrans) requires a project-related traffic noise level increase of 12 dB for a finding of significance, and the California Energy Commission (CEC) considers project-related noise level increases between 5 to 10 dB significant, depending on local factors. Therefore, the use of the FICON standards, which set the threshold for finding of significant noise impacts as low as 1.5 dB, provides a very conservative approach to impact assessment for this project.

Table 3
Significance of Changes in Cumulative Noise Exposure

Ambient Noise Level Without Project (DNL)	Change in Ambient Noise Level Due to Project
<60 dB	+5.0 dB or more
60 to 65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON).

Based on the FICON research, as shown in Table 3, a 5 dB increase in noise levels due to a project is required for a finding of significant noise impact where ambient noise levels without the project are less than 60 dB DNL. Where pre-project ambient conditions are between 60 and 65 dB DNL, a 3 dB increase is applied as the standard of significance. Finally, in areas already exposed to higher noise levels, specifically pre-project noise levels in excess of 65 dB DNL, a 1.5 dB increase is considered by FICON as the threshold of significance.

State of California

California Environmental Quality Act (CEQA)

The State of California has established regulatory criteria that are applicable to this assessment. Specifically, Appendix G of the State of California Environmental Quality Act (CEQA) Guidelines are used to assess the potential significance of impacts pursuant to local General Plan policies, Municipal Code standards, or the applicable standards of other agencies. According to Appendix G of the CEQA guidelines, the project would result in a significant noise or vibration impact if the following occur:

- 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 other applicable standards of other agencies.
- B. Generation of excessive groundborne vibration or groundborne noise levels.
- 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.

It should be noted that audibility is not a test of significance according to CEQA. If this were the case, any project which added any audible amount of noise to the environment would be considered significant according to CEQA. Because every physical process creates noise, the use of audibility alone as significance criteria would be unworkable. CEQA requires a substantial increase in noise levels before noise impacts are identified, not simply an audible change.

California Department of Transportation (Caltrans)

The City of Plymouth does not currently have adopted standards for groundborne vibration. As a result, the vibration impact criteria developed by the California Department of Transportation (Caltrans) was applied to the project. The Caltrans guidance criteria for building structure and vibration annoyance are presented in Tables 4 and 5, respectively.

**Table 4
Caltrans Guidance for Building Structure Vibration Criteria**

Structure and Condition	Limiting PPV (in/sec) ¹
Historic and some old buildings	0.5
Residential structures	0.5
New residential structures	1.0
Industrial buildings	2.0
Bridges	2.0
¹ PPV = Peak Particle Velocity	

Source: 2020 Caltrans Transportation and Construction Vibration Guidance Manual, Table 14.

**Table 5
Caltrans Guidance for Vibration Annoyance Potential Criteria**

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Severe/very disturbing	2.0	0.4 to 3.6
Strongly perceptible	0.9	0.1
Distinctly perceptible	0.24	0.035
Barely/slightly perceptible	0.035	0.012
Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent sources include pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers and vibratory compaction equipment.		
PPV = Peak Particle Velocity		

Source: 2020 Caltrans Transportation and Construction Vibration Guidance Manual, Tables 4 & 6.

Local

Plymouth General Plan

Section 8 (Noise) of the Plymouth General Plan contains the City’s noise-related goals and actions. The specific goals and actions which are generally applicable to this project are reproduced below:

GOALS

- 8A** Use established laws and guidelines to understand impacts of development and incorporate mitigation measures as necessary.

- 8B** Maintain the City's aesthetic character by mitigating noise through alternative means to those of sound-attenuating walls.
- 8D** Utilize effective noise buffering between adjacent, incompatible land uses.
- 8F** Discourage new development from occurring where it may generate noise pollution for existing future residents.
- 8G** Provide for the protection of excessive ambient noise levels in noise-sensitive areas.
- 8H** Take proactive measures to abate and attenuate noise.

ACTIONS

- 8.2** Enforce the provisions of the California Environmental Quality Act (CEQA) and the City's EIR Guidelines for noise related issues associated with development projects.
- 8.4** Require developments that are a source of noise to provide for berms, vegetation, and other appropriate sound barriers. In some extenuating cases, sound-attenuating walls may be approved in addition or in lieu of other sound barriers. Sound walls are discouraged in favor of alternative solutions such as increased separation and the use of berms and intensive vegetation.
- 8.8** Require compliance with the California Uniform Building Code noise insulation standards in all new development.
- 8.11** Require each applicable development proposal to present projected ambient noise levels prior to approval.
- 8.12** Develop and maintain a chart of acceptable noise levels for different land uses. See Table 6 (General Plan Table 8.1).
- 8.13** Require new development to accurately identify any significant increase in ambient noise and address both on- and off-site impacts.
- 8.14** Enforce building code requirements pertaining to acoustical safety for new developments.
- 8.15** Require noise reports prepared for new development to specifically address the noise associated with the traffic generated by the project.
- 8.18** Provide protective measures to mitigate the impacts of noise caused by new development.
- 8.19** Require all buffering to be onsite of new development so as to not be a cost or detriment to existing uses.
- 8.19** Require noise buffering improvements to be placed on the subject development site. In the case of adjacent undeveloped properties, each shall contribute to the requisite noise buffering.

Table 6
City of Plymouth General Plan Noise Level Thresholds

Land Use	Maximum DNL (dBA)
Agriculture	80
Residential	72
Commercial	77 ¹
Industrial	80
Open Space	70
Public Institutional	70

¹ Except for special circumstances as approved by a use permit.

Source: Plymouth General Plan, Noise Chapter, Table 8-1.

Impacts and Mitigation Measures

Thresholds of Significance

For the purposes of this assessment, a noise and vibration impact is considered significant if the project would result in:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies; or
- Generation of excessive groundborne vibration or groundborne noise levels; or
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

The project site is not within the vicinity of a private airstrip, an airport land use plan, or within two miles of a public airport. Therefore, the last threshold listed above is not discussed further.

The following criteria established by the Federal Interagency Commission on Noise (FICON), California Department of Transportation (Caltrans), and Plymouth General Plan were used to evaluate the significance of environmental noise and vibration resulting from the project:

- A significant noise impact would be identified if the project would expose persons to or generate noise levels that would exceed applicable noise criteria presented in the Plymouth General Plan.
- A significant impact would be identified if project-generated off-site traffic would substantially increase noise levels at existing sensitive receptors in the vicinity. A substantial increase would be identified relative to the FICON noise level increase significance criteria presented in Table 3 of this report.

In terms of determining the temporary noise increase due to project on-site operations and construction activities at existing sensitive receptors in the vicinity, an impact would occur if those activities would noticeably increase ambient noise levels above background levels at those locations. The threshold of perception of the human ear is approximately 3 to 5 dB – a 5 dB change is considered to be clearly noticeable. For the analysis of project on-site operations and construction activity noise level increases at existing sensitive receptors, a noticeable increase in ambient noise levels is assumed to occur where those activities would result in an increase by 5 dB or more over existing ambient noise levels.

- A significant impact would be identified if project construction activities or proposed on-site operations would expose sensitive receptors to excessive groundborne vibration levels. Specifically, an impact would be identified if groundborne vibration levels due to these sources would exceed Caltrans vibration impact criteria.

Noise Impacts Associated with Project-Generated Increases in Off-Site Traffic

With development of the project, traffic volumes on the local roadway network will increase. Those increases in daily traffic volumes will result in a corresponding increase in traffic noise levels at existing uses located along those roadways. Impacts 1-3 evaluate increases in off-site traffic noise levels which would result from the project.

Impact 1: Increases in Existing Off-Site Traffic Noise Levels due to the Project

The FHWA Traffic Noise Model (FHWA-RD-77-108) was used to quantify increases in existing traffic noise levels at the existing sensitive land uses nearest to the project area roadway network. The FHWA Model predicts hourly L_{eq} values for free-flowing traffic conditions. Estimates of the hourly distribution of traffic for a typical 24-hour period were used to develop DNL values from L_{eq} values.

Traffic data in the form of peak hour intersection turning movements were obtained from the traffic impact analysis prepared by the project transportation consultant (MAT Engineering, Inc.). Those data were converted to Average Daily Traffic (ADT) segment volumes by applying a factor of 5 to the sum of AM and PM peak hour conditions. Other inputs were obtained from BAC observations and noise measurement data. Appendices E and F contain the FHWA Model inputs for existing no project and existing plus project conditions, respectively. The existing no project and existing plus project traffic noise levels at the distances representing the nearest noise-sensitive land uses to the project area roadways are summarized in Table 7. Table 7 also shows the thresholds for determination of a significant traffic noise increase, whether the roadway segment contains sensitive uses, and whether or not significant noise impacts are identified for each segment.

Table 7
Predicted Off-Site Traffic Noise Level Increases at Existing Noise-Sensitive Receptors – Existing No Project vs. Existing Plus Project Conditions

#	Roadway	Segment Description	Predicted DNL (dB)			Significance Threshold ¹	Threshold Exceeded?	Sensitive Receptors Present? ²	Significant Impact Identified? ³
			E	E+P	Increase				
1	SR 49	North of Main St	55.7	56.3	0.6	5.0	No	Yes	No
2	SR 49	Main St to Project Access 2	52.9	53.6	0.6	5.0	No	Yes	No
3	SR 49	Project Access 2 to Project Access 3	53.7	54.0	0.3	5.0	No	Yes	No
4	SR 49	South of Project Access 3	61.6	62.3	0.7	3.0	No	Yes	No
5	Main St	SR 49 to Project Access 1	50.6	51.7	1.1	5.0	No	Yes	No
6	Main St	West of Project Access 1	51.8	52.4	0.6	5.0	No	Yes	No
7	Shenandoah Rd	East of SR 49	47.0	47.8	0.8	5.0	No	Yes	No
8	Project Access 2	East of SR 49	29.9	29.9	0.0	5.0	No	Yes	No

¹ Significance thresholds established by FICON shown in Table 3.
² Sensitive receptors identified as existing outdoor activity areas at residential or school uses.
³ A significant impact is identified only along segments where the project-related traffic noise level increase would exceed threshold AND where sensitive receptors are present.

Source: FHWA-RD-77-108 with inputs from MAT Engineering, Inc. Appendices E & F contain FHWA Model inputs.

Based on the analysis presented in Table 7 (existing no project vs existing plus project conditions), project-generated traffic noise level increases would not result in significant noise impacts at existing noise-sensitive receptors located along the project area roadway network. As a result, this impact is identified as being ***less than significant***.

Impact 2: Increases in Opening Year Off-Site Traffic Noise Levels due to the Project

The FHWA Traffic Noise Model (FHWA-RD-77-108) was used to quantify increases in opening year traffic noise levels at the existing sensitive land uses nearest to the project area roadway network. The FHWA Model predicts hourly L_{eq} values for free-flowing traffic conditions. Estimates of the hourly distribution of traffic for a typical 24-hour period were used to develop DNL values from L_{eq} values.

Traffic data in the form of peak hour intersection turning movements were obtained from the traffic impact analysis prepared by the project transportation consultant (MAT Engineering, Inc.). Those data were converted to Average Daily Traffic (ADT) segment volumes by applying a factor of 5 to the sum of AM and PM peak hour conditions. Other inputs were obtained from BAC observations and noise measurement data. Appendices G and H contain the FHWA Model inputs for opening year no project and opening year plus project conditions, respectively. The opening year no project and opening year plus project traffic noise levels at the distances representing the nearest noise-sensitive land uses to the project area roadways are summarized in Table 8. Table 8 also shows the thresholds for determination of a significant traffic noise increase, whether the roadway segment contains sensitive uses, and whether or not significant noise impacts are identified for each segment.

Table 8
Predicted Off-Site Traffic Noise Level Increases at Existing Noise-Sensitive Receptors – Opening Year No Project vs. Opening Year Plus Project Conditions

#	Roadway	Segment Description	Predicted DNL (dB)			Significance Threshold ¹	Threshold Exceeded?	Sensitive Receptors Present? ²	Significant Impact Identified? ³
			OY	OY+P	Increase				
1	SR 49	North of Main St	57.0	57.8	0.8	5.0	No	Yes	No
2	SR 49	Main St to Project Access 2	54.0	54.5	0.6	5.0	No	Yes	No
3	SR 49	Project Access 2 to Project Access 3	54.7	55.0	0.2	5.0	No	Yes	No
4	SR 49	South of Project Access 3	62.6	63.1	0.5	3.0	No	Yes	No
5	Main St	SR 49 to Project Access 1	51.9	52.7	0.8	5.0	No	Yes	No
6	Main St	West of Project Access 1	53.1	53.5	0.4	5.0	No	Yes	No
7	Shenandoah Rd	East of SR 49	48.2	48.8	0.6	5.0	No	Yes	No
8	Project Access 2	East of SR 49	30.5	30.5	0.0	5.0	No	Yes	No

¹ Significance thresholds established by FICON shown in Table 3.
² Sensitive receptors identified as existing outdoor activity areas at residential or school uses.
³ A significant impact is identified only along segments where the project-related traffic noise level increase would exceed threshold AND where sensitive receptors are present.

Source: FHWA-RD-77-108 with inputs from MAT Engineering, Inc. Appendices G & H contain FHWA Model inputs.

Based on the analysis presented in Table 8 (opening year no project vs opening year plus project conditions), project-generated traffic noise level increases would not result in significant noise impacts at existing noise-sensitive receptors located along the project area roadway network. As a result, this impact is identified as being ***less than significant***.

Impact 3: Increases in Cumulative Off-Site Traffic Noise Levels due to the Project

The FHWA Traffic Noise Model (FHWA-RD-77-108) was used to quantify increases in cumulative traffic noise levels at the existing sensitive land uses nearest to the project area roadway network. The FHWA Model predicts hourly L_{eq} values for free-flowing traffic conditions. Estimates of the hourly distribution of traffic for a typical 24-hour period were used to develop DNL values from L_{eq} values.

Traffic data in the form of peak hour intersection turning movements were obtained from the traffic impact analysis prepared by the project transportation consultant (MAT Engineering, Inc.). Those data were converted to Average Daily Traffic (ADT) segment volumes by applying a factor of 5 to the sum of AM and PM peak hour conditions. Other inputs were obtained from BAC observations and noise measurement data. Appendices I and J contain the FHWA Model inputs for cumulative no project and cumulative plus project conditions, respectively. The cumulative no project and cumulative plus project traffic noise levels at the distances representing the nearest noise-sensitive land uses to the project area roadways are summarized in Table 9. Table 9 also shows the thresholds for determination of a significant traffic noise increase, whether the roadway segment contains sensitive uses, and whether or not significant noise impacts are identified for each segment.

Table 9
Predicted Off-Site Traffic Noise Level Increases at Existing Noise-Sensitive Receptors – Cumulative No Project vs. Cumulative Plus Project Conditions

#	Roadway	Segment Description	Predicted DNL (dB)			Significance Threshold ¹	Threshold Exceeded?	Sensitive Receptors Present? ²	Significant Impact Identified? ³
			C	C+P	Increase				
1	SR 49	North of Main St	48.8	52.5	3.7	5.0	No	Yes	No
2	SR 49	Main St to Project Access 2	43.6	47.6	3.9	5.0	No	Yes	No
3	SR 49	Project Access 2 to Project Access 3	44.3	46.5	2.2	5.0	No	Yes	No
4	SR 49	South of Project Access 3	52.2	56.1	4.0	5.0	No	Yes	No
5	Main St	SR 49 to Project Access 1	43.5	47.4	3.9	5.0	No	Yes	No
6	Main St	West of Project Access 1	44.7	47.1	2.4	5.0	No	Yes	No
7	Shenandoah Rd	East of SR 49	39.6	42.8	3.2	5.0	No	Yes	No
8	Project Access 2	East of SR 49 ⁴	--	--	--	--	--	--	--

¹ Significance thresholds established by FICON shown in Table 3.
² Sensitive receptors identified as existing outdoor activity areas at residential or school uses.
³ A significant impact is identified only along segments where the project-related traffic noise level increase would exceed threshold AND where sensitive receptors are present.
⁴ No turning movements were reported in traffic impact analysis for this segment in the cumulative no project and cumulative plus project scenarios.

Source: FHWA-RD-77-108 with inputs from MAT Engineering, Inc. Appendices I & J contain FHWA Model inputs.

Based on the analysis presented in Table 9 (cumulative no project vs cumulative plus project conditions), project-generated traffic noise level increases would not result in significant noise impacts at existing noise-sensitive receptors located along the project area roadway network. As a result, this impact is identified as being **less than significant**.

Off-Site Noise Impacts Associated with Project On-Site Operations

The project consists of the construction and operation of a combination convenience store (c-store)/gas station, car wash tunnel, and vehicle vacuum system. Noise generated by those operations were quantified through a combination of reference noise level data and application of accepted noise modeling techniques.

The primary on-site noise sources associated with the car wash component of the project have been identified as the drying assembly (used for drying the vehicles at the end of the wash cycle) and vacuum system operations. The most significant on-site noise sources associated with the proposed c-store/gas station component of the project include passenger vehicle circulation, truck circulation (i.e., medium and heavy truck passbys), truck delivery activities (i.e., loading and unloading of product at convenience storefront), air/water unit, and mechanical equipment (HVAC).

For noise generated by the above-identified on-site operations, the Plymouth General Plan noise level criteria presented in Table 6 were applied to the project. Specifically, the General Plan noise level limits for residential and commercial land uses were applied to proposed on-site operations and assessed at the nearest residential and commercial uses to the project (identified in Figure 1.)

In terms of determining the noise level increases due to project on-site operations and construction activities, an impact would occur if those sources would noticeably increase ambient noise levels above background levels. The threshold of perception of the human ear is approximately 3 to 5 dB – a 5 dB change is considered to be clearly noticeable. For the following analyses of project on-site operations and construction noise sources, a noticeable increase in ambient noise levels is assumed to occur where noise levels are calculated to increase by 5 dB or more over existing ambient noise levels at nearby land uses.

Finally, it is our understanding that the c-store/fueling station component of the project proposes 24-hour operations. It our further understanding that the proposed hours of operation for the car wash tunnel and vehicle vacuum components of the project are 6:00 a.m. to 10:00 p.m.

Impact 4: Car Wash Drying Assembly Noise at Nearby Land Uses

The car wash tunnel is proposed to be constructed on the southeastern portion of the project property. The location of the car wash tunnel is shown in Figure 2.

Based on the experience of BAC, noise levels generated by car washes are primarily due to the drying portion of the operation. It is our understanding that the proposes the installation of four (4) PDQ LaserWash 360 On-Board dryers. The manufacturer's specifications for the PDQ

LaserWash 360 system is provided as Appendix K. The reference noise levels indicated in the specification sheet are summarized in Table 10.

Table 10
PDQ LaserWash 360 Integrated Dryer System Reference Noise Levels

Door Orientation	Entrance/Exit	Reference Noise Level at 20 Feet from Door Opening, L _{max} (dBA)
Open	Entrance	76
	Exit	78
Closed	Entrance	67
	Exit	69

Source: PDQ Vehicle Wash Systems.

According to BAC noise level measurements conducted at various car wash facilities in recent years, the noise level generation of car wash drying assemblies vary depending on the orientation of the measurement position relative to the tunnel opening. Worst-case drying assembly noise levels occur at a position directly facing the car wash exit, considered to be 0 degrees off-axis. At off-axis positions, the tunnel building facade provides varying degrees of noise level reduction. At positions 45 degrees off-axis relative to the facade of the car wash exit and entrance, drying assembly noise levels are approximately 5 dB lower. At 90 degrees off-axis, drying assembly noise levels are approximately 10 dB lower.

It is the experience of BAC in similarly configured car wash projects that the average car wash cycle is approximately 5 minutes in duration. The dryers would operate during the last 1 minute of the cycle. Therefore, during a worst-case busy hour, the car wash would go through 12 full cycles and the dryers would operate for approximately 12 minutes during that hour.

To calculate project car wash drying assembly noise levels relative to the General Plan day-night average noise level descriptor (DNL), a 24-hour average standard, the total duration of car wash dryer operations during a typical day must be known. Based on the above-mentioned car wash cycle duration information, it was conservatively assumed that the car wash would have 12 cycles per hour during daytime hours and 3 cycles per hour during nighttime hours. This equates to 12 minutes of dryer operation per hour during daytime hours and 3 minutes of dryer operation per hour during nighttime hours. The drying assembly equipment operations assumptions indicated above are believed to be representative of worst-case noise level exposure.

Based on the information provided above, and assuming standard spherical spreading loss (-6 dB per doubling of distance from a stationary source), worst-case project car wash drying assembly noise exposure at the nearest existing residential and commercial uses was calculated and the results of those calculations are presented in Table 11. For the purpose of this analysis, it was conservatively assumed that the project car wash drying assembly would be in operation with the tunnel doors in the open position (worst-case noise exposure).

Table 11
Predicted Car Wash Drying Noise Levels at Nearby Land Uses

Receiver ¹	Land Use	Predicted DNL (dB) ^{2,3}	General Plan Noise Standard, DNL (dB)
R-1	Residential	46	72
R-2	Residential	43	72
R-3	Residential	42	72
R-4	Residential	53	72
C-1	Commercial	47	77
C-2	Commercial	41	77
C-3	Commercial	43	77

¹ Receiver locations shown in Figure 1.
² Predicted DNL assumes 12 min. operation during every daytime hour and 3 min. during nighttime hours.
³ Predicted noise level at outdoor area of residential and commercial uses.

Source: BAC 2023.

As indicated in Table 11, project car wash drying assembly noise level exposure is predicted to satisfy the applicable General Plan day-night average noise level (DNL) criteria at the nearest residential and commercial uses.

Table 1 of this report contains the results from the BAC long-term ambient noise survey, which are believed to be representative of the existing ambient noise environments at the closest residential and commercial uses. Using the calculated means of measured day-night average noise levels during the surveys, ambient plus project car wash drying assembly noise level increases were calculated at the closest residential and commercial uses. According to the results from that exercise, project-generated increases in ambient noise levels are calculated to range from less than 0.1 to 0.5 dB DNL. The calculated increases above would be well below the applied increase significance criterion of 5 dB.

Based on the analysis provided above, this impact is identified as being ***less than significant***.

Impact 5: Vacuum Equipment Noise at Nearby Land Uses

The project proposes a vehicle vacuum area at the northwest portion of the project parcel. Based on a review of the provided site plans (and based on information obtained from the project applicant), the project proposes the installation of two (2) JE Adams Model #9200 Series (2-motor large steel dome) vacuum units. The location of the proposed vacuum area is shown in Figure 2.

To compute the day-night average noise level (DNL), it was assumed that vacuum usage would consist of 30 minutes of continuous operation during each daytime hour and 10 minutes of continuous operation during each nighttime hour. The vacuum equipment operations assumptions indicated above are believed to be representative of worst-case noise exposure.

The manufacturer's specifications for the proposed vacuum unit model are provided as Appendix L. For the purposes of this analysis, it was conservatively assumed that both of the proposed

vacuum units would be in operation concurrently. Based upon the manufacturer’s data, the operations assumptions above, and assuming standard spherical spreading loss (-6 dB per doubling of distance), project vacuum equipment noise exposure at the nearest residential and commercial uses was calculated and the results of those calculations are presented in Table 12.

**Table 12
Predicted Vacuum Equipment Noise Levels at Nearby Land Uses**

Receiver ¹	Land Use	Predicted DNL (dB) ^{2,3}	General Plan Noise Standard, DNL (dB)
R-1	Residential	46	72
R-2	Residential	57	72
R-3	Residential	50	72
R-4	Residential	49	72
C-1	Commercial	48	77
C-2	Commercial	57	77
C-3	Commercial	46	77

¹ Receiver locations shown in Figure 1.
² Predicted DNL assumes 30 min. operation during every daytime hour and 10 min. during nighttime hours.
³ Predicted noise level at outdoor area of residential and commercial uses.

Source: BAC 2023.

The Table 12 data indicate that project vacuum system noise level exposure is predicted to satisfy the applicable General Plan day-night average noise level (DNL) criteria at the nearest residential and commercial uses.

Using the calculated means of measured day-night average noise levels during the BAC surveys, ambient plus project vacuum system noise level increases were calculated at the closest residential and commercial uses. According to the results from that exercise, project-generated increases in ambient noise levels are calculated to range from 0.1 to 1.4 dB DNL. The calculated increases above would be well below the applied increase significance criterion of 5 dB.

Based on the analysis provided above, this impact is identified as being **less than significant**.

Impact 6: On-Site Vehicle Circulation Noise at Nearby Land Uses

To quantify project-generated on-site traffic circulation noise level exposure, BAC utilized specific automobile passby noise level measurements conducted by BAC with trip generation data provided by the project transportation consultant (MAT Engineering, Inc.). The BAC vehicle passby measurements included a series of individual noise measurements of multiple vehicle types arriving and departing a parking area. The results of those measurements revealed that individual vehicle passbys generated mean noise levels of approximately 70 dB SEL at a reference distance of 50 feet.

According to data provided by MAT Engineering, Inc., the project is estimated to generate approximately 3,560 daily vehicle trips, with 244 AM peak hour trips and 269 PM peak hour trips (without consideration of pass-by adjustment). For the purposes of computing day-night average

noise levels (DNL) from project on-site vehicle circulation, worst-case estimated peak hour trips were used during daytime hours (269) and 50% of worst-case peak hour trips were assumed during nighttime hours (135).

Based on the BAC measurement data, peak hour trip generation estimates, and operations assumptions above, project on-site vehicle circulation exposure at the nearest residential and commercial uses was calculated and the results of those calculations are presented in Table 13.

Table 13
Predicted On-Site Passenger Vehicle Circulation Noise Levels at Nearby Land Uses

Receiver ¹	Land Use	Predicted DNL (dB) ^{2,3}	General Plan Noise Standard, DNL (dB)
R-1	Residential	53	72
R-2	Residential	56	72
R-3	Residential	56	72
R-4	Residential	58	72
C-1	Commercial	55	77
C-2	Commercial	56	77
C-3	Commercial	55	77

¹ Receiver locations shown in Figure 1.
² Predicted DNL based on worst-case peak hour trips during daytime and 50% worst-case during nighttime.
³ Predicted noise level at outdoor area of residential and commercial uses.

Source: BAC 2023.

As shown in Table 13, worst-case project on-site vehicle circulation noise level exposure is predicted to satisfy the applicable General Plan day-night average noise level (DNL) criteria at the nearest residential and commercial uses.

Using the calculated means of measured day-night average noise levels during the surveys, ambient plus project on-site vehicle circulation noise level increases were calculated at the closest residential and commercial uses. According to the results from that exercise, project-generated increases in ambient noise levels are calculated to range from 0.8 to 1.3 dB DNL. The calculated increases above would be well below the applied increase significance criterion of 5 dB.

Based on the analysis provided above, this impact is identified as being **less than significant**.

Impact 7: On-Site Truck Circulation Noise at Nearby Land Uses

It is the experience of BAC that deliveries of product to c-stores such as the one proposed by the project occur at the front of the store with medium-duty vendor trucks/vans. However, the fueling station component will also receive deliveries from heavy fueling trucks for the purpose of refilling the underground storage tanks. The proposed on-site truck circulation route is shown in Figure 2.

On-site truck passbys are expected to be relatively brief and will occur at low speeds. To predict noise levels generated by on-site truck circulation, BAC utilized file data obtained from

measurements conducted by BAC of heavy and medium duty truck passbys. According to BAC file data, single-event heavy truck passby noise levels are approximately 74 dB L_{max} and 83 dB SEL at a reference distance of 50 feet. BAC file data also indicate that single-event medium truck passby noise levels are approximately 66 dB L_{max} and 76 SEL at a reference distance of 50 feet.

For a conservative assessment of daily truck delivery noise levels at the proposed c-store/fueling station, it was assumed that 1 heavy truck and 4 medium duty trucks/vans would deliver products to the store on a typical busy day. To calculate day-night average noise level (DNL) exposure, a total of 5 truck deliveries were conservatively assumed to all occur during nighttime hours (believed to be worst-case DNL exposure).

Based on the reference noise level data and operations assumptions presented above, and assuming standard spherical spreading loss (-6 dB per doubling of distance), project on-site truck circulation exposure at the nearest residential and commercial uses was calculated and the results of those calculations are presented in Table 14.

Table 14
Predicted On-Site Truck Circulation Noise Levels at Nearby Land Uses

Receiver ¹	Land Use	Predicted DNL (dB) ^{2,3}	General Plan Noise Standard, DNL (dB)
R-1	Residential	31	72
R-2	Residential	38	72
R-3	Residential	32	72
R-4	Residential	33	72
C-1	Commercial	31	77
C-2	Commercial	35	77
C-3	Commercial	34	77

¹ Receiver locations shown in Figure 1.
² Predicted DNL based on 4 medium truck and 1 heavy truck trips during nighttime hours only.
³ Predicted noise level at outdoor area of residential and commercial uses.

Source: BAC 2023.

Table 14 data indicate that project on-site truck circulation noise level exposure is predicted to satisfy the applicable General Plan day-night average noise level (DNL) criteria at the nearest residential and commercial uses.

Using the calculated means of measured day-night average noise levels during the BAC surveys, ambient plus project on-site truck circulation noise level increases were calculated at the closest residential and commercial uses. According to the results from that exercise, project-generated increases in ambient noise levels are calculated to be less than 0.1 dB DNL. The calculated increases above would be well below the applied increase significance criterion of 5 dB.

Based on the analysis provided above, this impact is identified as being **less than significant**.

Impact 8: Truck Delivery Activity Noise at Nearby Land Uses

As mentioned previously, it is the experience of BAC that deliveries of product to c-stores such as the one proposed by the project occur at the front of the store with medium-duty vendor trucks/vans. The location of the c-store building is shown in Figure 2. The primary noise sources associated with delivery activities are trucks stopping (air brakes), trucks backing into position (back-up alarms), and pulling away from the loading/unloading area (revving engines).

For a conservative assessment of daily truck delivery noise levels at the proposed c-store, it was assumed that 4 medium duty trucks/vans would deliver products to the store on a typical busy day. To compute the day-night average noise level (DNL), it was assumed that 4 truck deliveries could all occur during nighttime hours (worst-case DNL exposure).

BAC file data indicate that noise levels associated with medium-duty truck deliveries (including side-step vans) are approximately 76 dB SEL at a distance of 100 feet. Based on the BAC file data and operations assumptions above, and assuming standard spherical spreading loss (-6 dB per doubling of distance), project truck delivery noise level exposure at the nearest residential and commercial uses was calculated and the results of those calculations are presented in Table 15.

Table 15
Predicted Truck Delivery Activity Noise Levels at Nearby Land Uses

Receiver ¹	Land Use	Predicted DNL (dB) ^{2,3}	General Plan Noise Standard, DNL (dB)
R-1	Residential	29	72
R-2	Residential	40	72
R-3	Residential	36	72
R-4	Residential	32	72
C-1	Commercial	32	77
C-2	Commercial	38	77
C-3	Commercial	32	77

¹ Receiver locations shown in Figure 1.
² Predicted DNL based on 4 medium truck deliveries during nighttime hours only.
³ Predicted noise level at outdoor area of residential and commercial uses.

Source: BAC 2023.

As indicated in Table 15, project truck delivery activity noise level exposure is predicted to satisfy the applicable General Plan day-night average noise level (DNL) criteria at the nearest residential and commercial uses.

Using the calculated means of measured day-night average noise levels during the surveys, ambient plus project truck delivery activity noise level increases were calculated at the closest residential and commercial uses. According to the results from that exercise, project-generated increases in ambient noise levels are calculated to be less than 0.1 dB DNL. The calculated increases above would be well below the applied increase significance criterion of 5 dB.

Based on the analysis provided above, this impact is identified as being **less than significant**.

Impact 9: Air/Water Unit Noise at Nearby Land Uses

The project proposes the installation and operation of an air/water unit for patron usage. The location of the air/water unit is shown in Figure 2.

To quantify project air/water unit noise for the purpose of this analysis, noise measurements recently conducted by BAC of an existing unit at an ARCO AM/PM station located in Auburn, CA were utilized. The results of the BAC effort indicate that the ARCO air/water unit noise was measured to have a maximum noise level of approximately 65 dB L_{max} at distance of 10 feet from the equipment. To calculate the day-night average noise level (DNL), it was conservatively assumed that project air/water unit usage would consist of 30 minutes of continuous operation during each daytime hour and 10 minutes of continuous operation during each nighttime hour.

Given the operations assumption above, and assuming standard spherical spreading loss (-6 dB per doubling of distance), project air/water unit noise level exposure at the nearest residential and commercial uses was calculated and the results of those calculations are presented in Table 16.

**Table 16
Predicted Air/Water Unit Noise Levels at Nearby Land Uses**

Receiver ¹	Land Use	Predicted DNL (dB) ^{2,3}	General Plan Noise Standard, DNL (dB)
R-1	Residential	32	72
R-2	Residential	47	72
R-3	Residential	38	72
R-4	Residential	39	72
C-1	Commercial	35	77
C-2	Commercial	43	77
C-3	Commercial	33	77

¹ Receiver locations shown in Figure 1.
² Predicted DNL assumes 30 min operation during every daytime hour and 10 min. during nighttime hours.
³ Predicted noise level at outdoor area of residential and commercial uses.

Source: BAC 2023.

Based on the predicted equipment noise levels presented in Table 16, it is expected that project air/water unit noise level exposure will satisfy the applicable General Plan day-night average noise level (DNL) criteria at the nearest residential and commercial uses.

Using the calculated means of measured day-night average noise levels during the BAC surveys, ambient plus project air/water unit noise level increases were calculated at the closest residential and commercial uses. According to the results from that exercise, project-generated increases in ambient noise levels are calculated to range from less than 0.1 to 0.2 dB DNL. The calculated increases above would be well below the applied increase significance criterion of 5 dB.

Based on the analysis provided above, this impact is identified as being **less than significant**.

Impact 10: C-Store Mechanical Equipment (HVAC) Noise at Nearby Land Uses

Heating, ventilating, and air conditioning (HVAC) requirements for the proposed c-store will most likely be met using packaged roof-mounted systems. To generally quantify project HVAC equipment noise exposure, BAC utilized reference file data collected for previous studies. BAC reference file data for HVAC systems indicate that a 12.5-ton packaged unit can be expected to generate an A-weighted sound power level of 85 dB. To compute hourly average and day-night average noise level exposure (DNL), it was conservatively assumed that project HVAC equipment would be in continuous 24-hour operation (believed to be worst-case noise exposure).

Based on the sound power data and operations assumptions above, and assuming standard spherical spreading loss (-6 dB per doubling of distance), project HVAC equipment noise exposure at the nearest residential and commercial uses was calculated and the results of those calculations are presented in Table 17.

**Table 17
Predicted HVAC Equipment Noise Levels at Nearby Land Uses**

Receiver ¹	Land Use	Predicted DNL (dB) ^{2,3}	General Plan Noise Standard, DNL (dB)
R-1	Residential	37	72
R-2	Residential	49	72
R-3	Residential	46	72
R-4	Residential	51	72
C-1	Commercial	40	77
C-2	Commercial	47	77
C-3	Commercial	41	77

¹ Receiver locations shown in Figure 1.
² Predicted DNL assumes continuous equipment operations during a given 24-hour period.
³ Predicted noise level at outdoor area of residential and commercial uses.

Source: BAC 2023.

As shown in Table 17, project HVAC equipment noise level exposure is predicted to satisfy the applicable General Plan day-night average noise level (DNL) criteria at the nearest residential and commercial uses.

Using the calculated means of measured day-night average noise levels during the surveys, ambient plus project HVAC equipment noise level increases were calculated at the closest residential and commercial uses. According to the results from that exercise, project-generated increases in ambient noise levels are calculated to range from less than 0.1 to 0.3 dB DNL. The calculated increases above would be well below the applied increase significance criterion of 5 dB.

Based on the analysis provided above, this impact is identified as being **less than significant**.

Impact 11: Cumulative (Combined) Noise at Nearby Land Uses

The calculated cumulative (combined) noise levels from analyzed project on-site noise sources at the closest residential and commercial uses are presented in Table 18. It should be noted that due to the logarithmic nature of the decibel scale, the sum of two noise values which differ by 10 dB equates to an overall increase in noise levels of 0.4 dB. When the noise sources are equivalent, the sum would result in an overall increase in noise levels of 3 dB.

Table 18
Calculated Cumulative On-Site Operations Noise Levels at Nearby Land Uses

Receiver	Predicted Noise Levels, DNL (dB)							Calculated Cumulative, DNL (dB)	General Plan Standard, DNL (dB)
	Car Wash Dryers	Vehicle Vacuums	On-Site Vehicle Circ.	On-Site Truck Circ.	Truck Deliveries	Air/Water Unit	HVAC		
R-1	46	46	53	31	29	32	37	55	72
R-2	43	57	56	38	40	47	49	60	72
R-3	42	50	56	32	36	38	46	57	72
R-4	53	49	58	33	32	39	51	60	72
C-1	47	48	55	31	32	35	40	57	77
C-2	41	57	56	35	38	43	47	60	77
C-3	43	46	55	34	32	33	41	56	77

Source: BAC 2023.

As indicated in Table 18, cumulative day-night average noise level (DNL) exposure from analyzed on-site operations is predicted to satisfy the applicable General Plan DNL criteria at the nearest residential and commercial uses.

Using the calculated means of measured day-night average noise levels obtained during the BAC noise survey, ambient plus cumulative project noise level increases were calculated at the closest residential and commercial uses. According to the results from that exercise, cumulative project-generated increases in ambient day-night average noise levels are calculated to range from 0.9 to 2.7 dB DNL. The calculated increases above would be below the applied increase significance criterion of 5 dB.

Based on the analysis provided above, this impact is identified as being ***less than significant***.

Noise Impacts Associated with Project On-Site Construction Activities

Impact 12: Noise Generated by Project Construction Equipment/Activities

During project construction, heavy equipment would be used for grading excavation, paving, and building construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how it is operated, and how well it is maintained. Noise exposure at any single point outside the project work area would also vary depending upon the proximity of equipment activities to that point.

Table 19 includes the range of maximum (L_{max}) noise levels for equipment commonly used in general construction projects at full-power operation at a distance of 50 feet. It should be noted that not all of these construction activities would be required of this project. Table 19 data also include predicted maximum equipment noise levels at the nearest land uses, which assumes a standard spherical spreading loss of 6 dB per doubling of distance.

Table 19
Reference and Projected Noise Levels for Typical Construction Equipment

Equipment Description	Reference Noise Level at 50 Feet, L _{max} (dB)	Predicted Maximum Noise Level at Receiver, L _{max} (dB) ¹						
		R-1	R-2	R-3	R-4	C-1	C-2	C-3
Air compressor	80	64	76	72	76	65	74	66
Backhoe	80	64	76	72	76	65	74	66
Ballast equalizer	82	66	78	74	78	67	76	68
Ballast tamper	83	67	79	75	79	68	77	69
Compactor	82	66	78	74	78	67	76	68
Concrete mixer	85	69	81	77	81	70	79	71
Concrete pump	82	66	78	74	78	67	76	68
Concrete vibrator	76	60	72	68	72	61	70	62
Crane, mobile	83	67	79	75	79	68	77	69
Dozer	85	69	81	77	81	70	79	71
Excavator	85	69	81	77	81	70	79	71
Generator	82	66	78	74	78	67	76	68
Grader	85	69	81	77	81	70	79	71
Impact wrench	85	69	81	77	81	70	79	71
Loader	80	64	76	72	76	65	74	66
Paver	85	69	81	77	81	70	79	71
Pneumatic tool	85	69	81	77	81	70	79	71
Pump	77	61	73	69	73	62	71	63
Saw	76	60	72	68	72	61	70	62
Scarifier	83	67	79	75	79	68	77	69
Scraper	85	69	81	77	81	70	79	71
Shovel	82	66	78	74	78	67	76	68
Spike driver	77	61	73	69	73	62	71	63
Tie cutter	84	68	80	76	80	69	78	70
Tie handler	80	64	76	72	76	65	74	66
Tie inserter	85	69	81	77	81	70	79	71
Truck	84	68	80	76	80	69	78	70
Low	76	60	72	68	72	61	70	62
High	85	69	81	77	81	70	79	71
Average	82	66	79	74	79	67	76	68

Source: 2018 FTA Transit Noise and Vibration Impact Assessment Manual (Table 7-1) and BAC calculations.

As indicated in Table 19, construction activities typically generate noise levels ranging from approximately 75 to 82 dB L_{max} at a reference distance of 50 feet from the construction activities. The noise levels from construction operations would decrease at a rate of approximately 6 dB per doubling of distance from the source. As a result, maximum construction noise levels could range from 60 to 72 dB L_{max} at the nearest existing residential uses (receivers R-1 through R-4), and from 61 to 70 dB L_{max} at the closest commercial uses (receivers C-1 through C-3). However, after analysis of the results from the BAC ambient noise monitoring surveys (contained in Appendices C & D), the predicted construction equipment noise levels in Table 19 would be below or within the range of ambient maximum noise levels already occurring at the closest residential and commercial uses.

In terms of determining the temporary noise increase due to project-related construction activities, an impact would occur if construction activity would noticeably increase ambient noise levels above background levels. The threshold of perception of the human ear is approximately 3 to 5

dB – a 5 dB change is considered to be clearly noticeable. For this analysis, a noticeable increase in ambient noise levels is assumed to occur where noise levels increase by 5 dB or more over existing ambient noise levels.

Appendices C & D contains the results from the BAC long-term ambient noise survey, which are believed to be representative of the existing ambient noise environments at the closest residential and commercial uses. Using the average hourly daytime maximum noise levels measured during daytime hours (7:00 a.m. to 10:00 p.m.), and the calculated average of predicted construction equipment maximum noise levels shown in Table 19, ambient plus project construction noise level increases were calculated at the closest residential and commercial uses. The results of those calculations indicate that increases in ambient maximum noise levels from project construction activities would range from 0.3 to 3.9 dB L_{max} at the closest residential uses (receivers R-1 through R-4), and range from 0.4 to 2.6 dB L_{max} at the nearest commercial uses (receivers C-1 through C-6). The calculated ranges of ambient daytime maximum noise level increases are below the applied increase significance criterion of 5 dB.

Based on the analysis provided above, project construction activities are not calculated to result in generation of a substantial temporary or permanent increase in ambient noise levels at the closest existing residential or commercial uses to the project area. As a result, this impact is identified as being **less than significant**. Nonetheless, to reduce the potential for annoyance at nearby land uses, the following measures should be incorporated into project on-site construction operations:

- All on-site noise-generating construction activities should be limited to daytime hours.
- All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition.
- All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while in the course of project activity.
- Electrically powered equipment shall be used instead of pneumatic or internal-combustion-powered equipment, where feasible.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive uses.
- Project area and site access road speed limits shall be established and enforced during the construction period.
- Nearby residences and commercial uses shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.

Vibration Impacts Associated with the Project

Impact 13: Vibration Generated by Project Construction and On-Site Operations

During project construction, heavy equipment would be used for grading, excavation, paving, and building construction, which would generate localized vibration in the immediate vicinity of those activities. The nearest off-site existing structures have been identified as a residence (receiver R-4) and a commercial building (receiver C-2).

Table 20 includes the range of vibration levels for equipment commonly used in general construction projects at a distance of 25 feet. Table 20 data also include projected equipment vibration levels at the closest existing off-site structures (receiver R-4 and C-2).

Table 20
Reference and Projected Construction Equipment Vibration Source Amplitudes

Equipment	Reference Maximum Vibration Level at 25 feet, PPV (in/sec) ¹	Projected Maximum Vibration Level, PPV (in/sec) ¹	
		R-4 (50 ft)	C-2 (75 ft)
Vibratory roller	0.210	0.074	0.040
Large bulldozer	0.089	0.031	0.017
Loaded trucks	0.076	0.027	0.015
Jackhammer	0.035	0.012	0.007
Small bulldozer	0.003	<0.001	<0.001

¹ PPV = Peak Particle Velocity

Source: 2018 FTA Transit Noise and Vibration Impact Assessment Manual (Table 7-4) and BAC calculations.

Table 20 data indicate that vibration levels generated from construction activities within the project area at the nearest existing off-site structures are predicted to be well below the strictest Caltrans thresholds for damage to structures of 0.5 in/sec PPV shown in Table 4 of this report (building structure vibration criteria). In addition, the projected equipment vibration levels in Table 20 range from imperceptible to distinctly perceptible human response as defined by Caltrans in Table 5 (vibration annoyance potential threshold criteria). However, based on the analysis provide above, on-site construction within the project area is not expected to result in excessive groundborne vibration levels at nearby existing off-site structures.

During BAC site visits on June 19th and June 23rd, 2023, vibration levels within the project area were imperceptible. Therefore, it is expected that the project would not result in the exposure of persons to excessive groundborne vibration levels at proposed uses of the development.

Finally, the project proposes the development of commercial uses. It is the experience of BAC these uses do not typically have equipment that generates appreciable vibration.

Based on the analysis provided above, this impact is considered to be **less than significant**.

This concludes BAC's noise and vibration assessment for the ARCO AM/PM project in Plymouth, California. Please contact BAC at (530) 537-23285 or darioq@bacnoise.com if you have any comments or questions regarding this report.

Appendix A Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound. A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
IIC	Impact Insulation Class (IIC): A single-number representation of a floor/ceiling partition's impact generated noise insulation performance. The field-measured version of this number is the FIIC.
L_{dn}	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
L_{max}	The highest root-mean-square (RMS) sound level measured over a given period of time.
Loudness	A subjective term for the sensation of the magnitude of sound.
Masking	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
Noise	Unwanted sound.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.
RT₆₀	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
STC	Sound Transmission Class (STC): A single-number representation of a partition's noise insulation performance. This number is based on laboratory-measured, 16-band (1/3-octave) transmission loss (TL) data of the subject partition. The field-measured version of this number is the FSTC.



A



B



C



D

Legend

- A: Site 1: Near monitoring equipment facing east SR 49
- B: Site 1: Noise monitoring equipment secured to tree
- C: Site 2: Noise monitoring equipment secured to tree
- D: Site 2: Facing south towards monitoring equipment

ARCO AM/PM Plymouth
Plymouth, California

Noise Survey Photographs

Appendix B



Appendix C-1
Long-Term Ambient Noise Monitoring Results - Site 1
ARCO AM/PM Plymouth - Plymouth, California
Thursday, July 20, 2023

Hour	Leq	Lmax	L50	L90
12:00 AM	42	67	38	37
1:00 AM	43	65	39	38
2:00 AM	45	63	41	40
3:00 AM	48	65	44	42
4:00 AM	51	76	44	42
5:00 AM	63	95	52	44
6:00 AM	57	75	50	43
7:00 AM	57	74	53	45
8:00 AM	57	76	52	42
9:00 AM	57	78	52	44
10:00 AM	57	79	52	43
11:00 AM	56	76	51	43
12:00 PM	57	80	51	42
1:00 PM	57	83	51	43
2:00 PM	56	74	52	43
3:00 PM	56	71	52	43
4:00 PM	57	80	53	45
5:00 PM	55	70	53	44
6:00 PM	54	75	49	41
7:00 PM	51	68	45	40
8:00 PM	59	88	48	39
9:00 PM	51	74	42	36
10:00 PM	48	70	39	35
11:00 PM	46	67	38	37

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	59	51	56	63	42	55
Lmax (Maximum)	88	68	76	95	63	71
L50 (Median)	53	42	50	52	38	43
L90 (Background)	45	36	42	44	35	40

Computed DNL (dB)	62
% Daytime Energy	68%
% Nighttime Energy	32%

GPS Coordinates	38°28'51.59"N
	120°50'44.60"W

Appendix C-2
Long-Term Ambient Noise Monitoring Results - Site 1
ARCO AM/PM Plymouth - Plymouth, California
Friday, July 21, 2023

Hour	Leq	Lmax	L50	L90
12:00 AM	42	67	39	38
1:00 AM	42	57	40	39
2:00 AM	46	71	41	40
3:00 AM	47	64	45	43
4:00 AM	49	67	41	39
5:00 AM	60	89	50	44
6:00 AM	57	75	51	43
7:00 AM	55	70	51	43
8:00 AM	62	89	51	42
9:00 AM	55	72	51	41
10:00 AM	55	76	51	42
11:00 AM	55	79	51	41
12:00 PM	55	70	50	41
1:00 PM	56	80	50	41
2:00 PM	56	81	51	43
3:00 PM	56	73	52	42
4:00 PM	55	75	52	43
5:00 PM	56	73	53	44
6:00 PM	60	89	50	41
7:00 PM	53	79	46	41
8:00 PM	51	72	44	40
9:00 PM	51	73	43	40
10:00 PM	50	74	42	38
11:00 PM	46	65	39	36

Statistical Summary						
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	62	51	56	60	42	53
Lmax (Maximum)	89	70	77	89	57	70
L50 (Median)	53	43	50	51	39	43
L90 (Background)	44	40	42	44	36	40

Leq (Average)	62
Lmax (Maximum)	89
L50 (Median)	53
L90 (Background)	44

Computed DNL (dB)	60
% Daytime Energy	78%
% Nighttime Energy	22%

GPS Coordinates	38°28'51.59"N
	120°50'44.60"W

Appendix C-3
Long-Term Ambient Noise Monitoring Results - Site 1
ARCO AM/PM Plymouth - Plymouth, California
Saturday, July 22, 2023

Hour	Leq	Lmax	L50	L90
12:00 AM	44	68	36	33
1:00 AM	42	66	35	31
2:00 AM	47	72	38	37
3:00 AM	46	63	39	38
4:00 AM	50	73	41	38
5:00 AM	58	85	50	43
6:00 AM	56	73	50	42
7:00 AM	57	79	52	42
8:00 AM	55	69	51	41
9:00 AM	58	85	51	42
10:00 AM	55	72	50	41
11:00 AM	59	89	51	41
12:00 PM	54	70	50	41
1:00 PM	56	72	54	44
2:00 PM	56	74	53	45
3:00 PM	59	81	53	45
4:00 PM	57	73	53	46
5:00 PM	57	77	53	45
6:00 PM	60	88	52	42
7:00 PM	52	69	48	42
8:00 PM	60	90	45	40
9:00 PM	49	69	41	38
10:00 PM	48	66	40	38
11:00 PM	47	65	42	40

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	60	49	57	58	42	52
Lmax (Maximum)	90	69	77	85	63	70
L50 (Median)	54	41	50	50	35	41
L90 (Background)	46	38	42	43	31	38

Computed DNL (dB)	60
% Daytime Energy	84%
% Nighttime Energy	16%

GPS Coordinates	38°28'51.59"N
	120°50'44.60"W

Appendix C-4
Long-Term Ambient Noise Monitoring Results - Site 2
ARCO AM/PM Plymouth - Plymouth, California
Thursday, July 20, 2023

Hour	Leq	Lmax	L50	L90
12:00 AM	43	65	36	34
1:00 AM	44	69	35	33
2:00 AM	47	69	36	34
3:00 AM	49	69	37	35
4:00 AM	54	78	41	37
5:00 AM	65	97	51	44
6:00 AM	60	76	50	44
7:00 AM	60	75	55	45
8:00 AM	60	76	54	41
9:00 AM	60	78	53	41
10:00 AM	60	78	54	41
11:00 AM	59	75	52	41
12:00 PM	59	83	54	41
1:00 PM	60	88	54	42
2:00 PM	59	76	54	41
3:00 PM	59	74	55	41
4:00 PM	59	79	55	43
5:00 PM	58	71	55	41
6:00 PM	57	80	49	39
7:00 PM	54	69	44	37
8:00 PM	60	91	40	36
9:00 PM	54	81	41	35
10:00 PM	50	71	39	34
11:00 PM	49	70	36	34

Statistical Summary						
Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)			
High	Low	Average	High	Low	Average	
Leq (Average)	60	54	59	65	43	57
Lmax (Maximum)	91	69	78	97	65	74
L50 (Median)	55	40	51	51	35	40
L90 (Background)	45	35	40	44	33	36

Computed DNL (dB)	64
% Daytime Energy	70%
% Nighttime Energy	30%

GPS Coordinates	38°28'49.95"N
	120°50'46.11"W

Appendix C-5
Long-Term Ambient Noise Monitoring Results - Site 2
ARCO AM/PM Plymouth - Plymouth, California
Friday, July 21, 2023

Hour	Leq	Lmax	L50	L90
12:00 AM	43	66	35	33
1:00 AM	42	62	35	34
2:00 AM	46	70	36	34
3:00 AM	48	68	37	36
4:00 AM	53	72	40	37
5:00 AM	62	92	50	44
6:00 AM	60	75	51	44
7:00 AM	59	75	52	44
8:00 AM	64	90	52	40
9:00 AM	59	76	53	39
10:00 AM	59	77	53	40
11:00 AM	58	74	53	39
12:00 PM	58	73	52	40
1:00 PM	58	81	52	39
2:00 PM	59	80	54	41
3:00 PM	59	75	55	41
4:00 PM	58	80	54	41
5:00 PM	59	78	54	42
6:00 PM	59	86	49	39
7:00 PM	55	78	44	38
8:00 PM	53	71	43	38
9:00 PM	52	71	42	37
10:00 PM	51	71	40	37
11:00 PM	48	67	37	33

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	64	52	59	62	42	55
Lmax (Maximum)	90	71	78	92	62	71
L50 (Median)	55	42	51	51	35	40
L90 (Background)	44	37	40	44	33	37

Computed DNL (dB)	62
% Daytime Energy	78%
% Nighttime Energy	22%

GPS Coordinates	38°28'49.95"N
	120°50'46.11"W

Appendix C-6
Long-Term Ambient Noise Monitoring Results - Site 2
ARCO AM/PM Plymouth - Plymouth, California
Saturday, July 22, 2023

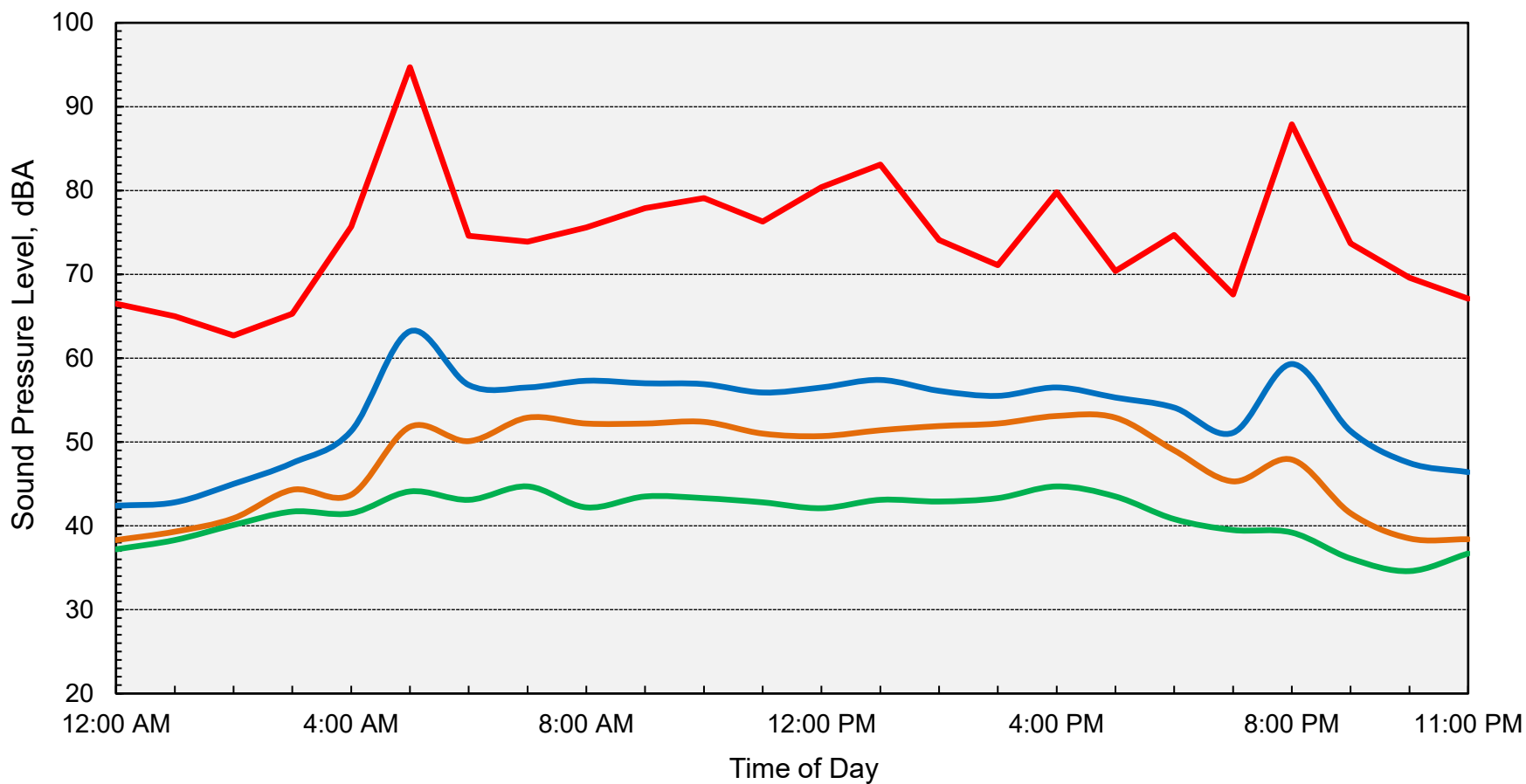
Hour	Leq	Lmax	L50	L90
12:00 AM	47	68	34	32
1:00 AM	44	69	34	33
2:00 AM	49	76	35	34
3:00 AM	48	67	36	34
4:00 AM	54	76	39	34
5:00 AM	59	81	49	42
6:00 AM	60	77	50	41
7:00 AM	60	78	54	40
8:00 AM	59	75	53	40
9:00 AM	61	91	53	40
10:00 AM	58	76	51	39
11:00 AM	61	89	53	40
12:00 PM	58	72	52	40
1:00 PM	58	76	54	43
2:00 PM	59	76	54	43
3:00 PM	63	92	56	43
4:00 PM	59	76	55	44
5:00 PM	60	86	54	44
6:00 PM	65	96	52	40
7:00 PM	54	71	44	39
8:00 PM	60	91	44	38
9:00 PM	52	71	39	36
10:00 PM	50	69	38	36
11:00 PM	48	70	38	36

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	65	52	60	60	44	54
Lmax (Maximum)	96	71	81	81	67	72
L50 (Median)	56	39	51	50	34	39
L90 (Background)	44	36	41	42	32	36

Computed DNL (dB)	62
% Daytime Energy	86%
% Nighttime Energy	14%

GPS Coordinates	38°28'49.95"N
	120°50'46.11"W

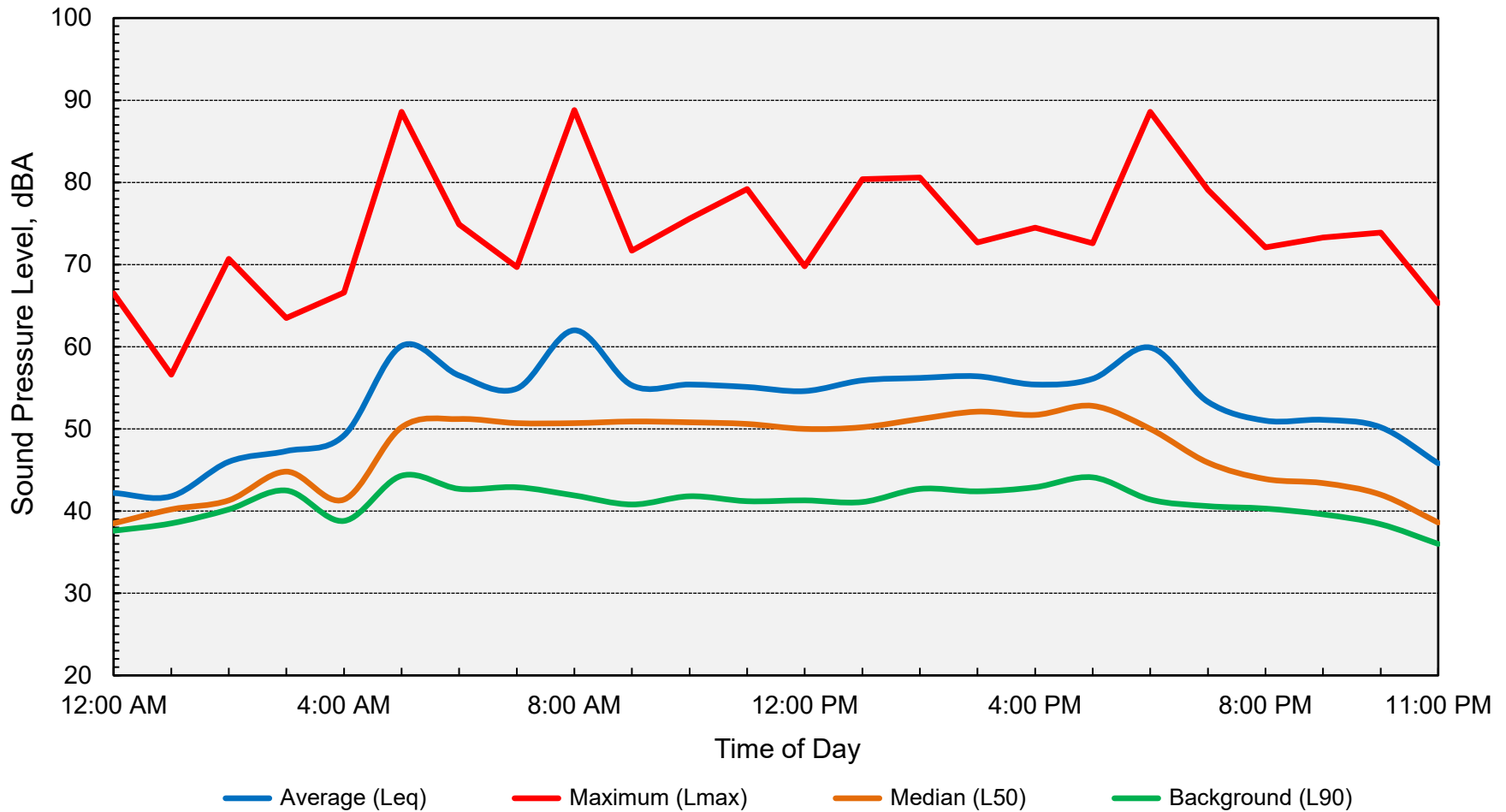
Appendix D-1
Long-Term Ambient Noise Monitoring Results - Site 1
ARCO AM/PM Plymouth - Plymouth, California
Thursday, July 20, 2023



— Average (Leq) — Maximum (Lmax) — Median (L50) — Background (L90)

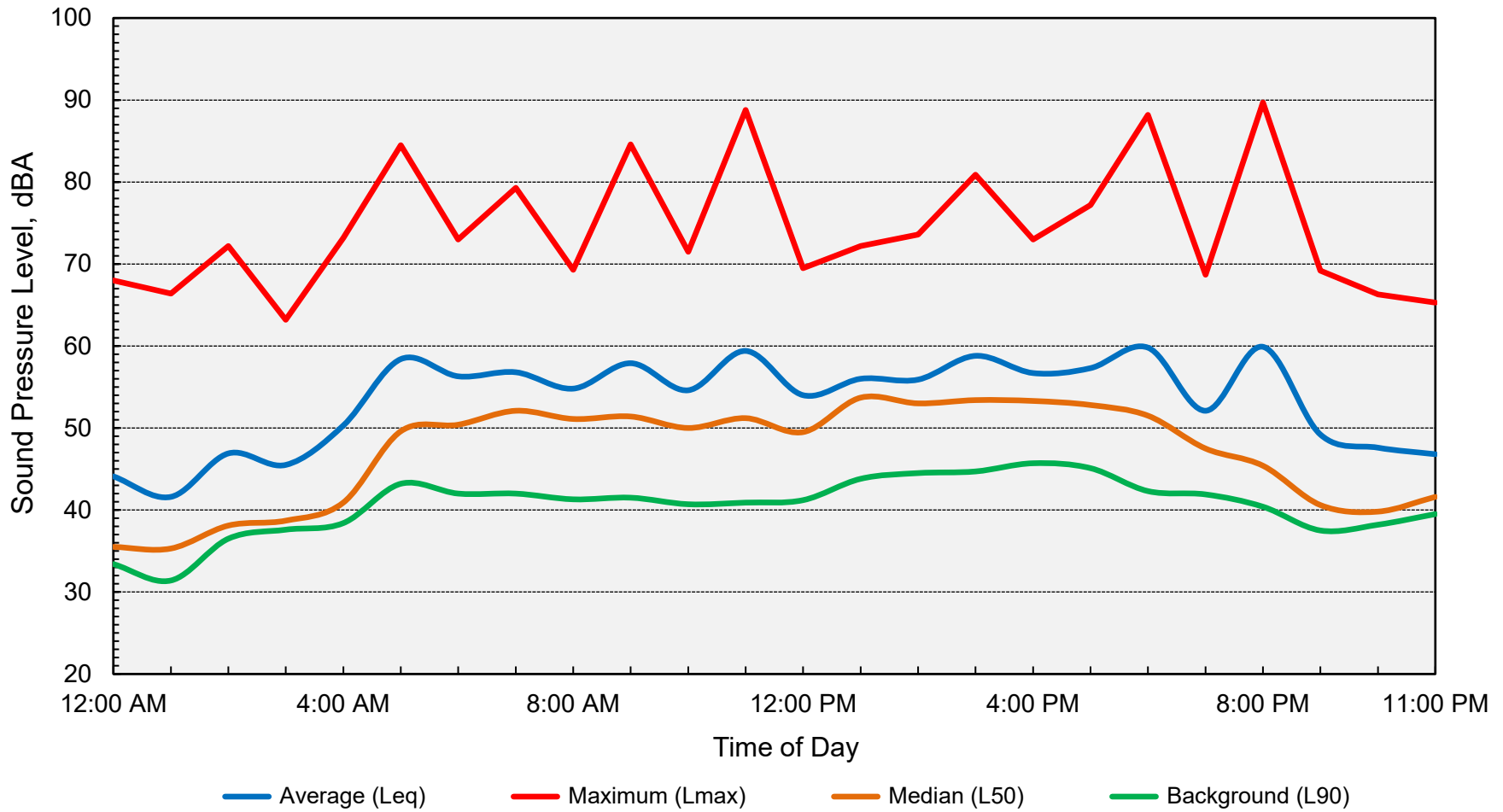
Computed DNL = 62 dB

Appendix D-2
Long-Term Ambient Noise Monitoring Results - Site 1
ARCO AM/PM Plymouth - Plymouth, California
Friday, July 21, 2023



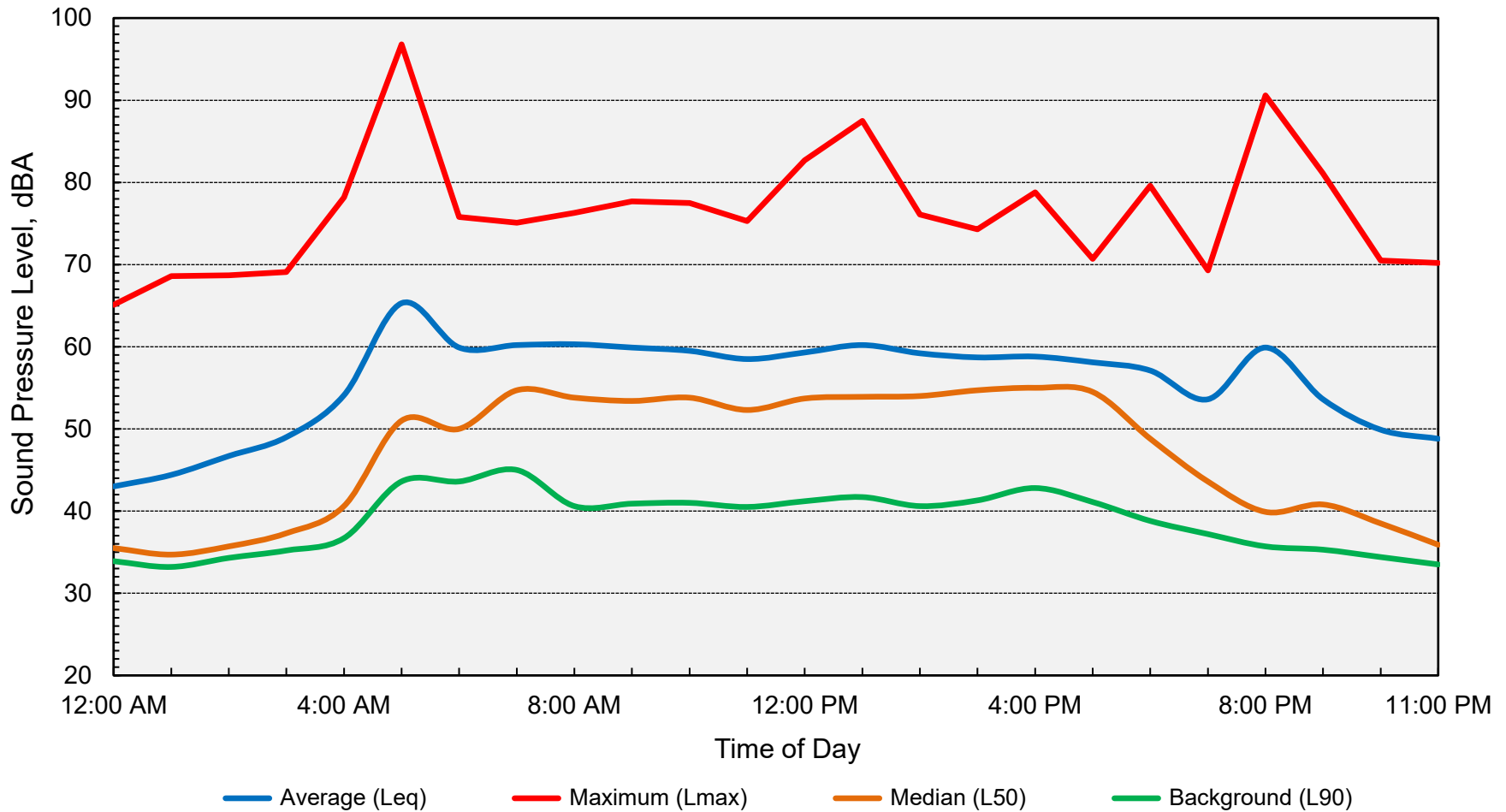
Computed DNL = 60 dB

Appendix D-3
Long-Term Ambient Noise Monitoring Results - Site 1
ARCO AM/PM Plymouth - Plymouth, California
Saturday, July 22, 2023



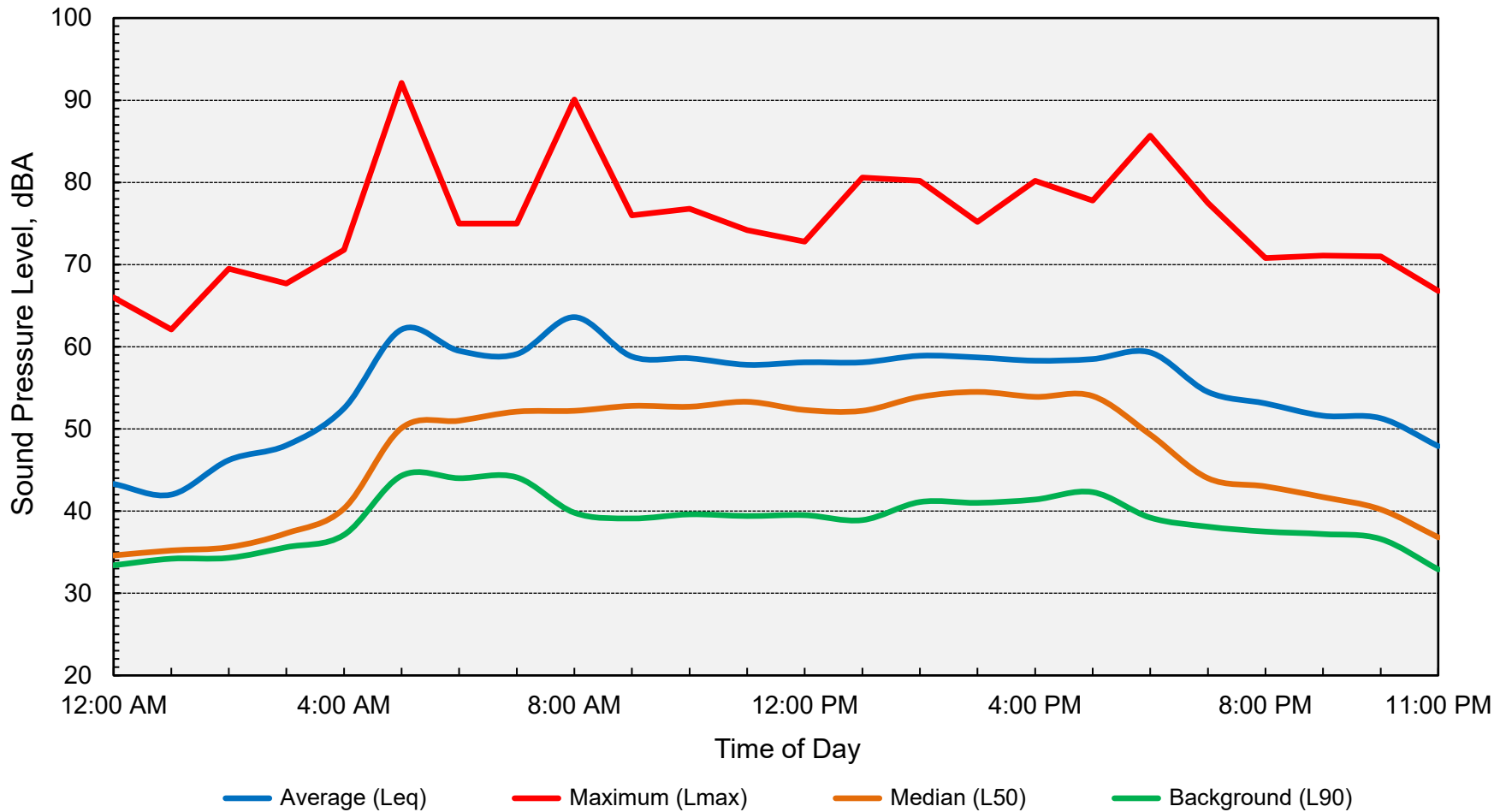
Computed DNL = 60 dB

Appendix D-4
Long-Term Ambient Noise Monitoring Results - Site 2
ARCO AM/PM Plymouth - Plymouth, California
Thursday, July 20, 2023



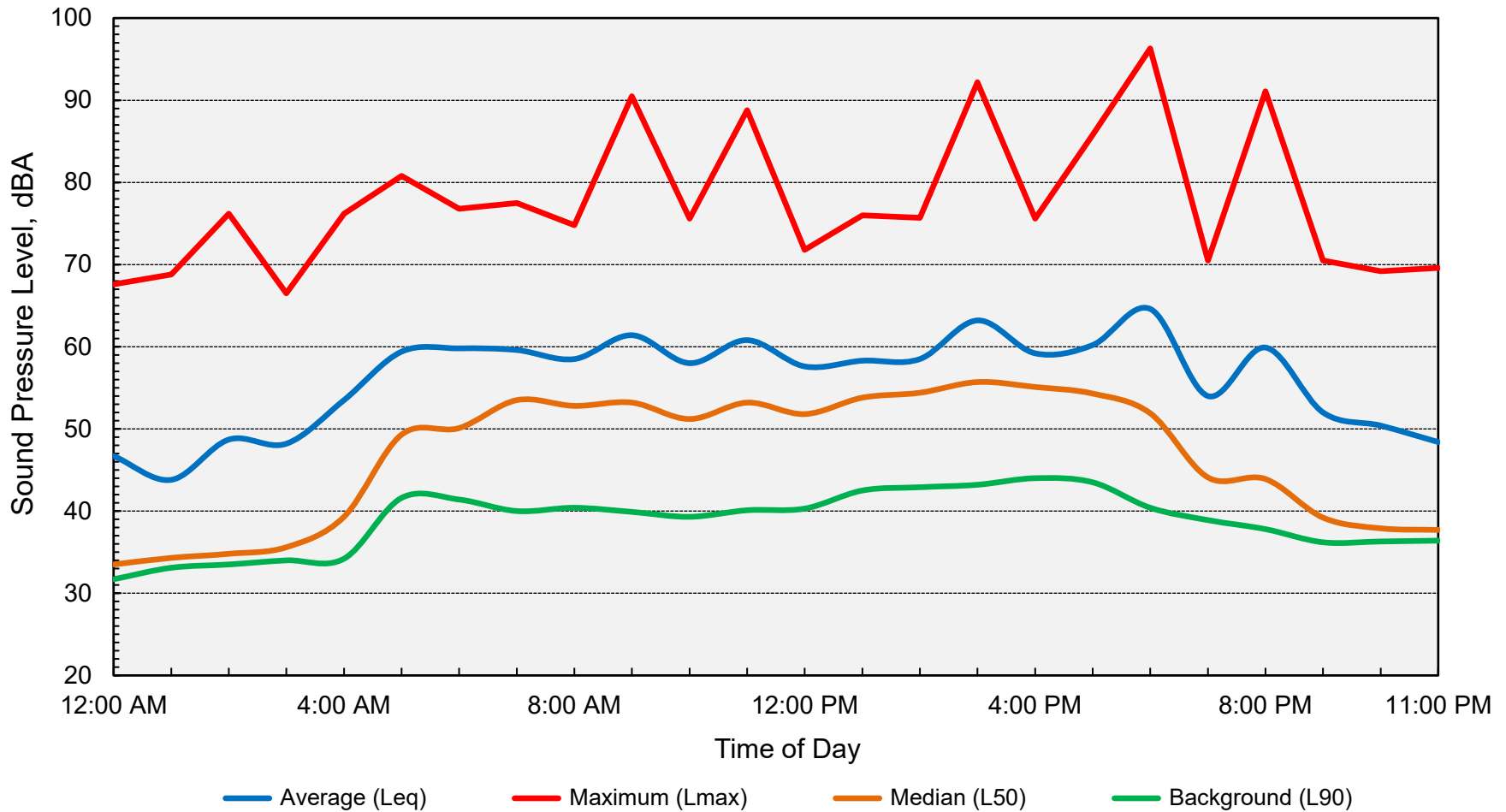
Computed DNL = 64 dB

Appendix D-5
Long-Term Ambient Noise Monitoring Results - Site 2
ARCO AM/PM Plymouth - Plymouth, California
Friday, July 21, 2023



Computed DNL = 62 dB

Appendix D-6
Long-Term Ambient Noise Monitoring Results - Site 2
ARCO AM/PM Plymouth - Plymouth, California
Saturday, July 22, 2023



Computed DNL = 62 dB

Appendix E-1 of 1
FHWA Highway Traffic Noise Prediction Model Inputs
ARCO AM/PM Plymouth
File Name: Existing No Project
Run Date: 9/13/2023



#	Roadway	Description	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance to Receptor	Offset (dB)
1	SR 49	North of Main St	2,360	83	17	2	2	50	150	0
2	SR 49	Main St to Project Access 2	5,155	83	17	2	2	35	230	0
3	SR 49	Project Access 2 to Project Access 3	5,240	83	17	2	2	40	250	0
4	SR 49	South of Project Access 3	5,300	83	17	2	2	40	75	0
5	Main St	SR 49 to Project Access 1	1,805	83	17	2	2	25	120	0
6	Main St	West of Project Access 1	1,810	83	17	2	2	25	100	0
7	Shenandoah Rd	East of SR 49	3,880	83	17	2	2	25	350	0
8	Project Access 2	East of SR 49	165	83	17	1	1	15	250	0

Appendix F-1 of 1
FHWA Highway Traffic Noise Prediction Model Inputs
ARCO AM/PM Plymouth
File Name: Existing+Project
Run Date: 9/13/2023



#	Roadway	Description	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance to Receptor	Offset (dB)
1	SR 49	North of Main St	2,698	83	17	2	2	50	150	0
2	SR 49	Main St to Project Access 2	5,985	83	17	2	2	35	230	0
3	SR 49	Project Access 2 to Project Access 3	5,630	83	17	2	2	40	250	0
4	SR 49	South of Project Access 3	6,200	83	17	2	2	40	75	0
5	Main St	SR 49 to Project Access 1	2,310	83	17	2	2	25	120	0
6	Main St	West of Project Access 1	2,065	83	17	2	2	25	100	0
7	Shenandoah Rd	East of SR 49	4,645	83	17	2	2	25	350	0
8	Project Access 2	East of SR 49	165	83	17	1	1	15	250	0

Appendix G-1 of 1
FHWA Highway Traffic Noise Prediction Model Inputs
ARCO AM/PM Plymouth
File Name: Opening Year No Project
Run Date: 9/13/2023



#	Roadway	Description	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance to Receptor	Offset (dB)
1	SR 49	North of Main St	3,180	83	17	2	2	50	150	0
2	SR 49	Main St to Project Access 2	6,515	83	17	2	2	35	230	0
3	SR 49	Project Access 2 to Project Access 3	6,605	83	17	2	2	40	250	0
4	SR 49	South of Project Access 3	6,675	83	17	2	2	40	75	0
5	Main St	SR 49 to Project Access 1	2,415	83	17	2	2	25	120	0
6	Main St	West of Project Access 1	2,420	83	17	2	2	25	100	0
7	Shenandoah Rd	East of SR 49	5,160	83	17	2	2	25	350	0
8	Project Access 2	East of SR 49	190	83	17	1	1	15	250	0

Appendix H-1 of 1
FHWA Highway Traffic Noise Prediction Model Inputs
ARCO AM/PM Plymouth
File Name: Opening Year+Project
Run Date: 9/13/2023



#	Roadway	Description	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance to Receptor	Offset (dB)
1	SR 49	North of Main St	3,815	83	17	2	2	50	150	0
2	SR 49	Main St to Project Access 2	7,410	83	17	2	2	35	230	0
3	SR 49	Project Access 2 to Project Access 3	6,995	83	17	2	2	40	250	0
4	SR 49	South of Project Access 3	7,575	83	17	2	2	40	75	0
5	Main St	SR 49 to Project Access 1	2,920	83	17	2	2	25	120	0
6	Main St	West of Project Access 1	2,675	83	17	2	2	25	100	0
7	Shenandoah Rd	East of SR 49	5,925	83	17	2	2	25	350	0
8	Project Access 2	East of SR 49	190	83	17	1	1	15	250	0

Appendix I-1 of 1
FHWA Highway Traffic Noise Prediction Model Inputs
ARCO AM/PM Plymouth
File Name: Cumulative No Project
Run Date: 9/13/2023



#	Roadway	Description	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance to Receptor	Offset (dB)
1	SR 49	North of Main St	475	83	17	2	2	50	150	0
2	SR 49	Main St to Project Access 2	605	83	17	2	2	35	230	0
3	SR 49	Project Access 2 to Project Access 3	605	83	17	2	2	40	250	0
4	SR 49	South of Project Access 3	605	83	17	2	2	40	75	0
5	Main St	SR 49 to Project Access 1	350	83	17	2	2	25	120	0
6	Main St	West of Project Access 1	350	83	17	2	2	25	100	0
7	Shenandoah Rd	East of SR 49	710	83	17	2	2	25	350	0
8	Project Access 2	East of SR 49	0							

Appendix J-1 of 1
FHWA Highway Traffic Noise Prediction Model Inputs
ARCO AM/PM Plymouth
File Name: Cumulative+Project
Run Date: 9/13/2023



#	Roadway	Description	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance to Receptor	Offset (dB)
1	SR 49	North of Main St	1,110	83	17	2	2	50	150	0
2	SR 49	Main St to Project Access 2	1,500	83	17	2	2	35	230	0
3	SR 49	Project Access 2 to Project Access 3	995	83	17	2	2	40	250	0
4	SR 49	South of Project Access 3	1,505	83	17	2	2	40	75	0
5	Main St	SR 49 to Project Access 1	860	83	17	2	2	25	120	0
6	Main St	West of Project Access 1	605	83	17	2	2	25	100	0
7	Shenandoah Rd	East of SR 49	1,475	83	17	2	2	25	350	0
8	Project Access 2	East of SR 49	0							

Appendix K

Car Wash Drying Assembly Sound Level Data



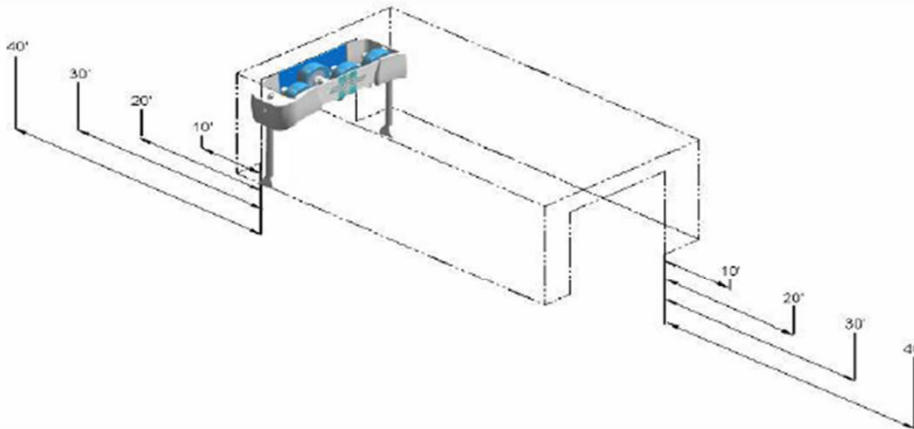
PDQ LaserWash 360 Integrated Dryer Decibel Reading

Below is the test data and associated decibel readings of the PDQ LaserWash 360 with 4 On-Board dryers, with and without doors, on the carwash bay.

DOOR OPEN/CLOSED	ENTRANCE/EXIT	dBA AT DISTANCE FROM DOOR OPENING			
		0' (3.04M)	05' (6.09M)	10' (9.14M)	20' (12.19M)
DOOR OPEN	ENTRANCE	90	87	82	76
	EXIT	92	88	84	78
DOOR CLOSED	ENTRANCE	77	73	70	67
	EXIT	79	75	72	69

Bay Dimensions: 12' (3.65M) H x 15' (4.57M) W x 50' (15.24M) L

Building Materials: Modular steel building with fiberglass lined inner walls; Glass windows on right side



Note: The actual sound level will vary depending on factors including but not limited to the location of the carwash site, type of building, materials used for the site, and size of the building.

Appendix L

Vacuum Sound Level Data



Sound Power and Narrow Band Report

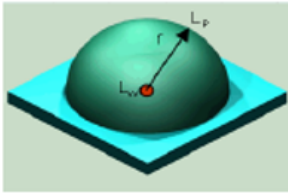
Customer: JE Adams
 Date: 5/10/2019
 Mtr Model: Q6600-092T (2 mtrs)
 Unit: 9235-2

Volts: 120
 Frequency: 60 Hz
 By: Jonathan Johnson
 Test Method: ASTM F1334

Test Condition:

JE Adams Unit 9235
 2 Motor Unit with Q6600-092T Motors.
 Large Steel Dome With Foam
 Inlet In Room Open Nozzle

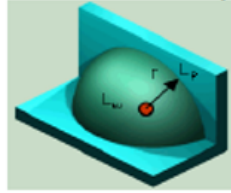
Sound Pressure At Distances From Unit (Sound Treated as Point Source)



$$L_p = L_w + 10 \log \left(\frac{Q}{4\pi r^2} \right)$$

L_p = Sound Pressure dBA
 L_w = Sound Power
 Q = Directivity Factor
 r = Distance from Source

Sound Power = 92.7



Quarter Sphere Q = 4

Half Sphere Q = 2

Distance		Sound Pressure (dBA)
Feet	Meters	
5	1.5	81.1
10	3.0	75.1
15	4.6	71.5
25	7.6	67.1
30	9.1	65.5
35	10.7	64.2
40	12.2	63.0
45	13.7	62.0
50	15.2	61.1
55	16.8	60.2
60	18.3	59.5
75	22.9	57.6
80	24.4	57.0
85	25.9	56.5
90	27.4	56.0
95	29.0	55.5
100	30.5	55.1

Distance		Sound Pressure (dBA)
Feet	Meters	
5	1.5	84.1
10	3.0	78.1
15	4.6	74.5
25	7.6	70.1
30	9.1	68.5
35	10.7	67.2
40	12.2	66.0
45	13.7	65.0
50	15.2	64.1
55	16.8	63.3
60	18.3	62.5
75	22.9	60.6
80	24.4	60.0
85	25.9	59.5
90	27.4	59.0
95	29.0	58.5
100	30.5	58.1

APPENDIX G

Transportation Study

PLYMOUTH ARCO GAS STATION PROJECT TRANSPORTATION STUDY

City of Plymouth, CA

Prepared for

CSG CONSULTANTS, INC

3707 WEST GARDEN GROVE BOULEVARD, SUITE 100

ORANGE, CA 92868

Prepared by



MAT ENGINEERING INC.

17192 MURPHY AVENUE, IRVINE, CALIFORNIA 92623

CONTACT: ALEX TABRIZI, PE, TE ▪ 949.344.1828 ▪ at@matengineering.com

Alex Tabrizi, PE, TE



August 25, 2023

Project & Doc No. 0033-2023-01

TABLE OF CONTENTS

Section	Page
1.0 INTRODUCTION & PROJECT DESCRIPTION.....	1
1.1 Purpose of Report & Study Objectives	1
1.2 Site Location & Project Description	1
1.3 Study Area & Analysis Scenarios	2
2.0 ANALYSIS METHODOLOGIES, PERFORMANCE CRITERIA & THRESHOLDS	3
2.1 Intersection Peak Hour Level of Service Analysis Methodology	3
2.1.1 Study Intersection Methodology: HCM	4
2.2 Intersection Level of Service Performance Criteria.....	4
3.0 EXISTING TRAFFIC VOLUMES & CIRCULATION SYSTEM	6
3.1 Existing Traffic Controls & Intersection Geometrics.....	6
3.2 Existing Traffic Volumes.....	6
4.0 PROJECTED TRAFFIC VOLUMES	7
4.1 Project Traffic Conditions	7
4.1.1 Project Trip Generation	7
4.1.2 Project Trip Distribution	10
4.1.3 Project Traffic Volumes	10
4.2 Background Traffic.....	10
4.2.1 Cumulative Projects Traffic.....	10
4.3 Existing With Project Conditions Traffic Volumes	12
4.4 Opening Year Without Project Conditions Traffic Volumes.....	12
4.5 Opening Year With Project Conditions Traffic Volumes.....	12
5.0 LEVEL OF SERVICE ANALYSIS	13
5.1 Existing Conditions Level of Service.....	13
5.2 Existing With Project Conditions Level of Service.....	14
5.3 Opening Year Without Project Conditions Level of Service	15
5.4 Opening Year With Project Conditions Level of Service	16
6.0 VEHICULAR QUEUE ANALYSIS.....	18
6.1 Existing & Existing With Project Conditions Vehicular Queue Analysis.....	18
6.2 Opening Year Without Project & Opening Year With Project Conditions Vehicular Queue Analysis.....	18
7.0 EVALUATION OF TRUCK TURNING MANEUVERS	22
8.0 EVALUATION OF SIGHT DISTANCE	23

9.0 EVALUATION OF COLLISION HISTORY	27
10.0 SITE CIRCULATION	28
11.0 CEQA VEHICLE MILES TRAVELED (VMT) IMPACT ANALYSIS	29
12.0 FINDINGS & CONCLUSIONS.....	30
12.1 Project Trip Generation Summary	30
12.2 LOS Analysis Summary	30
12.3 Vehicular Queue Analysis Summary	30
12.4 Truck Turning Maneuver Evaluation Summary.....	30
12.5 Sight Distance Evaluation Summary	30
12.6 Collision History Evaluation Summary	31
12.7 Site Circulation.....	31
12.8 CEQA VMT Impact Analysis Summary	32

APPENDIX A: EXISTING TRAFFIC COUNT DATA

APPENDIX B: ANALYSIS SHEETS: EXISTING CONDITIONS

APPENDIX C: ANALYSIS SHEETS: EXISTING WITH PROJECT CONDITIONS

APPENDIX D: ANALYSIS SHEETS: OPENING YEAR WITHOUT PROJECT CONDITIONS

APPENDIX E: ANALYSIS SHEETS: OPENING YEAR WITH PROJECT CONDITIONS

APPENDIX F: SWITRS COLLISION DATA

LIST OF TABLES

Table		Page
Table 1	HCM Level of Service.....	4
Table 2	Study Intersection LOS Performance Criteria	5
Table 3	ITE Trip Generation Rates for Proposed Project.....	8
Table 4	Trip Generation Summary of Proposed Project	8
Table 5	Cumulative Projects Trip Generation Summary	11
Table 6	Existing (2023) Conditions Study Intersection Peak Hour LOS Analysis Summary.....	13
Table 7	Existing (2023) With Project Conditions Study Intersection Peak Hour LOS Analysis Summary	14
Table 8	Opening Year (2025) Without Project Conditions Study Intersection Peak Hour LOS Analysis Summary.....	15
Table 9	Opening Year (2025) With Project Conditions Study Intersection Peak Hour LOS Analysis Summary	16
Table 10	Existing Conditions & Existing With Project Conditions Study Intersection Peak Hour 95 th Percentile Vehicular Queuing Analysis Summary	20
Table 11	Opening Year (2025) Without Project & Opening Year (2025) With Project Conditions Study Intersection Peak Hour 95 th Percentile Vehicular Queuing Analysis Summary	21
Table 12	3-Year Collision History for SR-49 / Main Street Intersection & Vicinity	27

LIST OF EXHIBITS

Exhibit

Exhibit A	Proposed Project Site Location
Exhibit B	Proposed Site Plan.....
Exhibit C	Study Intersection Location
Exhibit D	Existing Study Intersection Geometry
Exhibit E	Existing (2023) Conditions Traffic Volumes.....
Exhibit F	Project Forecast Percent Trip Distribution.....
Exhibit G	Project Traffic Volumes
Exhibit H	Cumulative Projects Location Map.....
Exhibit I	Cumulative Projects Traffic Volumes.....
Exhibit J	Existing (2023) With Project Conditions Traffic Volumes
Exhibit K	Opening Year (2025) Without Project Conditions Traffic Volumes.....
Exhibit L	Opening Year (2025) With Project Conditions Traffic Volumes.....
Exhibit M	Fuel Truck Turning Maneuvers.....
Exhibit N-1	Project Access 1 / Main Street Sight Distance Evaluation
Exhibit N-2	SR-49 / Project Access 2 (North) Sight Distance Evaluation
Exhibit N-3	SR-49 / Project Access 3 (South) Sight Distance Evaluation.....

1.0 INTRODUCTION & PROJECT DESCRIPTION

1.1 Purpose of Report & Study Objectives

This study analyzes forecast traffic conditions associated with the proposed Plymouth Arco Gas Station Project in the City of Plymouth, California.

The study evaluates the following transportation-related elements for the proposed project:

- A. Forecast delay and level of service (LOS) operations of the study area and the potential effect of the project trips on the surrounding circulation system based on the City of Plymouth adopted and established performance criteria and requirements;
- B. Forecast vehicular queuing operations of the study area and the potential effect of the project trips on the surrounding circulation system;
- C. Evaluation of turning maneuvers for fuel trucks at the project driveway;
- D. Evaluation of sight distance at project site driveways;
- E. Evaluation of traffic collision pattern history in the project site vicinity and study area;
- F. Qualitative review and discussion of site's circulation; and
- G. Evaluation of the project for Vehicle Miles Traveled (VMT) as required by the California Environmental Quality Act (CEQA).

1.2 Site Location & Project Description

The project which is generally vacant under current conditions is located west of State Route (SR)y 49 , east of Mill Street, and south of Main Street in the City of Plymouth, California.

The proposed project consists of development and operation of the following land uses:

- Arco Gas Station with six (6) pump stations (12 vehicles fueling positions);
- Approximately 3,400 square feet of convenience store; and
- One automated car wash.

Access for the site will be shared with adjacent parcels and uses which consist of the Plymouth Trading Post and the Fig Barn. Hence, the project site is planned to take access via the following existing driveways:

- One existing full access unsignalized driveway along Main Street; and
- Two existing full access unsignalized driveways along State Route (SR) 49.

The proposed project is expected to open in 2025. **Exhibit A** shows the project location. **Exhibit B** shows the proposed site plan.

1.3 Study Area & Analysis Scenarios

The study area consists of the following study intersections:

1. State Route 49 – Golden Chain Highway / Main Street;
2. Project Access 1 / Main Street;
3. State Route 49 – Golden Chain Highway / Project Access 2 (North); and
4. State Route 49 – Golden Chain Highway / Project Access 3 (South).

Exhibit C shows the study intersection locations.

The study evaluates the following scenarios:

- Existing (2023) Conditions;
- Existing (2023) With Project Conditions;
- Opening Year (2025) Without Project Conditions; and
- Opening Year (2025) With Project Conditions.

The analysis evaluates level of service operations of the study intersections for the weekday peak periods between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, when the traffic on the surrounding roadway network typically experiences its peak traffic activity.

2.0 ANALYSIS METHODOLOGIES, PERFORMANCE CRITERIA & THRESHOLDS

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report in accordance with the City of Plymouth requirements.

This section also discusses the agency-established applicable performance criteria and thresholds of level of service operation for the study facilities.

2.1 Intersection Peak Hour Level of Service Analysis Methodology

Level of Service (LOS) is commonly used as a description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection.

The definitions of level of service for uninterrupted flow (flow unrestrained by the existence of traffic control devices) are:

- LOS A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.
- LOS B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.
- LOS C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
- LOS D represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.
- LOS E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.
- LOS F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.

2.1.1 Study Intersection Methodology: HCM

The methodology used to assess the operation of the study area intersections is the Highway Capacity Manual (HCM) methodology.

The Highway Capacity Manual (HCM) defines level of service (LOS) as a measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

For signalized intersections, average control delay per vehicle is used to determine the LOS. For all-way stop controlled intersections, the LOS is also determined based on the average control delay per vehicle. For intersections with stop control on the minor street only, the calculation of LOS is dependent on the occurrence of gaps in the traffic flow of the main street, and the LOS is determined based on the worst individual movement or movements sharing a single lane of the stop-controlled movement.

The Highway Capacity Manual (HCM) methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding ranges of stopped delay experienced per vehicle for signalized and unsignalized intersections.

Table 1 shows the LOS criteria based on the HCM methodology.

Table 1
HCM Level of Service

Level of Service	Signalized (delay in seconds)	Unsignalized (delay in seconds)
A	0.00 - 10.00	0.00 - 10.00
B	10.10 - 20.00	10.01 - 15.00
C	20.10 - 35.00	15.01 - 25.00
D	35.10 - 55.00	25.01 - 35.00
E	55.10 - 80.00	35.01 - 50.00
F	>80.00	>50.00

2.2 Intersection Level of Service Performance Criteria

In accordance with the City of Plymouth General Plan Goal 4D, the acceptable level of service (LOS) operation for study intersections is LOS D or better.

Table 2 summarizes the level of service performance criteria for the study intersections.

**Table 2
Study Intersection LOS Performance Criteria**

#	Study Intersection (North-South / East-West)	Traffic Control Type	LOS Performance Criteria
1	State Route 49 – Golden Chain Highway / Main Street	Roundabout	D or better
2	Project Access 1 / Main Street	Unsignalized	D or better
3	State Route 49 – Golden Chain Highway / Project Access 2 (North)	Unsignalized	D or better
4	State Route 49 – Golden Chain Highway / Project Access 3 (South)	Unsignalized	D or better

2.3 Vehicular Queuing Analysis Methodology & Performance Criteria

The methodology utilized to evaluate the vehicular queues is the Highway Capacity Manual (HCM) 95th percentile methodology.

This study utilizes the following criteria for evaluating vehicular queues:

- If the vehicular queue for a lane on a public roadway exceeds the capacity of the turn lane and results in a spillover of the queue onto the upstream major intersection or onto the adjacent through travel lane, improvements need to be identified to avoid the queue spillover onto the upstream major intersection or adjacent through travel lane.

3.0 EXISTING TRAFFIC VOLUMES & CIRCULATION SYSTEM

This section provides a discussion of existing study area conditions and traffic volumes.

3.1 Existing Traffic Controls & Intersection Geometrics

Exhibit D identifies the existing roadway conditions for the study area intersections. The number of traffic lanes and the existing intersection controls are identified.

3.2 Existing Traffic Volumes

Existing Conditions intersection level of service calculations are based upon manual AM and PM peak hour turning movement counts taken in June 2023 during typical conditions when schools were in session.

The study evaluates the weekday peak periods between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, when the traffic on the surrounding roadway network typically experiences its peak traffic activity.

The AM peak hour traffic volumes were determined by counting the two-hour period between 7:00 AM and 9:00 AM. Similarly, the PM peak hour traffic volumes were identified by counting the two-hour period between 4:00 PM and 6:00 PM.

Exhibit E shows the existing traffic volumes at the study intersections.

The traffic count worksheets are included in **Appendix A**.

4.0 PROJECTED TRAFFIC VOLUMES

This section provides a discussion on methodologies utilized to derive future traffic volumes for the study area.

4.1 Project Traffic Conditions

4.1.1 Project Trip Generation

As previously noted, the proposed project consists of development and operation of the following land uses:

- Arco Gas Station with six (6) pump stations (12 vehicles fueling positions);
- Approximately 3,400 square feet of convenience store; and
- One automated car wash.

Access for the site will be shared with adjacent parcels and uses which consist of the Plymouth Trading Post and the Fig Barn. Hence, the project site is planned to take access via the following existing driveways:

- One existing full access unsignalized driveway along Main Street; and
- Two existing full access unsignalized driveways along State Route (SR) 49.

Trip generation represents the amount of traffic that is attracted and produced by a development. The trip generation for the project is based upon the specific land uses that have been planned for this development.

Trip generation rates for the proposed project and land uses are shown in **Table 3** and are based on the *Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition, 2021*. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

Table 3
ITE Trip Generation Rates for Proposed Project

Land Use	ITE Code	Units	Peak Hour						Daily
			AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Convenience Store & Gas Station *	945	VFP	8.03	8.03	16.06	9.21	9.21	18.42	265.12
Automated Car Wash **	948	Tunnels	38.75	38.75	77.50	38.75	38.75	77.50	775.00

Notes:

Source: 2021 ITE 11th Edition Trip Generation Manual;

VFP = Vehicle Fueling Positions

* Per ITE, data shown is for gas station with a convenience store of between 2,000 and 4,000 square feet in size.

** In the absence of AM peak hour data from ITE, the analysis conservatively utilizes the PM peak hour data for AM peak hour.

Utilizing the ITE trip generation rates shown in **Table 3**, **Table 4** below summarizes the daily and peak hour trip generation for the proposed project.

Table 4
Trip Generation Summary of Proposed Project

Land Use	Quantity	Units	ITE Code	Peak Hour						Daily
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Convenience Store & Gas Station	12	VFP	945	96	97	193	111	110	221	3,181
Internal Capture (10%)				-10	-10	-19	-11	-11	-22	-318
Subtotal After Internal Capture				86	87	174	100	99	199	2,863
ITE Pass-by (62% AM Peak Hour & 56% PM Peak Hour, 59% Daily)*				-53	-54	-108	-56	-55	-111	-1,689
Subtotal After Pass-by Adjustment				33	33	66	44	44	88	1,174
Automated Car Wash	1	Tunnels	948	39	39	78	39	39	78	775
Internal Capture (10%)				-4	-4	-8	-4	-4	-8	-78
Subtotal After Internal Capture				35	35	70	35	35	70	697
Total (Without Pass-By Adjustment) **				121	122	244	135	134	269	3,560
Total (After Pass-by Adjustment)				68	68	136	79	79	158	1,871

Notes: Trip Generation Source: 2021 ITE 11th Edition Trip Generation Manual; VFP = Vehicle Fueling Positions

* Daily pass-by adjustment is based on the average between AM and PM.

** The analysis utilizes the total trip generation without pass-by adjustment for the project driveways and intersections in the immediate vicinity of the project site.

As shown in **Table 4**, based on ITE trip generation rates, the proposed project is expected to generate approximately 3,560 daily trips, which includes approximately 244 AM peak hour trips and approximately 269 PM peak hour trips.

Pass-by trips are trips that are already traveling on the roadway system and stop at nearby commercial uses such as gas stations. Pass-by trips are therefore not considered new trips generated by a commercial land use. Naturally, a large portion of gas station trips are considered pass-by trips.

As also shown in **Table 4**, after accounting for the ITE-recommended pass-by adjustments, the proposed project is expected to generate approximately 1,871 daily trips, which includes approximately 136 AM peak hour trips and approximately 158 PM peak hour trips.

It should be noted, this analysis does not account for the pass-by reductions shown in **Table 4**, since site access driveways and intersections in the immediate vicinity of a project site (SR-49 / Main Street) can experience the full trip generation of the project.

4.1.2 Project Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the project site.

Trip distribution is heavily influenced by the geographical location of the site, the location of residential, employment and recreational opportunities, and the proximity to the regional freeway system. The directional orientation of traffic was determined by evaluating existing and proposed land uses, and highways within the community and existing traffic volumes.

Exhibit F shows the forecast percent trip distribution for the proposed project.

4.1.3 Project Traffic Volumes

The assignment of traffic from the project site to the adjoining roadway system has been based upon the project's trip generation, trip distribution, and proposed arterial highway and local street systems that this traffic study assumes would be in place by the time of initial occupancy of the site. **Exhibit G** shows the project traffic volumes. As previously noted, this analysis does not account for the pass-by reductions shown in **Table 4**.

4.2 Background Traffic

Project opening year (2025) background traffic volumes are derived by applying an annual growth rate of 6.75 percent per year to the existing (2023) traffic volumes previously shown in **Exhibit E**. This annual growth rate is based on review of historical traffic count data and patterns published by Caltrans along SR-49 in the project site vicinity and Main Street.

4.2.1 Cumulative Projects Traffic

Information on cumulative projects in the vicinity of the study area has been provided by City of Plymouth staff for inclusion in this analysis.

Exhibit H shows the location of the cumulative projects. **Table 5** shows the trip generation of the cumulative projects based on corresponding ITE trip generation rates and available traffic studies which have been prepared for these projects.

**Table 5
Cumulative Projects Trip Generation Summary**

#	Cumulative Project	Location	Land Use	Quantity	Units	ITE Code	Peak Hour						Daily
							AM Peak Hour			PM Peak Hour			
							In	Out	Total	In	Out	Total	
1	Greilich Ranch *	Southwest City Boundary	Single Family Residential & RV Resort	214 RV Sites & 234 Homes	N/A	N/A	60	144	204	180	112	292	3,094
2	Hotel **	9702 Main Street	General Light Industrial	88	Rooms	310	23	17	40	26	26	52	703
Total Cumulative Projects Trip Generation							83	161	244	106	138	344	3,797

Notes:

* Trip generation is based on *Greilich Ranch Subdivision & 49er Village RV Resort Expansion Project Draft Transportation Analysis (Fehr & Peers, April, 4, 2023)*.

** Trip Generation Source: 2021 ITE 11th Edition Trip Generation Manual.

Cumulative projects traffic volumes are shown in **Exhibit I**.

In reality, some of the cumulative projects may change in scope and/or may not be open and generating trips by the opening year (2025) of the proposed project. In addition, many of the cumulative projects will be subject to a variety of improvement measures that will reduce the potential trip generation associated with those projects or the capacity of the roadway network. However, those improvement measures have not been taken into account in projecting the trip generation of the related projects or the capacity of the study roadway system.

4.3 Existing With Project Conditions Traffic Volumes

Existing (2023) With Project Conditions traffic volumes are derived by adding project-generated traffic volumes shown in **Exhibit G** to the existing traffic volumes shown in **Exhibit E**.

Existing (2023) With Project Conditions traffic volumes are shown in **Exhibit J**.

4.4 Opening Year Without Project Conditions Traffic Volumes

Opening Year (2025) Without Project Conditions traffic volumes consists of the summation of the existing (2023) traffic volume shown in **Exhibit E** after application of an annual growth rate of 6.75 percent per year over a two-year period and the traffic generated by the cumulative projects shown in **Exhibit I**.

Opening Year (2025) Without Project Conditions traffic volumes are shown in **Exhibit K**.

4.5 Opening Year With Project Conditions Traffic Volumes

Opening Year (2025) With Project Conditions traffic volumes consists of the summation of the Opening Year (2025) Without Project Conditions traffic volumes shown in **Exhibit K** and project-generated traffic shown in **Exhibit G**.

Opening Year (2025) With Project Conditions traffic volumes are shown in **Exhibit L**.

5.0 LEVEL OF SERVICE ANALYSIS

This section provides a discussion on the study intersection peak hour level of service analysis and findings.

5.1 Existing Conditions Level of Service

Existing (2023) Conditions Level of Service (LOS) calculations for the study intersections are shown in **Table 6** and are based upon the Existing (2023) Conditions peak hour turning movement volumes shown in **Exhibit E** and the existing geometry shown in **Exhibit D**.

Table 6
Existing (2023) Conditions
Study Intersection Peak Hour LOS Analysis Summary

#	Study Intersection (North-South / East-West)	Traffic Control Type	Analysis Methodology	LOS Standard	Existing (2023) Conditions			
					AM Peak Hour		PM Peak Hour	
					Delay	LOS	Delay	LOS
1	State Route 49 – Golden Chain Highway / Main Street	RAB	HCM	D or better	4.5	A	4.9	A
2	Project Access 1 / Main Street	CSS	HCM	D or better	9.0	A	9.4	A
3	State Route 49 – Golden Chain Highway / Project Access 2 (North)	CSS	HCM	D or better	12.8	B	14.5	B
4	State Route 49 – Golden Chain Highway / Project Access 3 (South)	CSS	HCM	D or better	9.7	A	9.9	A

Notes: Intersection Analysis Methodology: HCM (Highway Capacity Manual) 6th Edition methodology based on delay (shown and reported in seconds) utilizing Synchro Version 11 analysis software.

RAB = Roundabout; CSS = Cross-Street Stop

As shown in **Table 6**, all study area intersections operate at an acceptable level of service during the peak hours for Existing (2023) Conditions.

Detailed LOS analysis sheets for Existing (2023) Conditions are contained in **Appendix B**.

5.2 Existing With Project Conditions Level of Service

Existing (2023) With Project Conditions Level of Service (LOS) calculations for the study intersections are shown in **Table 7** and are based upon the Existing (2023) With Project Conditions peak hour turning movement volumes shown in **Exhibit J** and the existing geometry shown in **Exhibit D**.

Table 7
Existing (2023) With Project Conditions
Study Intersection Peak Hour LOS Analysis Summary

#	Study Intersection (North-South / East-West)	Traffic Control Type	Analysis Methodology	LOS Standard	Existing (2023) Conditions				Existing (2023) With Project Conditions				Requires Improvement?	
					AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM
					Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1	State Route 49 – Golden Chain Highway / Main Street	RAB	HCM	D or better	4.5	A	4.9	A	5.1	A	5.5	A	No	No
2	Project Access 1 / Main Street	CSS	HCM	D or better	9.0	A	9.4	A	9.4	A	9.8	A	No	No
3	State Route 49 – Golden Chain Highway / Project Access 2 (North)	CSS	HCM	D or better	12.8	B	14.5	B	13.6	B	15.8	C	No	No
4	State Route 49 – Golden Chain Highway / Project Access 3 (South)	CSS	HCM	D or better	9.7	A	9.9	A	11.1	B	11.9	B	No	No

Notes: Intersection Analysis Methodology: HCM (Highway Capacity Manual) 6th Edition methodology based on delay (shown and reported in seconds) utilizing Synchro Version 11 analysis software.

RAB = Roundabout; CSS = Cross-Street Stop

As shown in **Table 7**, all study area intersections are forecast to continue to operate at an acceptable level of service during the peak hours for Existing (2023) With Project Conditions.

As also shown in **Table 7**, based on the agency-established performance criteria, no study intersection improvements are required for Existing (2023) With Project Conditions.

Detailed LOS analysis sheets for Existing (2023) With Project Conditions are contained in **Appendix C**.

5.3 Opening Year Without Project Conditions Level of Service

Opening Year (2025) Without Project Conditions Level of Service (LOS) calculations for the study intersections are shown in **Table 8** and are based upon the Opening Year (2025) Without Project Conditions peak hour turning movement volumes shown in **Exhibit K** and the existing geometry shown in **Exhibit D**.

Table 8
Opening Year (2025) Without Project Conditions
Study Intersection Peak Hour LOS Analysis Summary

#	Study Intersection (North-South / East-West)	Traffic Control Type	Analysis Methodology	LOS Standard	Opening Year (2025) Without Project Conditions			
					AM Peak Hour		PM Peak Hour	
					Delay	LOS	Delay	LOS
1	State Route 49 – Golden Chain Highway / Main Street	RAB	HCM	D or better	5.3	A	5.8	A
2	Project Access 1 / Main Street	CSS	HCM	D or better	9.3	A	9.8	A
3	State Route 49 – Golden Chain Highway / Project Access 2 (North)	CSS	HCM	D or better	14.5	B	17.4	C
4	State Route 49 – Golden Chain Highway / Project Access 3 (South)	CSS	HCM	D or better	10.1	B	10.5	B

Notes: Intersection Analysis Methodology: HCM (Highway Capacity Manual) 6th Edition methodology based on delay (shown and reported in seconds) utilizing Synchro Version 11 analysis software.

RAB = Roundabout; CSS = Cross-Street Stop

As shown in **Table 8**, all study area intersections are forecast to continue to operate at an acceptable level of service during the peak hours for Opening Year (2025) Without Project Conditions. Detailed LOS analysis sheets for Opening Year (2025) Without Project Conditions are contained in **Appendix D**.

5.4 Opening Year With Project Conditions Level of Service

Opening Year (2025) With Project Conditions Level of Service (LOS) calculations for the study intersections are shown in **Table 9** and are based upon the Opening Year (2025) With Project Conditions peak hour turning movement volumes shown in **Exhibit L** and the existing geometry shown in **Exhibit D**.

Table 9
Opening Year (2025) With Project Conditions
Study Intersection Peak Hour LOS Analysis Summary

#	Study Intersection (North-South / East-West)	Traffic Control Type	Analysis Methodology	LOS Standard	Opening Year (2025) Without Project Conditions				Opening Year (2025) With Project Conditions				Requires Improvement?	
					AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM
					Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1	State Route 49 – Golden Chain Highway / Main Street	RAB	HCM	D or better	5.3	A	5.8	A	6.0	A	6.5	A	No	No
2	Project Access 1 / Main Street	CSS	HCM	D or better	9.3	A	9.8	A	9.7	A	10.2	B	No	No
3	State Route 49 – Golden Chain Highway / Project Access 2 (North)	CSS	HCM	D or better	14.5	B	17.4	C	15.7	C	19.1	C	No	No
4	State Route 49 – Golden Chain Highway / Project Access 3 (South)	CSS	HCM	D or better	10.1	B	10.5	B	11.9	B	13.3	B	No	No

Notes: Intersection Analysis Methodology: HCM (Highway Capacity Manual) 6th Edition methodology based on delay (shown and reported in seconds) utilizing Synchro Version 11 analysis software.

RAB = Roundabout; CSS = Cross-Street Stop

As shown in **Table 9**, all study area intersections are forecast to continue to operate at an acceptable level of service during the peak hours for Opening Year (2025) With Project Conditions.

As also shown in **Table 9**, based on the agency-established performance criteria, no study intersection improvements are required for Opening Year (2025) With Project Conditions. Detailed LOS analysis sheets for Opening Year (2025) With Project Conditions are contained in **Appendix E**.

6.0 VEHICULAR QUEUE ANALYSIS

As previously noted, the traffic analysis includes an evaluation of the forecast vehicular queuing operations of the study area and the potential effect of the project trips on the surrounding circulation system.

The methodology utilized to evaluate the vehicular queues is the Highway Capacity Manual (HCM) 95th percentile methodology.

This study utilizes the following criteria for evaluating vehicular queues:

- If the vehicular queue for a left-turn lane on a public roadway exceeds the capacity of the turn lane and results in a spillover of the queue onto the upstream major intersection or onto the adjacent through travel lane, improvements need to be identified to avoid the queue spillover onto the upstream major intersection or adjacent through travel lane.

6.1 Existing & Existing With Project Conditions Vehicular Queue Analysis

Existing (2023) Conditions and Existing (2023) With Project Conditions vehicular queue calculations for the study intersections are shown in **Table 10** and are based upon the Existing (2023) Conditions peak hour turning movement volumes shown in **Exhibit E**, Existing (2023) With Project Conditions peak hour turning movement volumes shown in **Exhibit J** and the existing geometry shown in **Exhibit D**.

As shown in **Table 10**, based on the analysis performed for Existing (2023) Conditions and Existing (2023) With Project Conditions, adequate stacking capacity is forecast to be provided at the study intersections.

Detailed vehicular queue analysis sheets for Existing (2023) Conditions are contained in **Appendix B**. Detailed vehicular queue analysis sheets for Existing (2023) With Project Conditions are contained in **Appendix C**.

6.2 Opening Year Without Project & Opening Year With Project Conditions Vehicular Queue Analysis

Opening Year (2025) Without Project Conditions and Opening Year (2025) With Project Conditions vehicular queue calculations for the study intersections are shown in **Table 11** and are based upon the Opening Year (2025) Without Project Conditions peak hour turning movement

volumes shown in **Exhibit K**, Opening Year (2025) With Project Conditions peak hour turning movement volumes shown in **Exhibit L** and the existing geometry shown in **Exhibit D**.

As shown in **Table 11**, based on the analysis performed for Opening Year (2025) Without Project Conditions and Opening Year (2025) With Project Conditions, adequate stacking capacity is forecast to be provided at the study intersections,

Detailed vehicular queue analysis sheets for Opening Year (2026) Without Project Conditions are contained in **Appendix D**. Detailed vehicular queue analysis sheets for Opening Year (2026) With Project Conditions are contained in **Appendix E**.

Table 10
Existing Conditions & Existing With Project Conditions
Study Intersection Peak Hour 95th Percentile Vehicular Queuing Analysis Summary

Study Intersection (North-South / East-West)	No. of Lanes	Lane Storage Capacity (ft)	Distance to Next Major Intersection (ft)	Existing (2023) Conditions				Existing (2023) With Project Conditions				Project-Related Change				Adequate Storage Available?	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
				Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)		
1. State Route 49 – Golden Chain Highway / Main Street																	
NB Left-Turn/Through/Right-Turn Lane	1	156	156	195	25	319	25	238	25	366	25	43	0	47	0	Yes	Yes
SB Left-Turn/Through/Right-Turn Lane	1	255	255	104	25	118	25	134	25	152	25	30	0	34	0	Yes	Yes
EB Left-Turn/Through/Right-Turn Lane	1	179	179	56	25	101	25	80	25	127	25	24	0	26	0	Yes	Yes
WB Left-Turn/Through/Right-Turn Lane	1	90	90	212	25	215	25	248	25	255	25	36	0	40	0	Yes	Yes
2. Project Access 1 / Main Street																	
WB Left-Turn/Through/Right-Turn Lane	1	173	173	91	25	104	25	115	25	131	25	24	0	27	0	Yes	Yes
3. State Route 49 – Golden Chain Highway / Project Access 2 (North)																	
NB Left-Turn/Through/Right-Turn Lane	1	55	55	206	25	324	25	224	25	345	25	18	0	21	0	Yes	Yes
SB Left-Turn/Through/Right-Turn Lane	1	70	70	239	25	274	25	281	25	322	25	42	0	48	0	Yes	Yes
4. State Route 49 – Golden Chain Highway / Project Access 3 (South)																	
NB Left-Turn/Through/Right-Turn Lane	1	55	55	207	25	325	25	249	25	373	25	42	0	48	0	Yes	Yes

Notes: Analysis Methodology: HCM (Highway Capacity Manual) 95th Percentile Vehicular Queue utilizing 6th Edition methodology and Synchro Version 11 analysis software.

ft = feet; NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound.

Queue of one or less vehicle is shown as length of one car (25 feet).

Table 11
Opening Year (2025) Without Project & Opening Year (2025) With Project Conditions
Study Intersection Peak Hour 95th Percentile Vehicular Queuing Analysis Summary

Study Intersection (North-South / East-West)	No. of Lanes	Lane Storage Capacity (ft)	Distance to Next Major Intersection (ft)	Opening Year (2025) Without Project Conditions				Opening Year (2025) With Project Conditions				Project-Related Change				Adequate Storage Available?	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
				Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)		
1. State Route 49 – Golden Chain Highway / Main Street																	
NB Left-Turn/Through/Right-Turn Lane	1	156	156	257	25	397	25	300	25	444	50	43	0	47	25	Yes	Yes
SB Left-Turn/Through/Right-Turn Lane	1	255	255	134	25	169	25	164	25	203	25	30	0	34	0	Yes	Yes
EB Left-Turn/Through/Right-Turn Lane	1	179	179	91	25	127	25	115	25	153	25	24	0	26	0	Yes	Yes
WB Left-Turn/Through/Right-Turn Lane	1	90	90	261	25	291	25	297	25	331	25	36	0	40	0	Yes	Yes
2. Project Access 1 / Main Street																	
WB Left-Turn/Through/Right-Turn Lane	1	173	173	110	25	144	25	134	25	171	25	24	0	27	0	Yes	Yes
3. State Route 49 – Golden Chain Highway / Project Access 2 (North)																	
NB Left-Turn/Through/Right-Turn Lane	1	55	55	269	25	402	25	287	25	423	25	18	0	21	0	Yes	Yes
SB Left-Turn/Through/Right-Turn Lane	1	70	70	291	25	354	25	333	25	402	25	42	0	48	0	Yes	Yes
4. State Route 49 – Golden Chain Highway / Project Access 3 (South)																	
NB Left-Turn/Through/Right-Turn Lane	1	55	55	270	25	403	25	312	25	451	25	42	0	48	0	Yes	Yes

Notes: Analysis Methodology: HCM (Highway Capacity Manual) 95th Percentile Vehicular Queue utilizing 6th Edition methodology and Synchro Version 11 analysis software.

ft = feet; NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound.

Queue of one or less vehicle is shown as length of one car (25 feet).

7.0 EVALUATION OF TRUCK TURNING MANEUVERS

An evaluation of truck turning maneuvers at the project site driveways has been conducted to ensure fuel trucks can access the site with interfering with any physical improvements, curbs and poles.

Based on information provided by the project applicant, the fuel trucks will only utilize the SR-49 / Project Access 2 (North) driveway to access the site. Hence, without further evaluation and assessment, fuel trucks shall not utilize any other of the project driveways and signage shall be provided to prohibit access of fuel trucks from those driveways.

Exhibit M shows the inbound and outbound fuel truck turning maneuvers at the SR-49 / Project Access 2 (North) driveway based on information provided by Barghausen Consulting Engineers, Inc.

As shown in **Exhibit M**, fuel trucks can be expected to perform the required maneuvers to access the site from the SR-49 / Project Access 2 (North) driveway without conflicting with the physical site improvements.

8.0 EVALUATION OF SIGHT DISTANCE

An evaluation of sight distance at the project site driveways has been conducted to ensure adequate visibility is provided for vehicular traffic existing the project site.

Based on field review of the existing posted speed limits, the existing posted speed limit on Main Street and SR-49 in the vicinity of the project site is 45 miles per hour (MPH).

For the purpose of this sight distance analysis, a design speed of 60 MPH is utilized for both Main Street and SR-49.

Based on the Caltrans Highway Design Manual (HDM), for private roadways joining a public roadway, adequate stopping sight distance needs to be provided.

Additionally, based on HDM, for roadways with a speed of 60 MPH, a stopping sight distance of 580 feet needs to be provided. The sight distance assumes the driver eye to be approximately 15 feet behind the edge of travel way.

Utilizing this criteria:

- **Exhibit N-1** shows the required sight distance and limited use area (area to be kept clear of sight obstructions) for vehicles exiting the Project Access 1 / Main Street driveway;
- **Exhibit N-2** shows the required sight distance and limited use area (area to be kept clear of sight obstructions) for vehicles exiting the SR-49 / Project Access 2 (North) driveway; and
- **Exhibit N-3** shows the required sight distance and limited use area (area to be kept clear of sight obstructions) for vehicles exiting the SR-49 / Project Access 3 (South) driveway.

It should also be noted, for vehicles exiting the site from Project Access 1 / Main Street driveway, the sight distance might be slightly limited under existing conditions due to a dip in the roadway profile on Main Street in front of the City Hall building.

The images below show the existing sight distance at the project driveways.

Project Access 1 / Main Street Driveway



Looking West onto Main Street



Looking East onto Main Street

SR-49 / Project Access 2 (North)



Looking North onto SR-49



Looking South onto SR-49

SR-49 / Project Access 3 (South)



Looking North onto SR-49



Looking South onto SR-49

9.0 EVALUATION OF COLLISION HISTORY

An evaluation of the collision history and patterns has been conducted in the project site vicinity to determine potential areas experiences high collision or repeated patterns.

The data has been obtained from the Statewide Integrated Traffic Records System (SWITRS) for years 2020, 2021, 2022, and 2023.

Table 12 summarizes the results of the collision history and evaluation. Detailed SWITRS data is contained in **Appendix F**.

Table 12
3-Year Collision History for SR-49 / Main Street Intersection & Vicinity

#	Year	Intersection	Location	Collision Type	Primary Factor	Property Damage	Injury	Fatality
1	2020	SR-49 / Main Street	150 feet South of Intersection	Rear End	Unsafe Speed	X		
2	2020	SR-49 / Main Street	At Intersection	Broadside	Right-of-Way	X		
3	2022	SR-49 / Main Street	336 feet South of Intersection	Unknown / Other	Unsafe Speed		X	

Source: Statewide Integrated Traffic Records System (SWITRS) data for years 2020, 2021, 2022, and 2023

Notes: No collisions reported for 2021 and 2023

As shown in **Table 12**, based on the data published by SWITRS, there are not many traffic collisions or repeated patterns of collisions in the study area and project site vicinity within the last three years.

10.0 SITE CIRCULATION

As previously noted, access for the site will be shared with adjacent parcels and uses which consist of the Plymouth Trading Post and the Fig Barn. Hence, the project site is planned to take access via the following existing driveways:

- One existing full access unsignalized driveway along Main Street; and
- Two existing full access unsignalized driveways along State Route (SR) 49.

The proposed project is planned to maintain the existing sidewalks on the project site frontage along Main Street and up to approximately 175 feet south of the SR-49 / Main Street intersection to continue facilitating pedestrian access in the area. No sidewalks are planned beyond that point along SR-49 since SR-49 does not have any sidewalks on either side south of the project site.

Additionally, to facilitate pedestrian access to and from the nearby land uses, pedestrian crosswalks will continue to be provided on all four legs of the SR-49 / Main Street intersection and on the south and west leg of the Mill Street / Main Street intersection. These crosswalks will also provide pedestrian connectivity to the on-street parking spaces currently located on the north edge of Main Street and across the project site.

As previously shown, based on evaluation of multiple elements including, peak hour level of service operations of the driveways, vehicular queueing evaluation at the driveways, fuel truck turning maneuvers, and evaluation and examination of past collision history and patterns, the project site driveways can be expected to experience satisfactory operations in regard to the evaluated elements.

11.0 CEQA VEHICLE MILES TRAVELED (VMT) IMPACT ANALYSIS

Based on the latest California Environmental Quality Act (CEQA), projects are required to prepare a Vehicle Miles Traveled (VMT) analysis.

Many types of projects such as the following are considered to not have a significant impact on VMT and screen out:

- I. Project located within a Transit Priority Area (TPA)
- II. Projects which serve the local community and have the potential to reduce VMT such as:
 - Projects generating less than 110 daily vehicle trips
 - K-12 schools
 - Local-serving retail less than 50,000 sq. ft.
 - Local parks
 - Day care centers
 - Gas stations
 - Local serving banks
 - Student housing projects
 - Local serving community colleges

Since the proposed project is a gas station with convenience store and car wash use, it screens out for VMT and therefore found to have a less than significant VMT impact under CEQA.

12.0 FINDINGS & CONCLUSIONS

12.1 Project Trip Generation Summary

Based on ITE trip generation rates, the proposed project is expected to generate approximately 999 daily trips, which includes approximately 81 AM peak hour trips and approximately 86 PM peak hour trips.

12.2 LOS Analysis Summary

All study area intersections are forecast to operate at an acceptable level of service during the peak hours for all of the analysis scenarios evaluated as part of this report.

Based on the agency-established performance criteria, no study intersection improvements are required for any of the analysis scenarios evaluated as part of this report.

12.3 Vehicular Queue Analysis Summary

Based on the analysis performed, for all of the evaluated scenarios, adequate stacking capacity is forecast to be provided at the study intersections.

12.4 Truck Turning Maneuver Evaluation Summary

As shown in **Exhibit M**, fuel trucks can be expected to perform the required maneuvers to access the site from the SR-49 / Project Access 2 (North) driveway without conflicting with the physical site improvements.

12.5 Sight Distance Evaluation Summary

- **Exhibit N-1** shows the required sight distance and limited use area (area to be kept clear of sight obstructions) for vehicles exiting the Project Access 1 / Main Street driveway;
- **Exhibit N-2** shows the required sight distance and limited use area (area to be kept clear of sight obstructions) for vehicles exiting the SR-49 / Project Access 2 (North) driveway; and
- **Exhibit N-3** shows the required sight distance and limited use area (area to be kept clear of sight obstructions) for vehicles exiting the SR-49 / Project Access 3 (South) driveway.

It should also be noted, for vehicles exiting the site from Project Access 1 / Main Street driveway, the sight distance might be slightly limited under existing conditions due to a dip in the roadway profile on Main Street in front of the City Hall building.

12.6 Collision History Evaluation Summary

Based on the data published by SWITRS, there are not many traffic collisions or repeated patterns of collisions in the study area and project site vicinity within the last three years.

12.7 Site Circulation

As previously noted, access for the site will be shared with adjacent parcels and uses which consist of the Plymouth Trading Post and the Fig Barn. Hence, the project site is planned to take access via the following existing driveways:

- One existing full access unsignalized driveway along Main Street; and
- Two existing full access unsignalized driveways along State Route (SR) 49.

The proposed project is planned to maintain the existing sidewalks on the project site frontage along Main Street and up to approximately 175 feet south of the SR-49 / Main Street intersection to continue facilitating pedestrian access in the area. No sidewalks are planned beyond that point along SR-49 since SR-49 does not have any sidewalks on either side south of the project site.

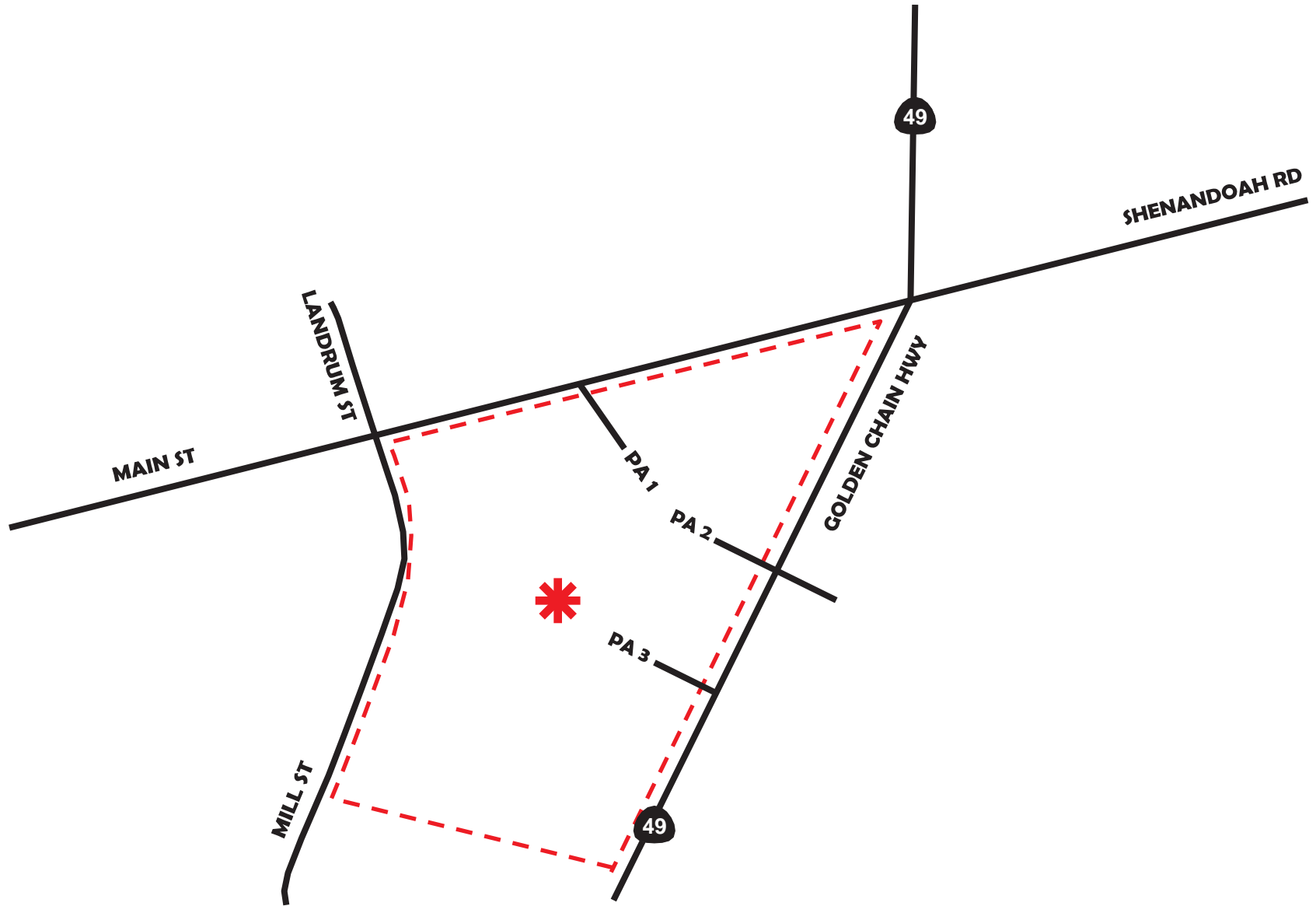
Additionally, to facilitate pedestrian access to and from the nearby land uses, pedestrian crosswalks will continue to be provided on all four legs of the SR-49 / Main Street intersection and on the south and west leg of the Mill Street / Main Street intersection. These crosswalks will also provide pedestrian connectivity to the on-street parking spaces currently located on the north edge of Main Street and across the project site.

As previously shown, based on evaluation of multiple elements including, peak hour level of service operations of the driveways, vehicular queueing evaluation at the driveways, fuel truck turning maneuvers, and evaluation and examination of past collision history and patterns, the project site driveways can be expected to experience satisfactory operations in regard to the evaluated elements.



12.8 CEQA VMT Impact Analysis Summary

Since the proposed project is a gas station with convenience store and car wash use, it screens out for VMT and therefore found to have a less than significant VMT impact under CEQA.

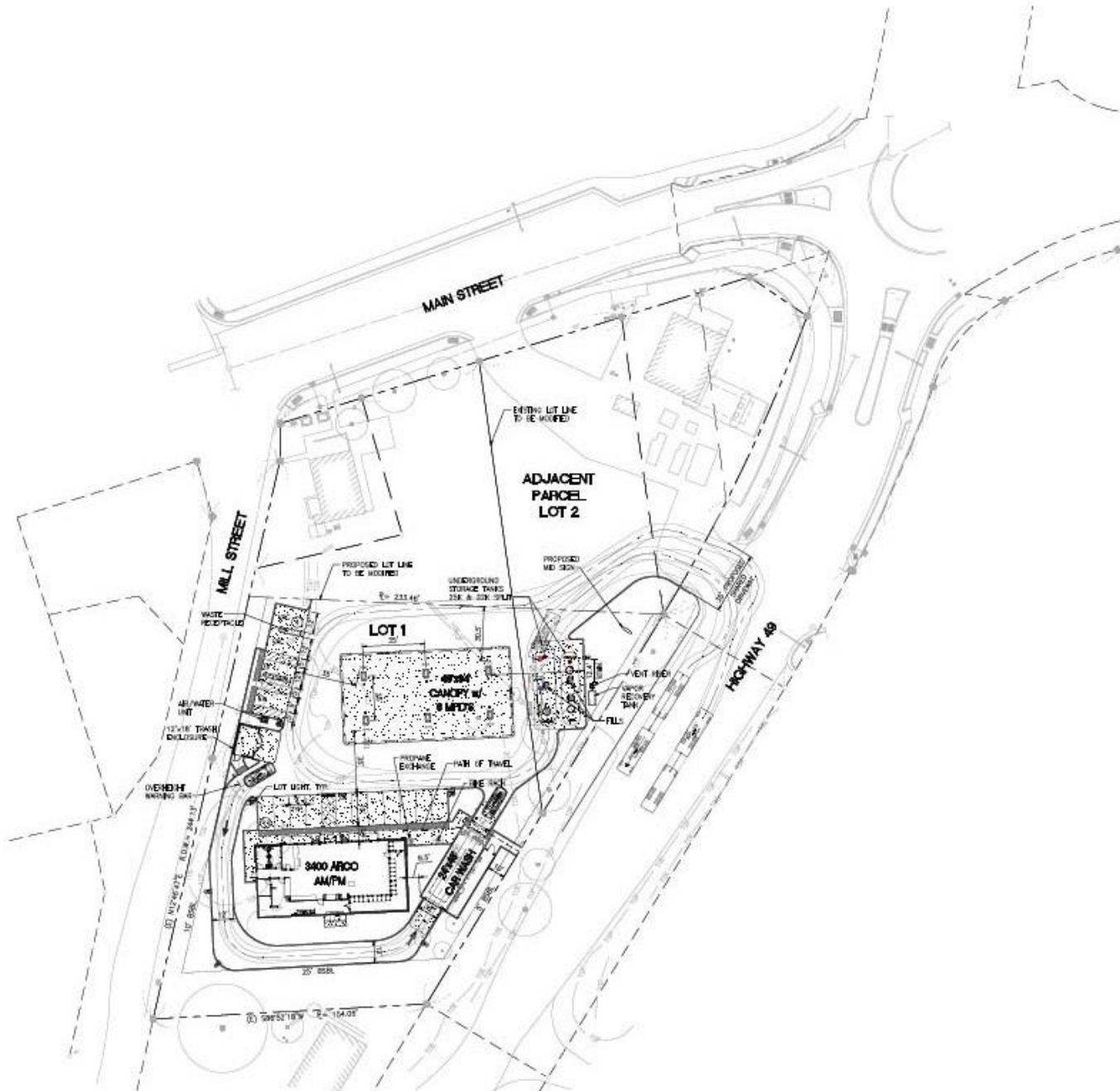
EXHIBITS



Legend:

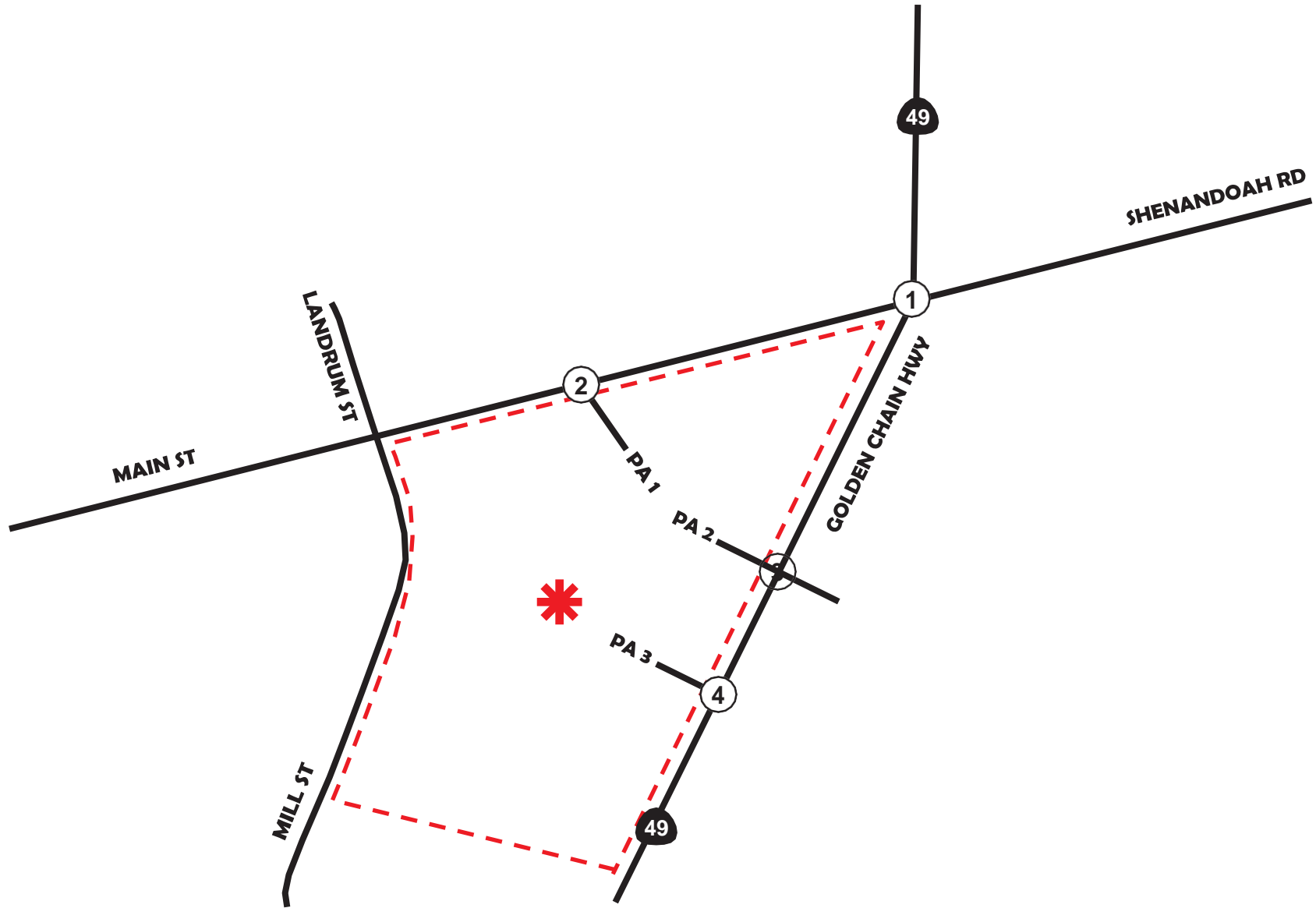
-  Site Location
-  Site Boundary
- PA** Project Access









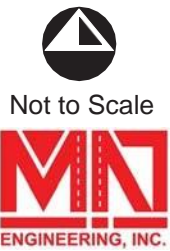
Not to Scale

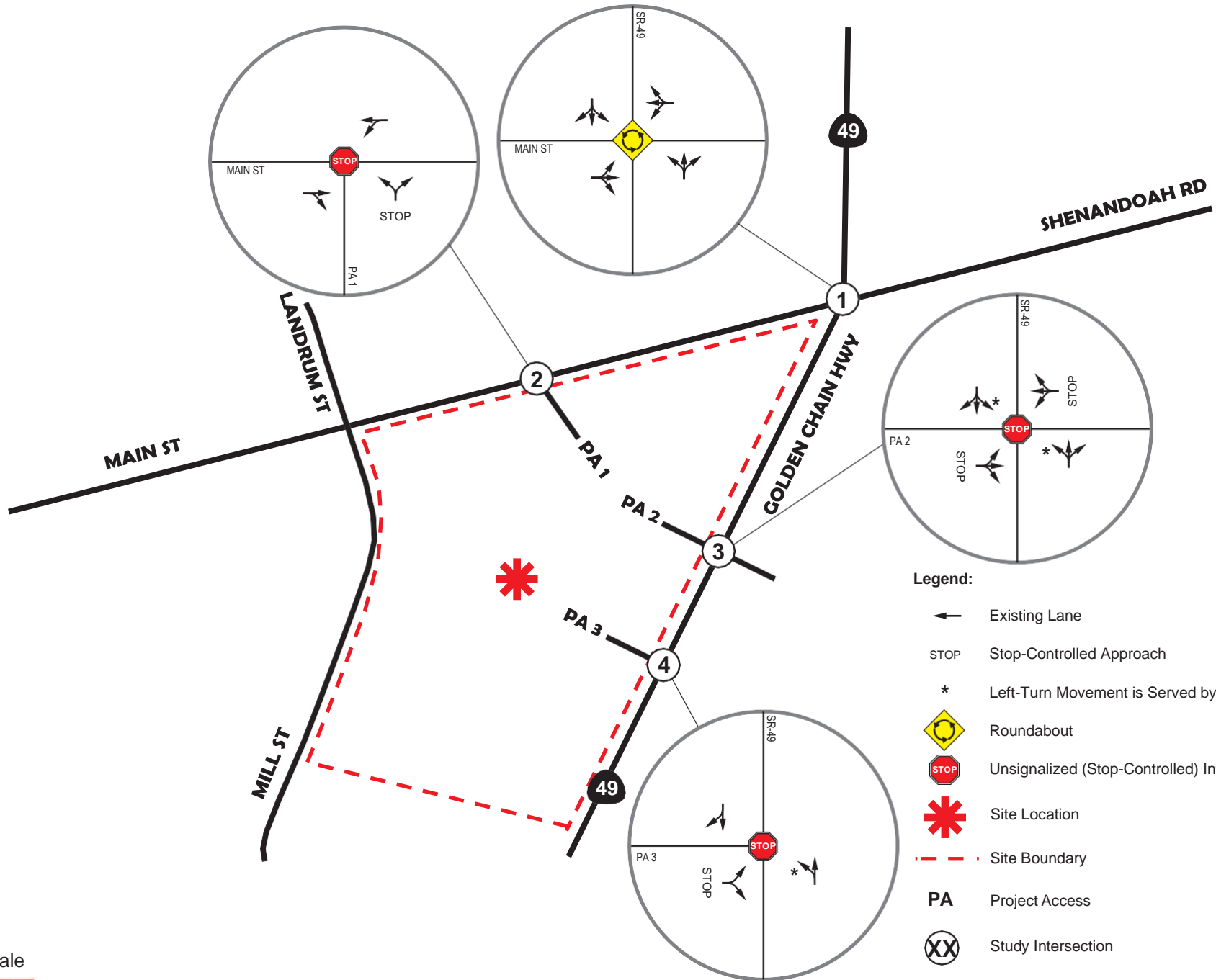




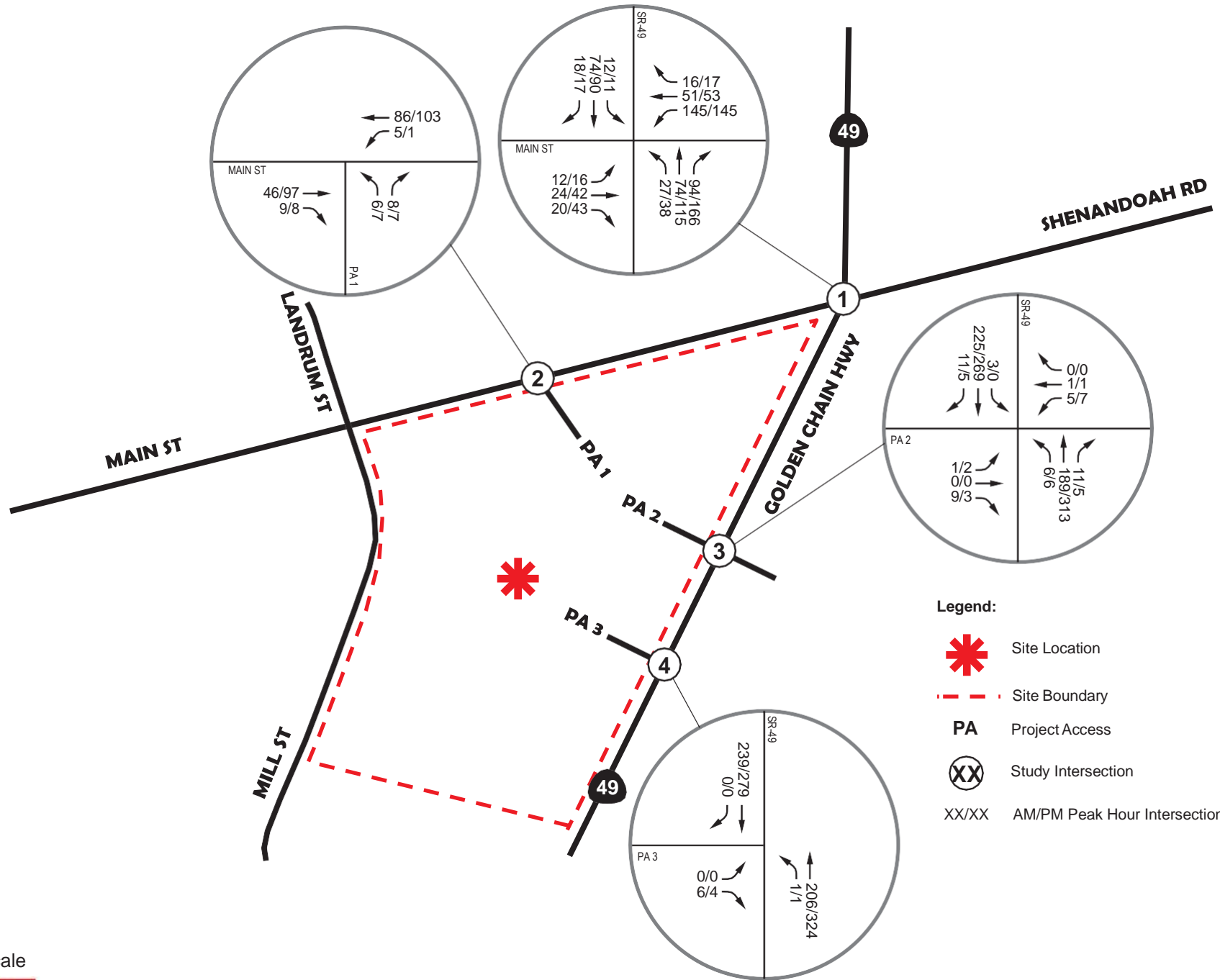
Legend:




-  Site Location
-  Site Boundary
-  Project Access
-  Study Intersection

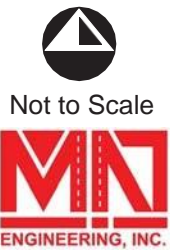




Existing Study Intersection Lane Geometry & Traffic Control

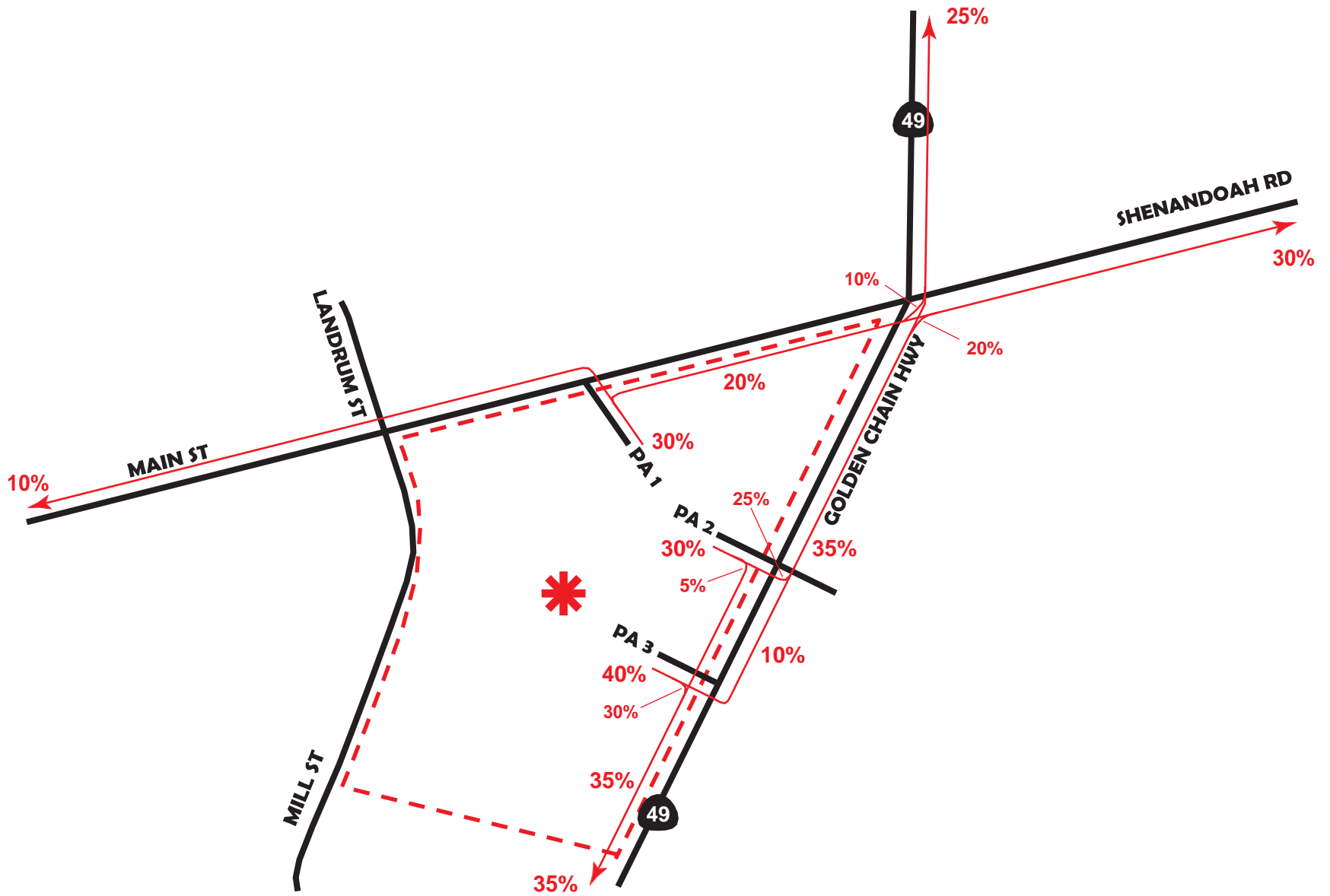


- Legend:**
-  Site Location
 -  Site Boundary
 - PA** Project Access
 -  Study Intersection
 - XX/XX AM/PM Peak Hour Intersection Volume



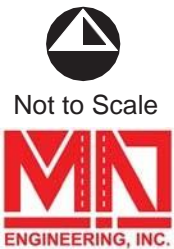
Not to Scale

Existing Conditions Traffic Volumes



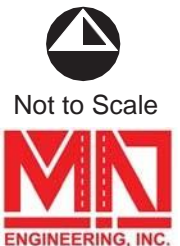
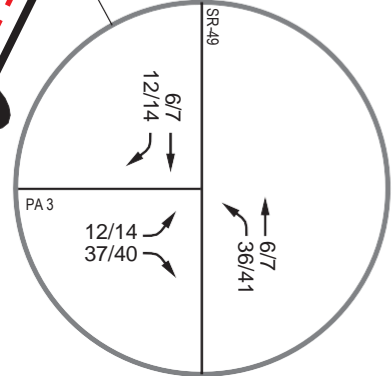
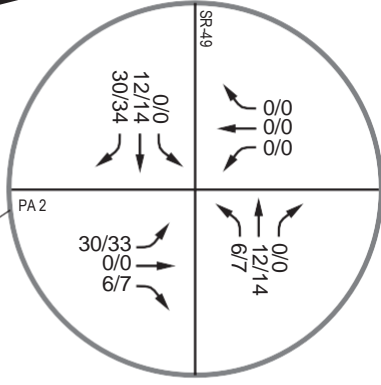
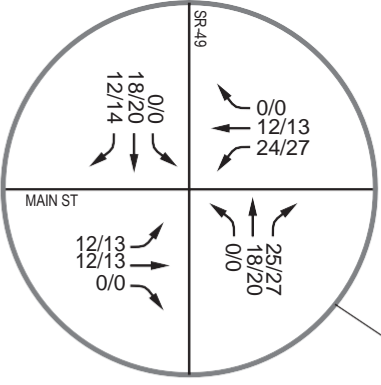
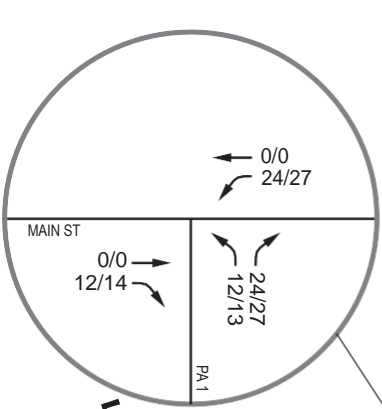
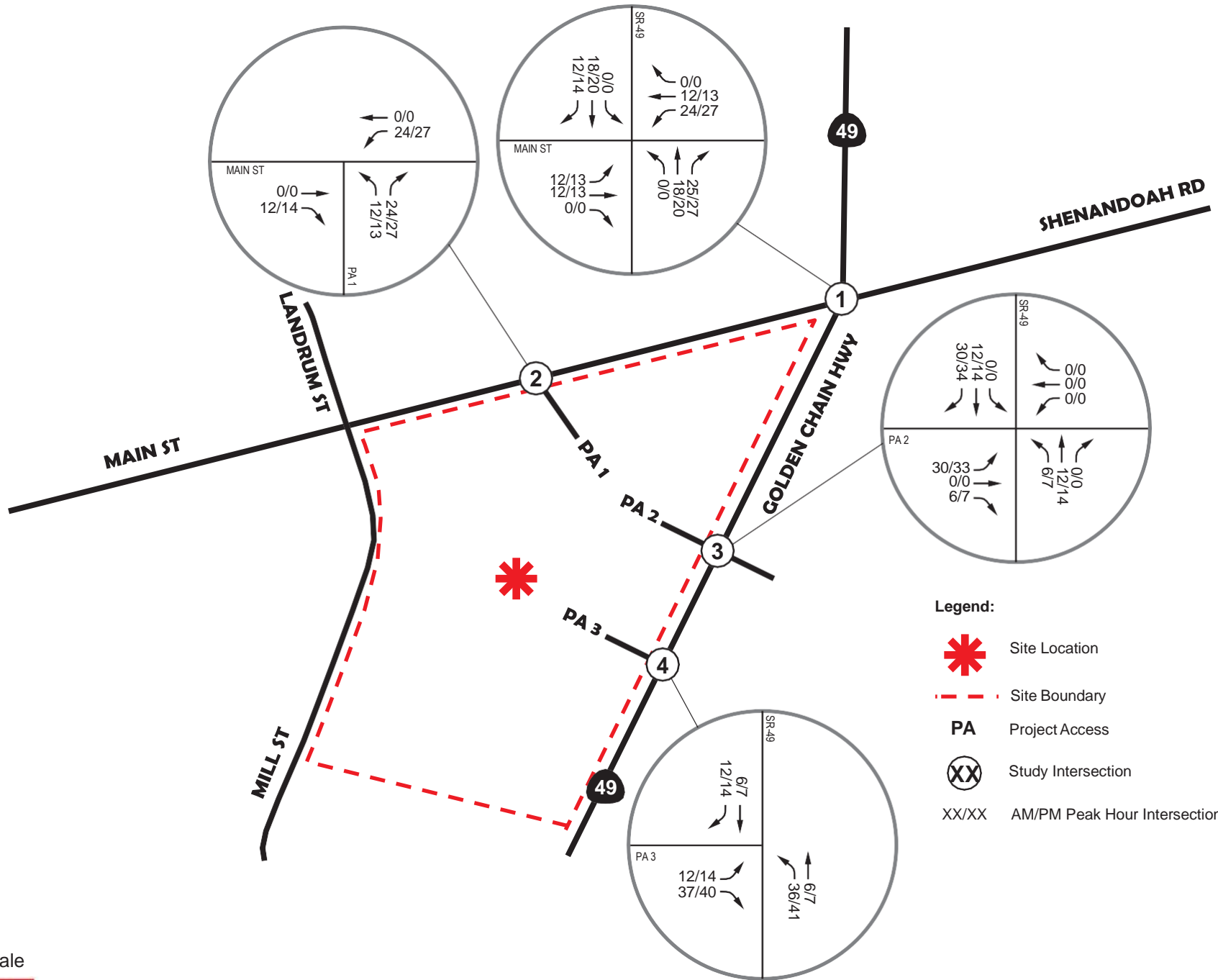
Legend:

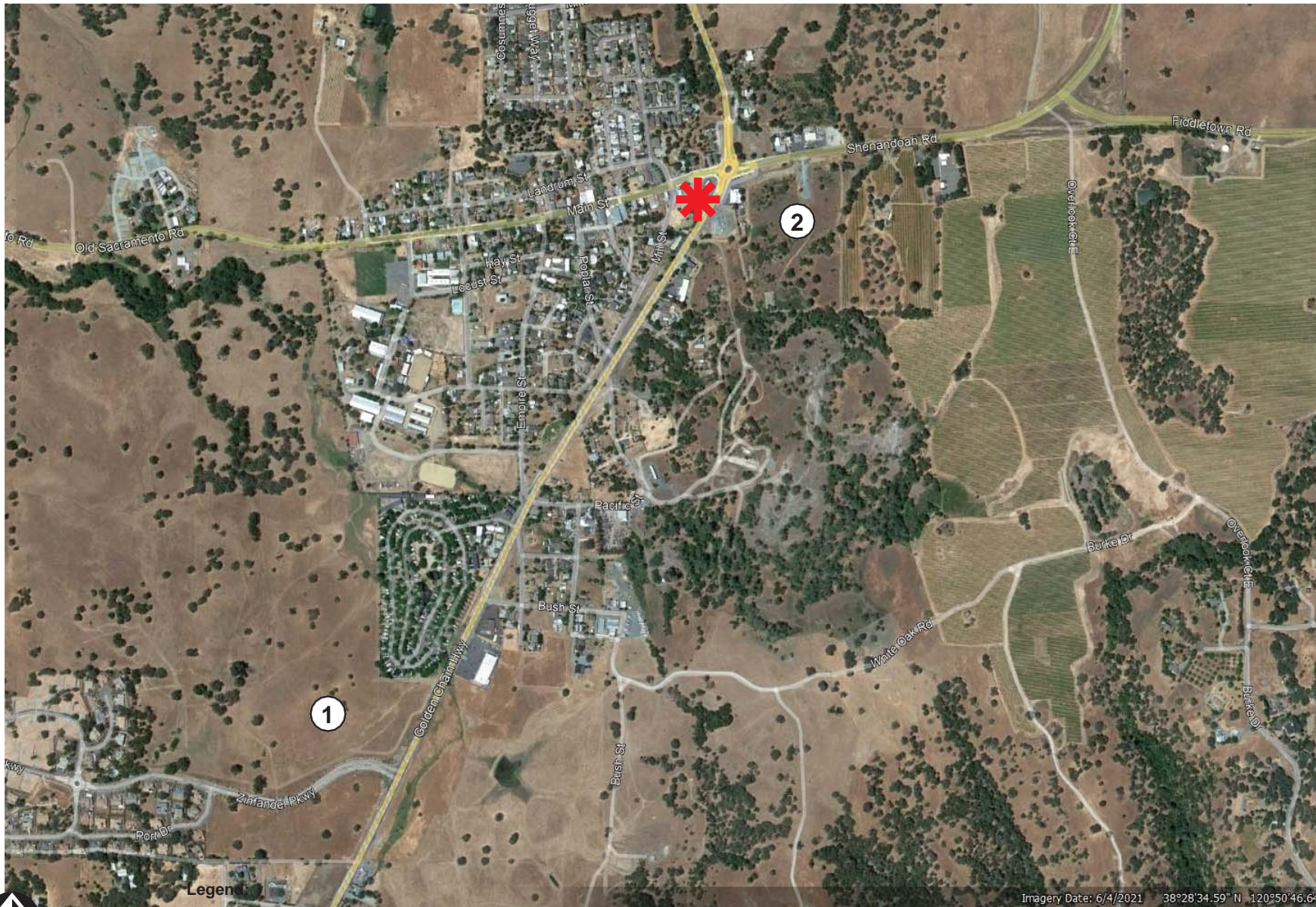
-  Site Location
-  Site Boundary
- PA** Project Access
- XX%** Percent Trip Distribution



Not to Scale

Project Forecast Percent Trip Distribution





Not to Scale



Site Location

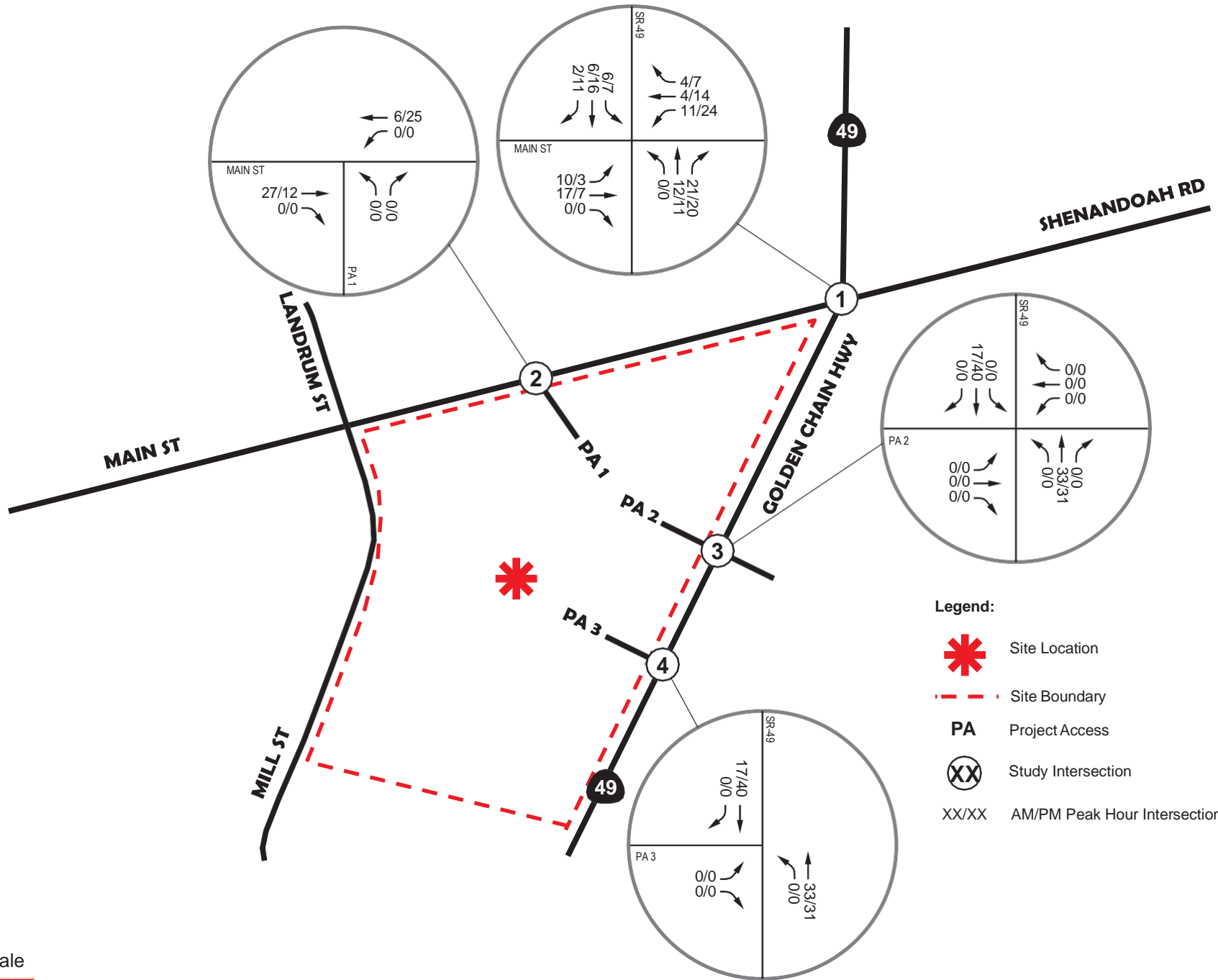


Greilich Ranch

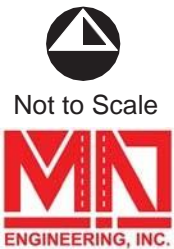


Hotel

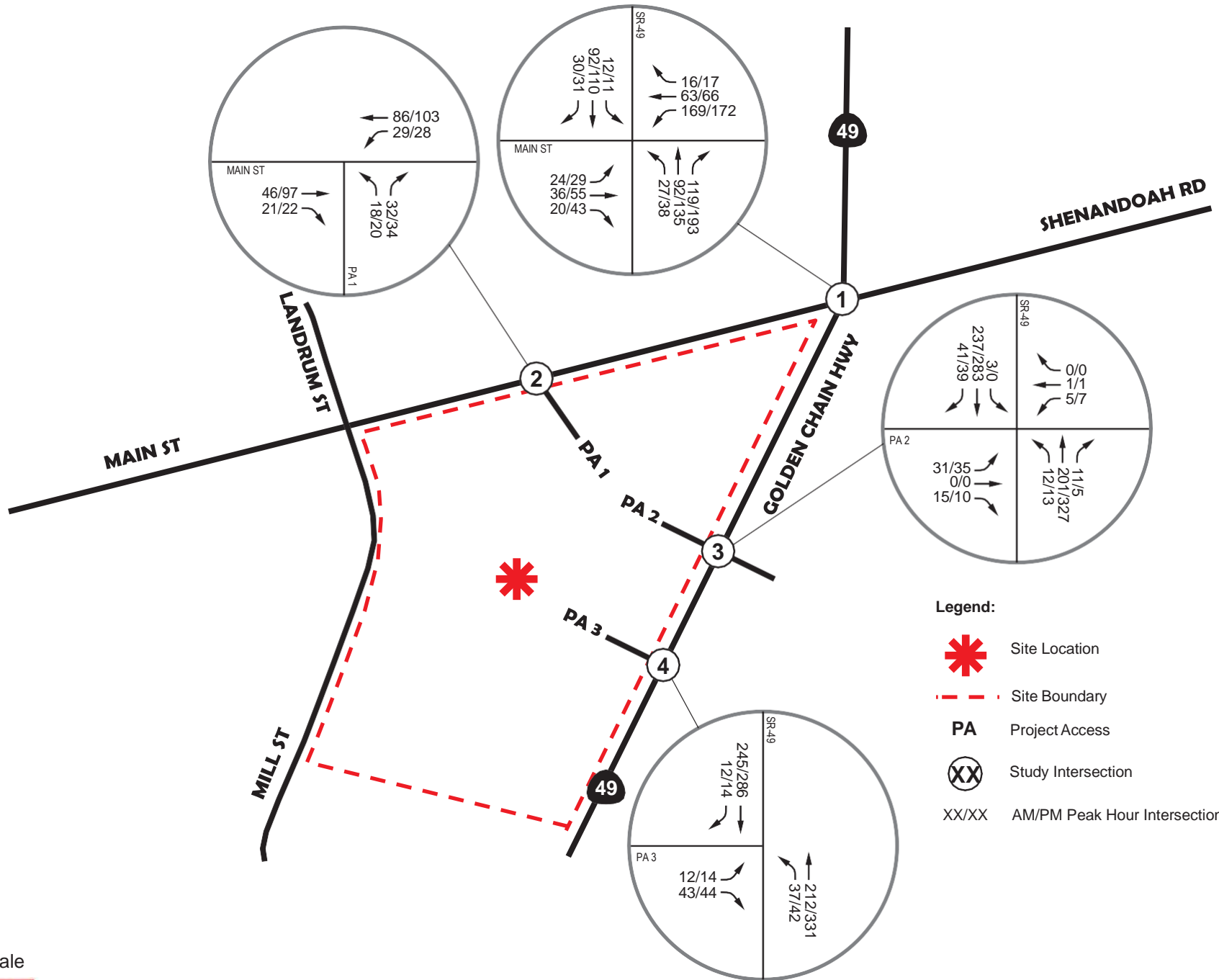




Cumulative Projects Traffic Volumes

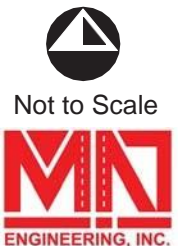
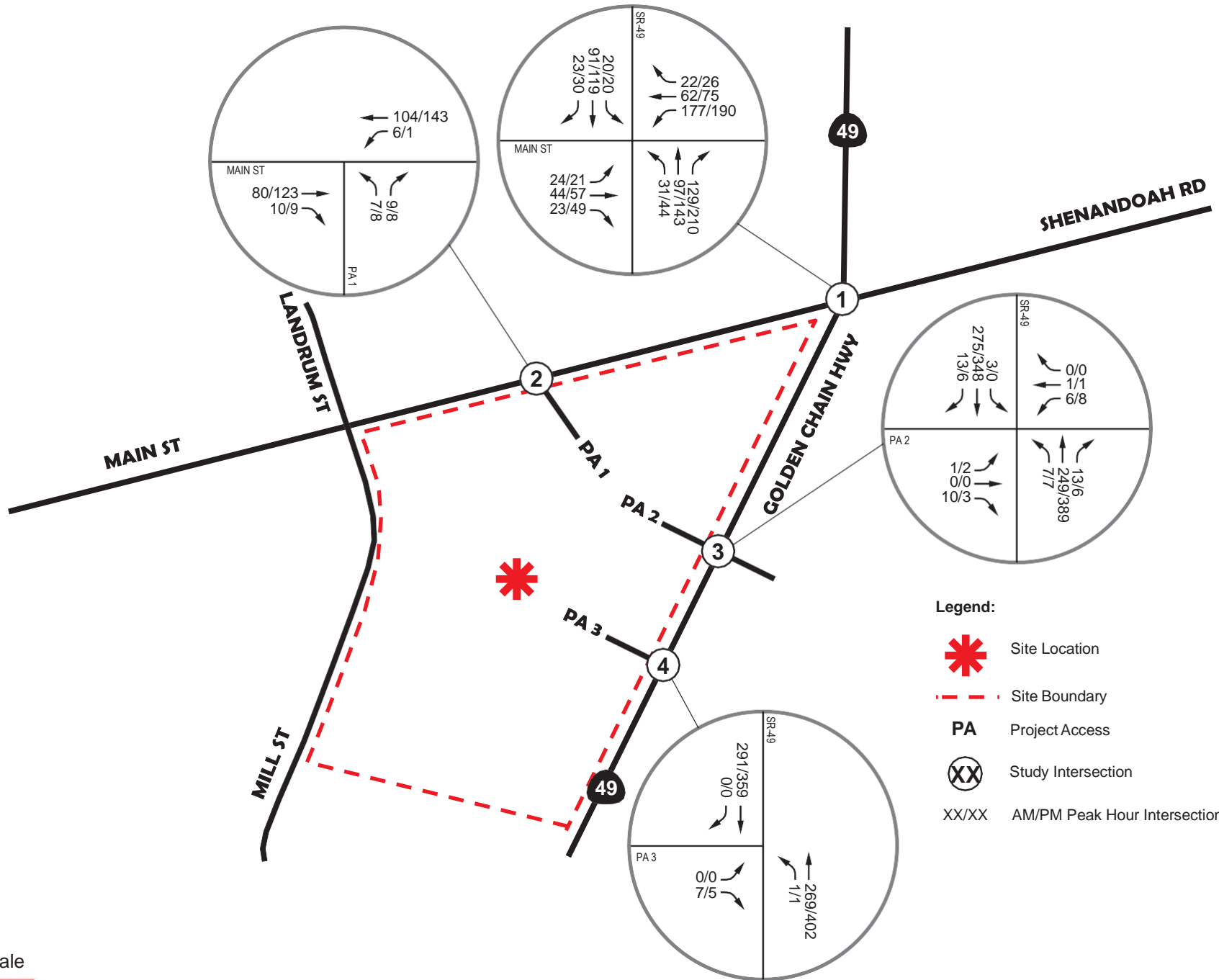


Not to Scale

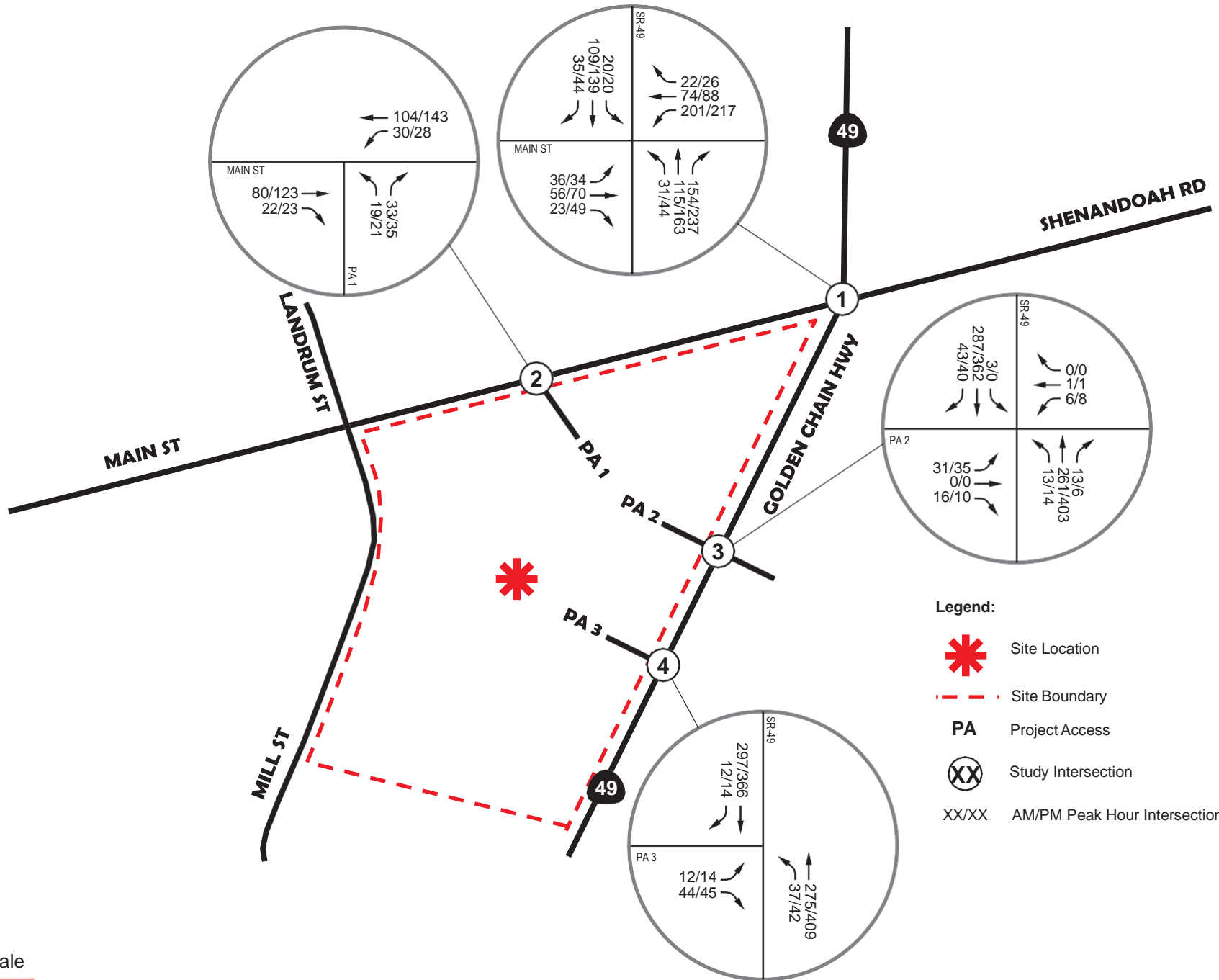


Existing Plus Project Conditions Traffic Volumes

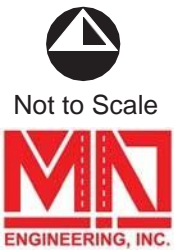




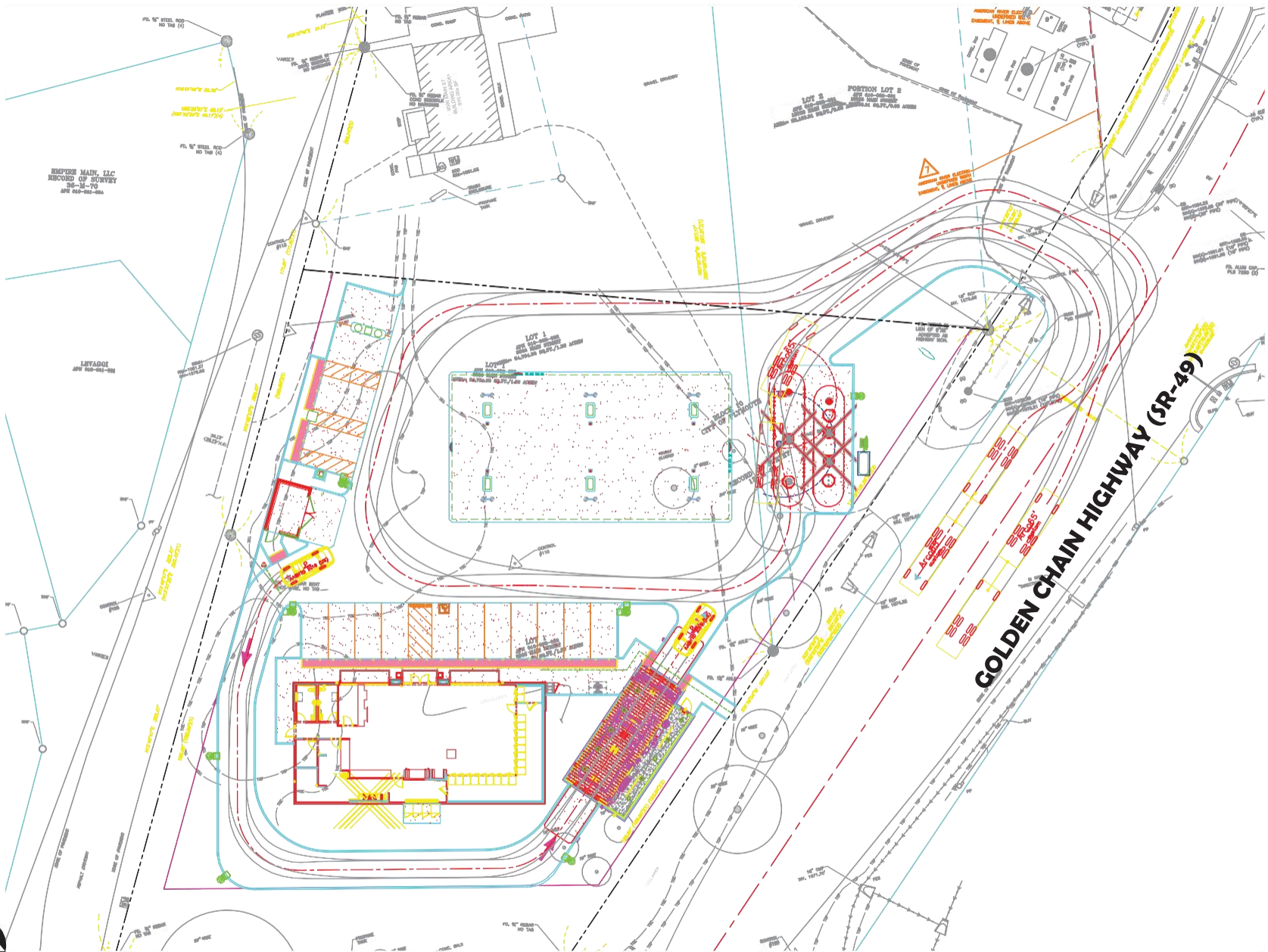
Opening Year Without Project Conditions Traffic Volumes



- Legend:**
- Site Location
 - Site Boundary
 - PA** Project Access
 - Study Intersection
 - XX/XX AM/PM Peak Hour Intersection Volume



Opening Year With Project Conditions Traffic Volumes



Source: Barghausen Consulting Engineers, Inc

Not to Scale





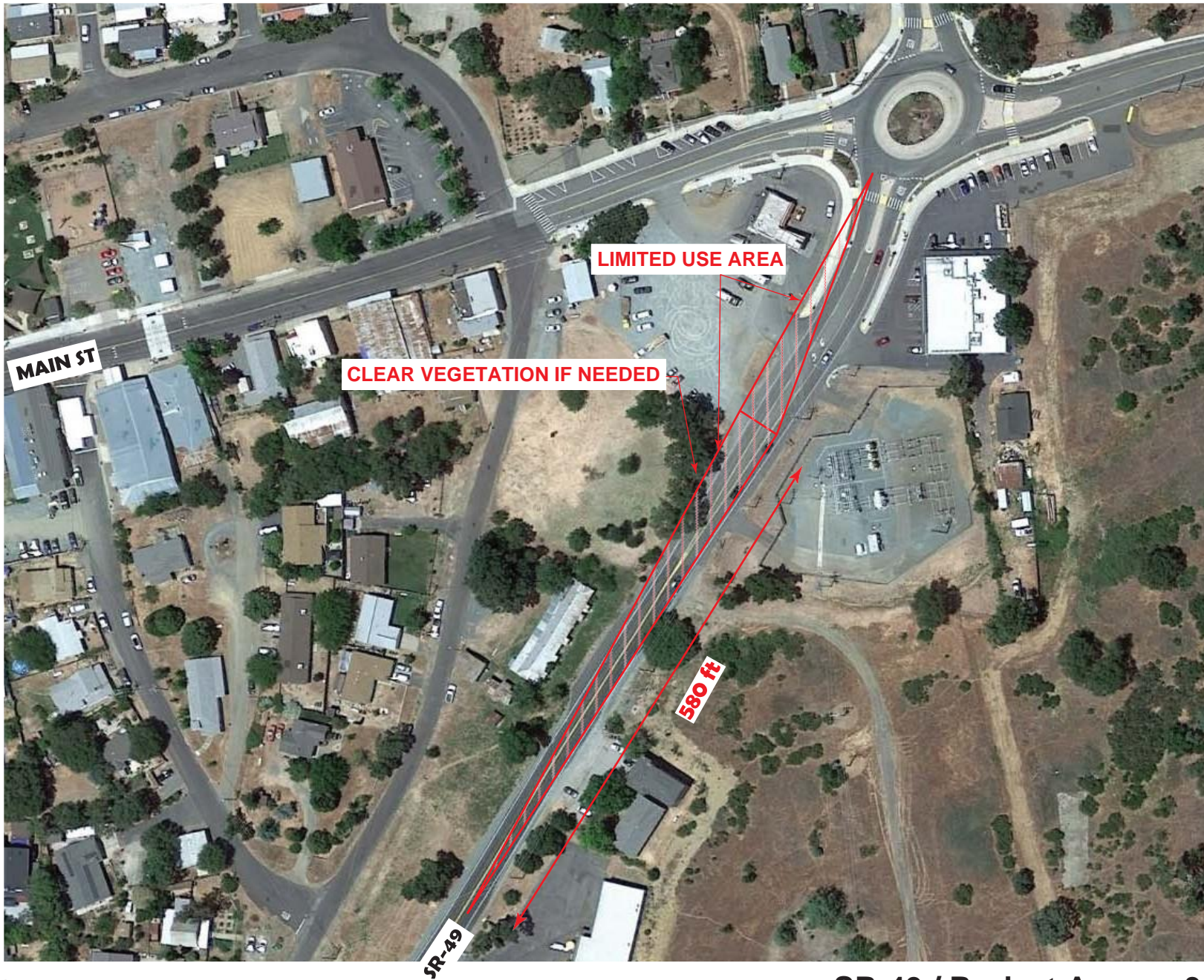
Not to Scale





Not to Scale





Not to Scale



SR-49 / Project Access 3 (South) Sight Distance Evaluation

APPENDIX A:
Existing Traffic Count Data

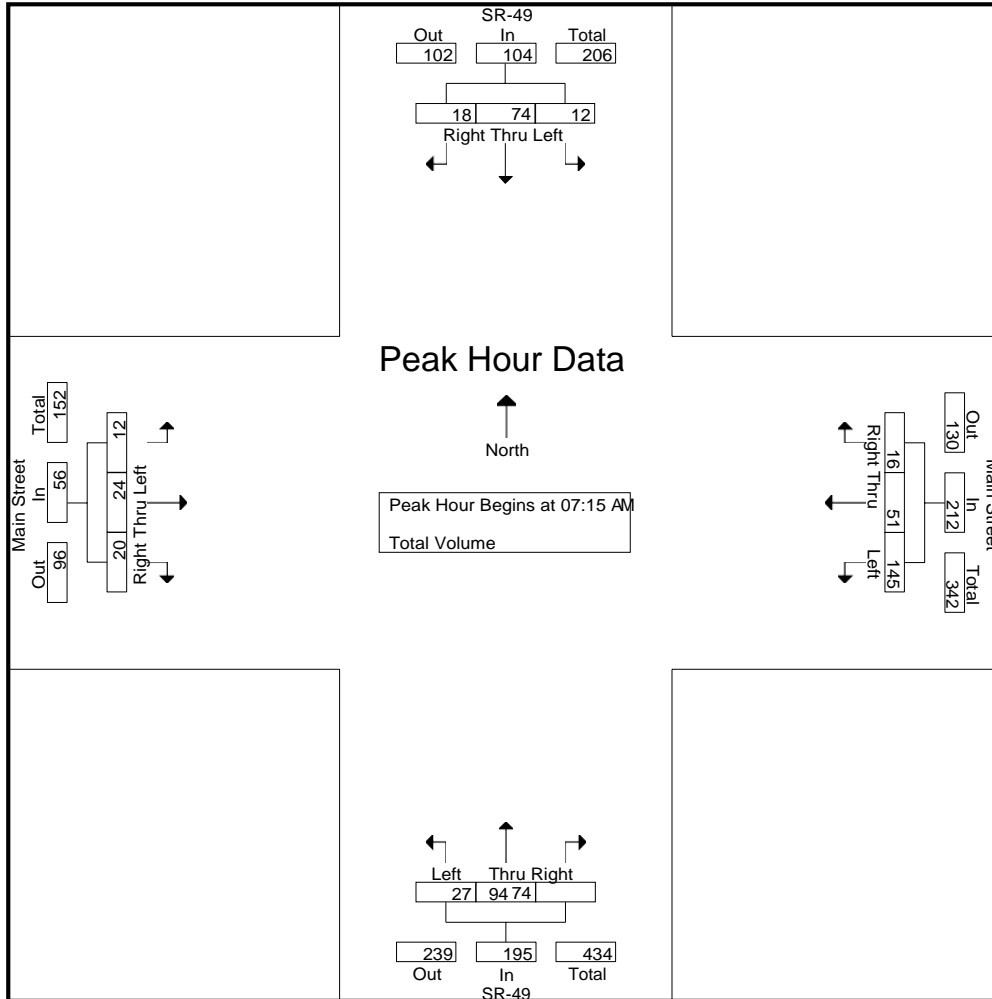
City of Plymouth
 N/S: SR-49
 E/W: Main Street
 Weather: Clear

File Name : 01_PLM_SR49_Main_AM
 Site Code : 23823523
 Start Date : 6/1/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	SR-49 Southbound				Main Street Westbound				SR-49 Northbound				Main Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	15	4	22	34	10	1	45	1	11	17	29	1	7	1	9	105
07:15 AM	4	22	4	30	44	19	8	71	5	22	31	58	2	0	4	6	165
07:30 AM	1	20	5	26	37	16	4	57	8	15	17	40	2	8	6	16	139
07:45 AM	2	13	7	22	37	15	0	52	5	17	19	41	3	13	4	20	135
Total	10	70	20	100	152	60	13	225	19	65	84	168	8	28	15	51	544
08:00 AM	5	19	2	26	27	1	4	32	9	20	27	56	5	3	6	14	128
08:15 AM	0	19	0	19	30	4	5	39	6	17	26	49	0	4	3	7	114
08:30 AM	4	19	3	26	35	6	2	43	4	19	22	45	4	8	5	17	131
08:45 AM	2	16	1	19	29	15	1	45	4	15	23	42	1	5	5	11	117
Total	11	73	6	90	121	26	12	159	23	71	98	192	10	20	19	49	490
Grand Total	21	143	26	190	273	86	25	384	42	136	182	360	18	48	34	100	1034
Apprch %	11.1	75.3	13.7		71.1	22.4	6.5		11.7	37.8	50.6		18	48	34		
Total %	2	13.8	2.5	18.4	26.4	8.3	2.4	37.1	4.1	13.2	17.6	34.8	1.7	4.6	3.3	9.7	

Start Time	SR-49 Southbound				Main Street Westbound				SR-49 Northbound				Main Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	22	4	30	44	19	8	71	5	22	31	58	2	0	4	6	165
07:30 AM	1	20	5	26	37	16	4	57	8	15	17	40	2	8	6	16	139
07:45 AM	2	13	7	22	37	15	0	52	5	17	19	41	3	13	4	20	135
08:00 AM	5	19	2	26	27	1	4	32	9	20	27	56	5	3	6	14	128
Total Volume	12	74	18	104	145	51	16	212	27	74	94	195	12	24	20	56	567
% App. Total	11.5	71.2	17.3		68.4	24.1	7.5		13.8	37.9	48.2		21.4	42.9	35.7		
PHF	.600	.841	.643	.867	.824	.671	.500	.746	.750	.841	.758	.841	.600	.462	.833	.700	.859



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	4	22	4	30	34	10	1	45	5	22	31	58	3	13	4	20
+15 mins.	1	20	5	26	44	19	8	71	8	15	17	40	5	3	6	14
+30 mins.	2	13	7	22	37	16	4	57	5	17	19	41	0	4	3	7
+45 mins.	5	19	2	26	37	15	0	52	9	20	27	56	4	8	5	17
Total Volume	12	74	18	104	152	60	13	225	27	74	94	195	12	28	18	58
% App. Total	11.5	71.2	17.3		67.6	26.7	5.8		13.8	37.9	48.2		20.7	48.3	31	
PHF	.600	.841	.643	.867	.864	.789	.406	.792	.750	.841	.758	.841	.600	.538	.750	.725

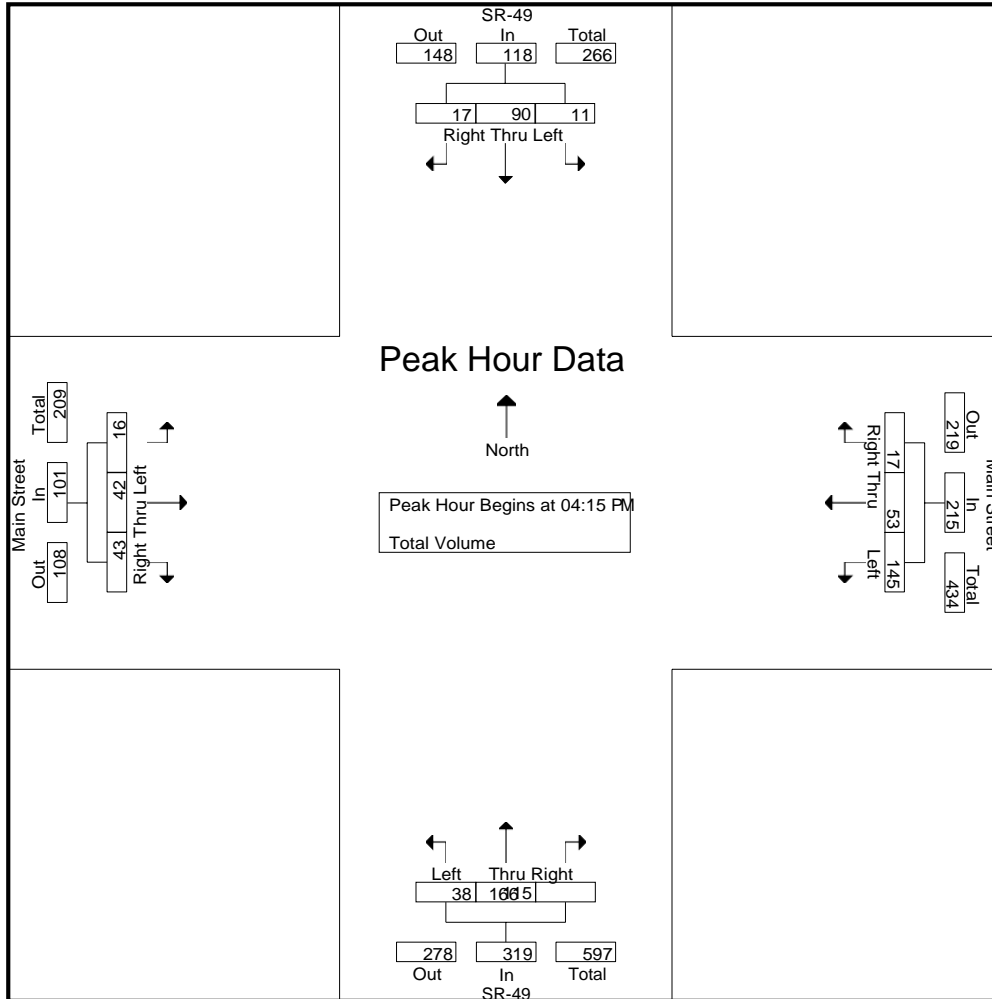
City of Plymouth
 N/S: SR-49
 E/W: Main Street
 Weather: Clear

File Name : 01_PLM_SR49_Main_PM
 Site Code : 23823523
 Start Date : 6/1/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	SR-49 Southbound				Main Street Westbound				SR-49 Northbound				Main Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	27	3	31	27	9	7	43	11	39	43	93	2	12	5	19	186
04:15 PM	2	24	7	33	38	10	5	53	11	23	51	85	1	10	13	24	195
04:30 PM	1	19	4	24	37	12	3	52	9	39	35	83	5	12	7	24	183
04:45 PM	3	18	3	24	24	17	6	47	10	31	40	81	5	14	11	30	182
Total	7	88	17	112	126	48	21	195	41	132	169	342	13	48	36	97	746
05:00 PM	5	29	3	37	46	14	3	63	8	22	40	70	5	6	12	23	193
05:15 PM	5	31	6	42	25	10	5	40	9	17	36	62	5	19	7	31	175
05:30 PM	4	21	1	26	35	13	3	51	6	26	28	60	3	7	6	16	153
05:45 PM	2	17	7	26	31	6	2	39	7	31	29	67	1	9	8	18	150
Total	16	98	17	131	137	43	13	193	30	96	133	259	14	41	33	88	671
Grand Total	23	186	34	243	263	91	34	388	71	228	302	601	27	89	69	185	1417
Apprch %	9.5	76.5	14		67.8	23.5	8.8		11.8	37.9	50.2		14.6	48.1	37.3		
Total %	1.6	13.1	2.4	17.1	18.6	6.4	2.4	27.4	5	16.1	21.3	42.4	1.9	6.3	4.9	13.1	

Start Time	SR-49 Southbound				Main Street Westbound				SR-49 Northbound				Main Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	24	7	33	38	10	5	53	11	23	51	85	1	10	13	24	195
04:30 PM	1	19	4	24	37	12	3	52	9	39	35	83	5	12	7	24	183
04:45 PM	3	18	3	24	24	17	6	47	10	31	40	81	5	14	11	30	182
05:00 PM	5	29	3	37	46	14	3	63	8	22	40	70	5	6	12	23	193
Total Volume	11	90	17	118	145	53	17	215	38	115	166	319	16	42	43	101	753
% App. Total	9.3	76.3	14.4		67.4	24.7	7.9		11.9	36.1	52		15.8	41.6	42.6		
PHF	.550	.776	.607	.797	.788	.779	.708	.853	.864	.737	.814	.938	.800	.750	.827	.842	.965



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:00 PM				04:30 PM			
+0 mins.	5	29	3	37	38	10	5	53	11	39	43	93	5	12	7	24
+15 mins.	5	31	6	42	37	12	3	52	11	23	51	85	5	14	11	30
+30 mins.	4	21	1	26	24	17	6	47	9	39	35	83	5	6	12	23
+45 mins.	2	17	7	26	46	14	3	63	10	31	40	81	5	19	7	31
Total Volume	16	98	17	131	145	53	17	215	41	132	169	342	20	51	37	108
% App. Total	12.2	74.8	13		67.4	24.7	7.9		12	38.6	49.4		18.5	47.2	34.3	
PHF	.800	.790	.607	.780	.788	.779	.708	.853	.932	.846	.828	.919	1.000	.671	.771	.871

City of Plymouth
 N/S: Plymouth Trading Post Driveway
 E/W: Main Street
 Weather: Clear

File Name : 02_PLM_PTP_Main_AM
 Site Code : 23823523
 Start Date : 6/1/2023
 Page No : 1

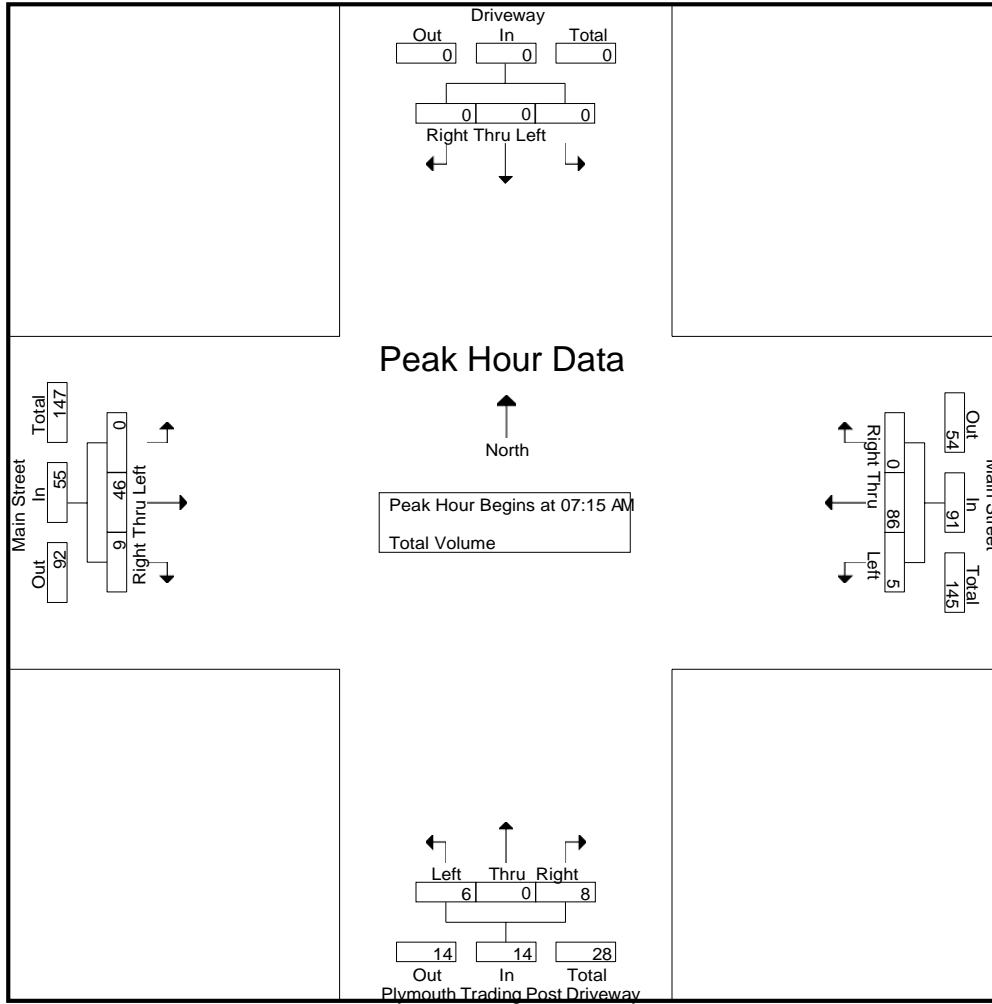
Groups Printed- Total Volume

Start Time	Driveway Southbound				Main Street Westbound				Plymouth Trading Post Driveway Northbound				Main Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	14	0	15	1	0	0	1	0	8	1	9	25
07:15 AM	0	0	0	0	2	26	0	28	1	0	2	3	0	6	2	8	39
07:30 AM	0	0	0	0	2	24	0	26	1	0	2	3	0	14	4	18	47
07:45 AM	0	0	0	0	0	26	0	26	1	0	0	1	0	17	0	17	44
Total	0	0	0	0	5	90	0	95	4	0	4	8	0	45	7	52	155
08:00 AM	0	0	0	0	1	10	0	11	3	0	4	7	0	9	3	12	30
08:15 AM	0	0	0	0	1	8	0	9	0	0	1	1	0	9	1	10	20
08:30 AM	0	0	0	0	0	17	0	17	0	0	1	1	0	15	2	17	35
08:45 AM	0	0	0	0	2	15	0	17	2	0	0	2	0	11	3	14	33
Total	0	0	0	0	4	50	0	54	5	0	6	11	0	44	9	53	118
Grand Total	0	0	0	0	9	140	0	149	9	0	10	19	0	89	16	105	273
Apprch %	0	0	0		6	94	0		47.4	0	52.6		0	84.8	15.2		
Total %	0	0	0		3.3	51.3	0	54.6	3.3	0	3.7	7	0	32.6	5.9	38.5	

Start Time	Driveway Southbound				Main Street Westbound				Plymouth Trading Post Driveway Northbound				Main Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	2	26	0	28	1	0	2	3	0	6	2	8	39
07:30 AM	0	0	0	0	2	24	0	26	1	0	2	3	0	14	4	18	47
07:45 AM	0	0	0	0	0	26	0	26	1	0	0	1	0	17	0	17	44
08:00 AM	0	0	0	0	1	10	0	11	3	0	4	7	0	9	3	12	30
Total Volume	0	0	0	0	5	86	0	91	6	0	8	14	0	46	9	55	160
% App. Total	0	0	0		5.5	94.5	0		42.9	0	57.1		0	83.6	16.4		
PHF	.000	.000	.000	.000	.625	.827	.000	.813	.500	.000	.500	.500	.000	.676	.563	.764	.851

City of Plymouth
 N/S: Plymouth Trading Post Driveway
 E/W: Main Street
 Weather: Clear

File Name : 02_PLM_PTP_Main_AM
 Site Code : 23823523
 Start Date : 6/1/2023
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	0	0	0	0	1	14	0	15	1	0	2	3	0	14	4	18
+15 mins.	0	0	0	0	2	26	0	28	1	0	2	3	0	17	0	17
+30 mins.	0	0	0	0	2	24	0	26	1	0	0	1	0	9	3	12
+45 mins.	0	0	0	0	0	26	0	26	3	0	4	7	0	9	1	10
Total Volume	0	0	0	0	5	90	0	95	6	0	8	14	0	49	8	57
% App. Total	0	0	0	0	5.3	94.7	0		42.9	0	57.1		0	86	14	
PHF	.000	.000	.000	.000	.625	.865	.000	.848	.500	.000	.500	.500	.000	.721	.500	.792

City of Plymouth
 N/S: Plymouth Trading Post Driveway
 E/W: Main Street
 Weather: Clear

File Name : 02_PLM_PTP_Main_PM
 Site Code : 23823523
 Start Date : 6/1/2023
 Page No : 1

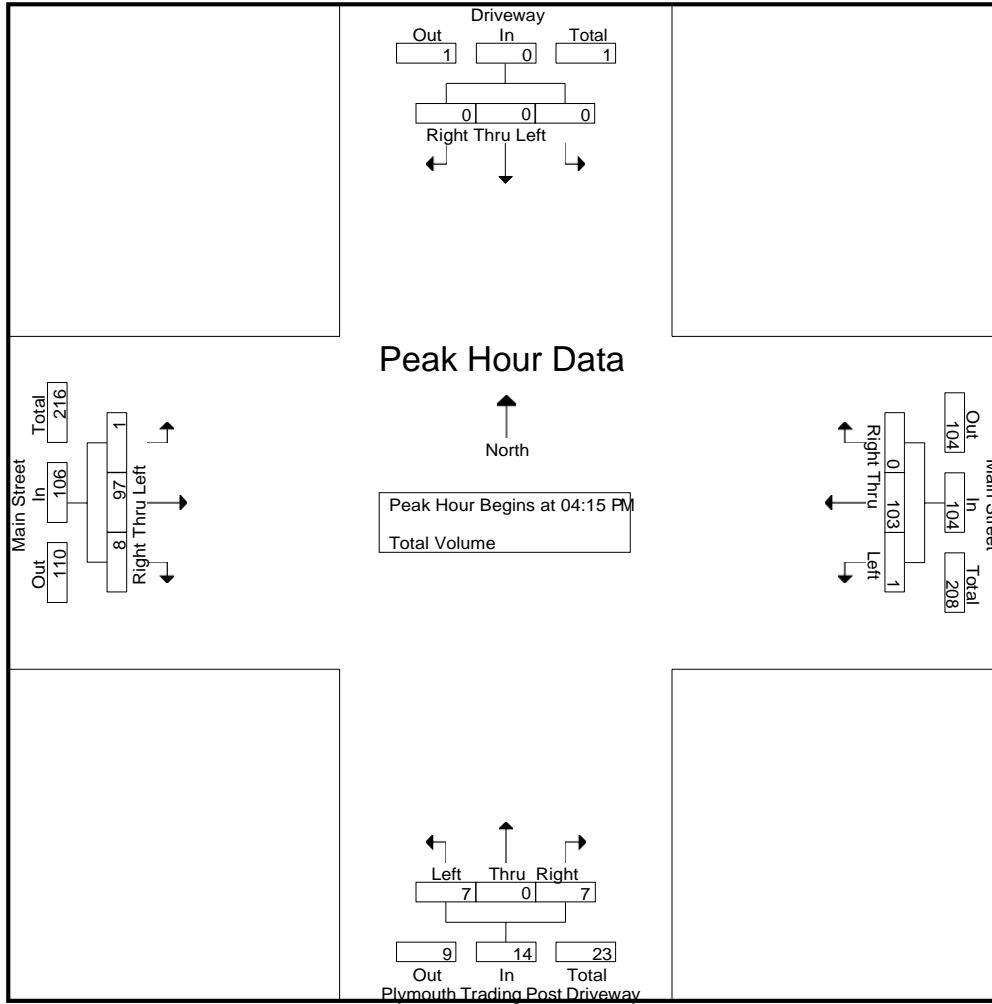
Groups Printed- Total Volume

Start Time	Driveway Southbound				Main Street Westbound				Plymouth Trading Post Driveway Northbound				Main Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	27	0	27	1	0	3	4	0	14	2	16	47
04:15 PM	0	0	0	0	0	29	0	29	0	0	2	2	1	26	1	28	59
04:30 PM	0	0	0	0	0	19	0	19	3	0	2	5	0	27	4	31	55
04:45 PM	0	0	0	0	0	25	0	25	0	0	1	1	0	20	0	20	46
Total	0	0	0	0	0	100	0	100	4	0	8	12	1	87	7	95	207
05:00 PM	0	0	0	0	1	30	0	31	4	0	2	6	0	24	3	27	64
05:15 PM	0	0	0	0	2	21	0	23	4	0	2	6	0	22	1	23	52
05:30 PM	0	0	0	0	0	16	0	16	2	0	1	3	0	18	2	20	39
05:45 PM	0	0	0	0	1	19	0	20	1	0	1	2	0	17	0	17	39
Total	0	0	0	0	4	86	0	90	11	0	6	17	0	81	6	87	194
Grand Total	0	0	0	0	4	186	0	190	15	0	14	29	1	168	13	182	401
Apprch %	0	0	0		2.1	97.9	0		51.7	0	48.3		0.5	92.3	7.1		
Total %	0	0	0		1	46.4	0	47.4	3.7	0	3.5	7.2	0.2	41.9	3.2	45.4	

Start Time	Driveway Southbound				Main Street Westbound				Plymouth Trading Post Driveway Northbound				Main Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	29	0	29	0	0	2	2	1	26	1	28	59
04:30 PM	0	0	0	0	0	19	0	19	3	0	2	5	0	27	4	31	55
04:45 PM	0	0	0	0	0	25	0	25	0	0	1	1	0	20	0	20	46
05:00 PM	0	0	0	0	1	30	0	31	4	0	2	6	0	24	3	27	64
Total Volume	0	0	0	0	1	103	0	104	7	0	7	14	1	97	8	106	224
% App. Total	0	0	0		1	99	0		50	0	50		0.9	91.5	7.5		
PHF	.000	.000	.000	.000	.250	.858	.000	.839	.438	.000	.875	.583	.250	.898	.500	.855	.875

City of Plymouth
 N/S: Plymouth Trading Post Driveway
 E/W: Main Street
 Weather: Clear

File Name : 02_PLM_PTP_Main_PM
 Site Code : 23823523
 Start Date : 6/1/2023
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:30 PM				04:45 PM			
+0 mins.	0	0	0	0	0	29	0	29	3	0	2	5	1	26	1	28
+15 mins.	0	0	0	0	0	19	0	19	0	0	1	1	0	27	4	31
+30 mins.	0	0	0	0	0	25	0	25	4	0	2	6	0	20	0	20
+45 mins.	0	0	0	0	1	30	0	31	4	0	2	6	0	24	3	27
Total Volume	0	0	0	0	1	103	0	104	11	0	7	18	1	97	8	106
% App. Total	0	0	0	0	1	99	0	104	61.1	0	38.9	18	0.9	91.5	7.5	106
PHF	.000	.000	.000	.000	.250	.858	.000	.839	.688	.000	.875	.750	.250	.898	.500	.855

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Plymouth
 N/S: SR-49
 E/W: Plymouth Trading Post Driveway
 Weather: Clear

File Name : 03_PLM_SR49_PTP_AM
 Site Code : 23823523
 Start Date : 6/1/2023
 Page No : 1

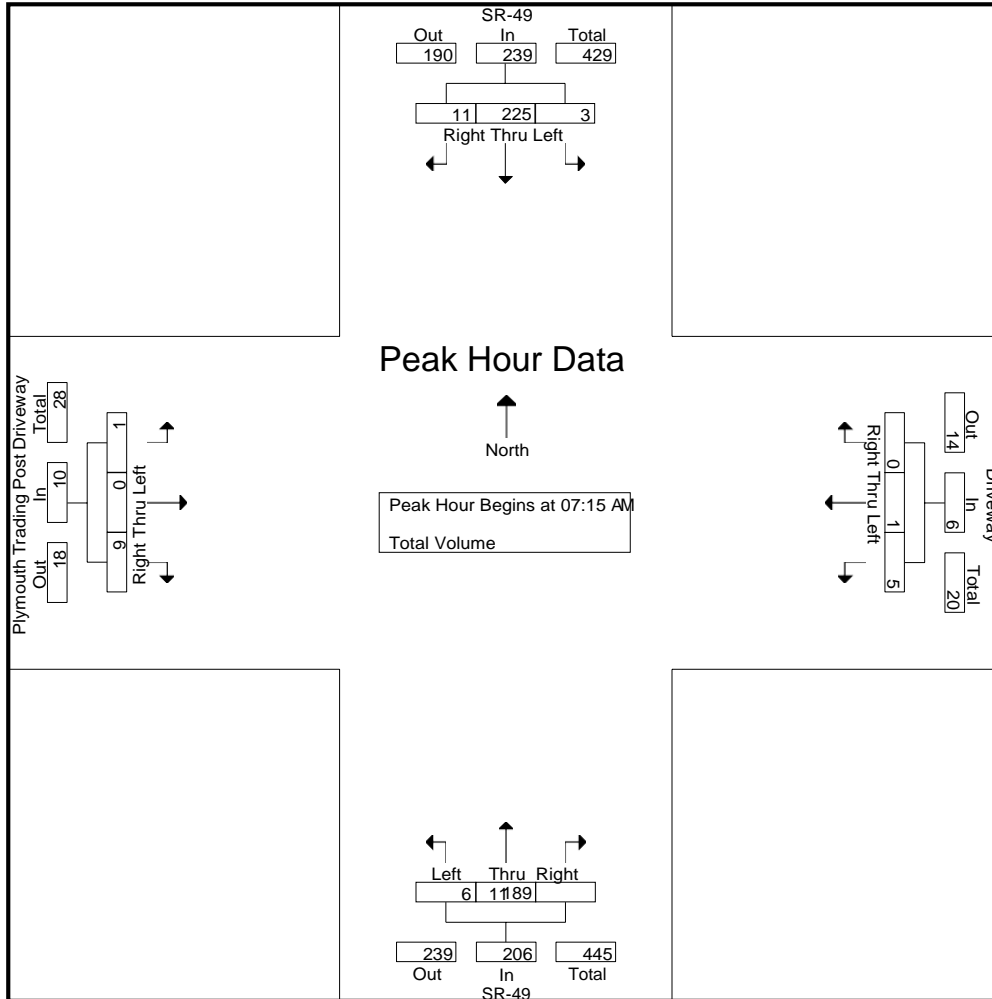
Groups Printed- Total Volume

Start Time	SR-49 Southbound				Driveway Westbound				SR-49 Northbound				Plymouth Trading Post Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	51	0	51	1	0	0	1	0	30	3	33	0	0	1	1	86
07:15 AM	1	68	2	71	0	0	0	0	2	55	1	58	0	0	1	1	130
07:30 AM	1	60	2	63	0	0	0	0	0	38	4	42	0	0	3	3	108
07:45 AM	0	52	2	54	3	0	0	3	1	39	5	45	1	0	2	3	105
Total	2	231	6	239	4	0	0	4	3	162	13	178	1	0	7	8	429
08:00 AM	1	45	5	51	2	1	0	3	3	57	1	61	0	0	3	3	118
08:15 AM	1	50	0	51	1	0	0	1	0	47	1	48	0	0	1	1	101
08:30 AM	0	57	2	59	3	0	0	3	1	44	3	48	2	0	0	2	112
08:45 AM	1	48	1	50	2	0	0	2	0	39	3	42	2	0	0	2	96
Total	3	200	8	211	8	1	0	9	4	187	8	199	4	0	4	8	427
Grand Total	5	431	14	450	12	1	0	13	7	349	21	377	5	0	11	16	856
Apprch %	1.1	95.8	3.1		92.3	7.7	0		1.9	92.6	5.6		31.2	0	68.8		
Total %	0.6	50.4	1.6	52.6	1.4	0.1	0	1.5	0.8	40.8	2.5	44	0.6	0	1.3	1.9	

Start Time	SR-49 Southbound				Driveway Westbound				SR-49 Northbound				Plymouth Trading Post Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	68	2	71	0	0	0	0	2	55	1	58	0	0	1	1	130
07:30 AM	1	60	2	63	0	0	0	0	0	38	4	42	0	0	3	3	108
07:45 AM	0	52	2	54	3	0	0	3	1	39	5	45	1	0	2	3	105
08:00 AM	1	45	5	51	2	1	0	3	3	57	1	61	0	0	3	3	118
Total Volume	3	225	11	239	5	1	0	6	6	189	11	206	1	0	9	10	461
% App. Total	1.3	94.1	4.6		83.3	16.7	0		2.9	91.7	5.3		10	0	90		
PHF	.750	.827	.550	.842	.417	.250	.000	.500	.500	.829	.550	.844	.250	.000	.750	.833	.887

City of Plymouth
 N/S: SR-49
 E/W: Plymouth Trading Post Driveway
 Weather: Clear

File Name : 03_PLM_SR49_PTP_AM
 Site Code : 23823523
 Start Date : 6/1/2023
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				07:15 AM				07:15 AM			
+0 mins.	0	51	0	51	3	0	0	3	2	55	1	58	0	0	1	1
+15 mins.	1	68	2	71	2	1	0	3	0	38	4	42	0	0	3	3
+30 mins.	1	60	2	63	1	0	0	1	1	39	5	45	1	0	2	3
+45 mins.	0	52	2	54	3	0	0	3	3	57	1	61	0	0	3	3
Total Volume	2	231	6	239	9	1	0	10	6	189	11	206	1	0	9	10
% App. Total	0.8	96.7	2.5		90	10	0		2.9	91.7	5.3		10	0	90	
PHF	.500	.849	.750	.842	.750	.250	.000	.833	.500	.829	.550	.844	.250	.000	.750	.833

City of Plymouth
 N/S: SR-49
 E/W: Plymouth Trading Post Driveway
 Weather: Clear

File Name : 03_PLM_SR49_PTP_PM
 Site Code : 23823523
 Start Date : 6/1/2023
 Page No : 1

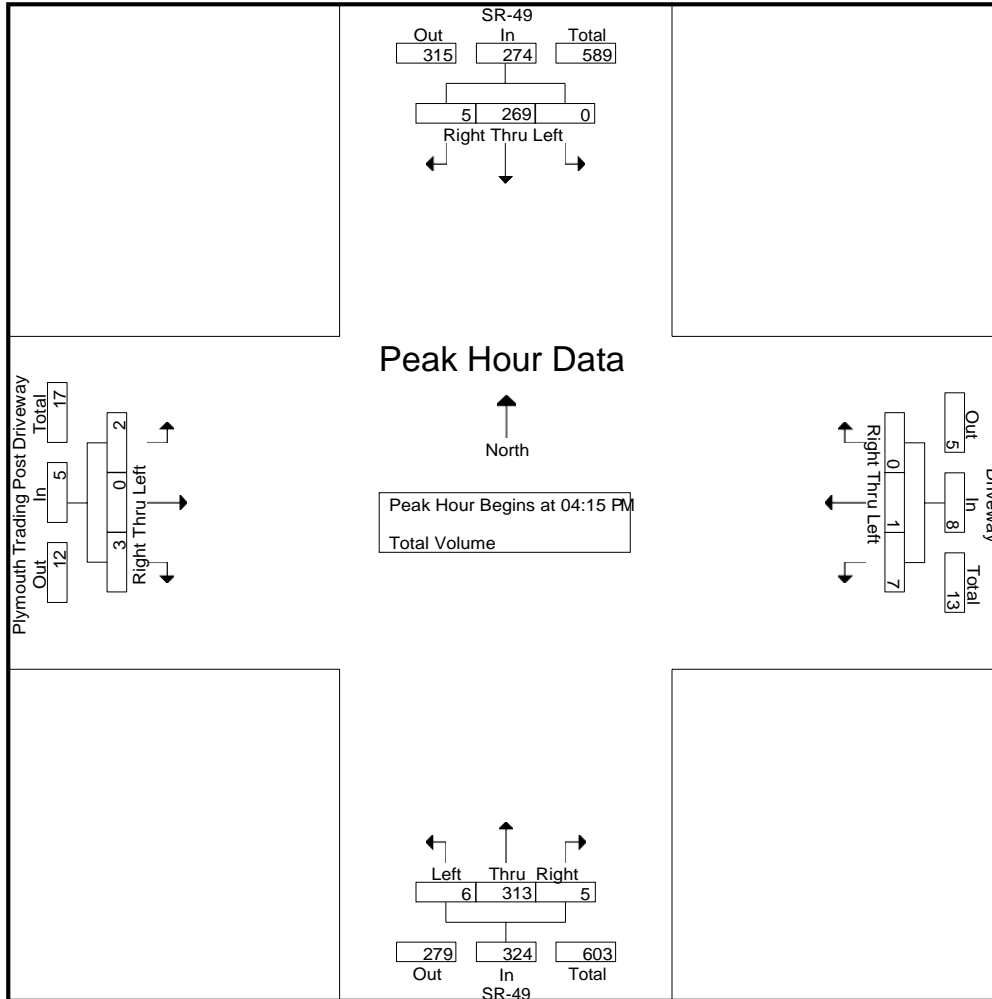
Groups Printed- Total Volume

Start Time	SR-49 Southbound				Driveway Westbound				SR-49 Northbound				Plymouth Trading Post Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	56	1	57	2	2	0	4	1	93	4	98	0	0	0	0	159
04:15 PM	0	72	1	73	1	1	0	2	1	79	1	81	0	0	0	0	156
04:30 PM	0	60	1	61	4	0	0	4	2	83	2	87	1	0	2	3	155
04:45 PM	0	52	2	54	1	0	0	1	0	82	0	82	1	0	0	1	138
Total	0	240	5	245	8	3	0	11	4	337	7	348	2	0	2	4	608
05:00 PM	0	85	1	86	1	0	0	1	3	69	2	74	0	0	1	1	162
05:15 PM	0	62	2	64	1	0	0	1	3	61	0	64	1	0	1	2	131
05:30 PM	0	60	1	61	0	0	0	0	0	57	0	57	2	0	0	2	120
05:45 PM	0	54	1	55	1	1	0	2	0	67	2	69	0	0	2	2	128
Total	0	261	5	266	3	1	0	4	6	254	4	264	3	0	4	7	541
Grand Total	0	501	10	511	11	4	0	15	10	591	11	612	5	0	6	11	1149
Apprch %	0	98	2		73.3	26.7	0		1.6	96.6	1.8		45.5	0	54.5		
Total %	0	43.6	0.9	44.5	1	0.3	0	1.3	0.9	51.4	1	53.3	0.4	0	0.5	1	

Start Time	SR-49 Southbound				Driveway Westbound				SR-49 Northbound				Plymouth Trading Post Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	72	1	73	1	1	0	2	1	79	1	81	0	0	0	0	156
04:30 PM	0	60	1	61	4	0	0	4	2	83	2	87	1	0	2	3	155
04:45 PM	0	52	2	54	1	0	0	1	0	82	0	82	1	0	0	1	138
05:00 PM	0	85	1	86	1	0	0	1	3	69	2	74	0	0	1	1	162
Total Volume	0	269	5	274	7	1	0	8	6	313	5	324	2	0	3	5	611
% App. Total	0	98.2	1.8		87.5	12.5	0		1.9	96.6	1.5		40	0	60		
PHF	.000	.791	.625	.797	.438	.250	.000	.500	.500	.943	.625	.931	.500	.000	.375	.417	.943

City of Plymouth
 N/S: SR-49
 E/W: Plymouth Trading Post Driveway
 Weather: Clear

File Name : 03_PLM_SR49_PTP_PM
 Site Code : 23823523
 Start Date : 6/1/2023
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	0	72	1	73	2	2	0	4	1	93	4	98	1	0	2	3
+15 mins.	0	60	1	61	1	1	0	2	1	79	1	81	1	0	0	1
+30 mins.	0	52	2	54	4	0	0	4	2	83	2	87	0	0	1	1
+45 mins.	0	85	1	86	1	0	0	1	0	82	0	82	1	0	1	2
Total Volume	0	269	5	274	8	3	0	11	4	337	7	348	3	0	4	7
% App. Total	0	98.2	1.8		72.7	27.3	0		1.1	96.8	2		42.9	0	57.1	
PHF	.000	.791	.625	.797	.500	.375	.000	.688	.500	.906	.438	.888	.750	.000	.500	.583

City of Plymouth
 N/S: SR-49
 E/W: Plymouth Trading Post South Dwy
 Weather: Clear

File Name : 04_PLM_SR49_PTP S DWY_AM
 Site Code : 23823523
 Start Date : 6/1/2023
 Page No : 1

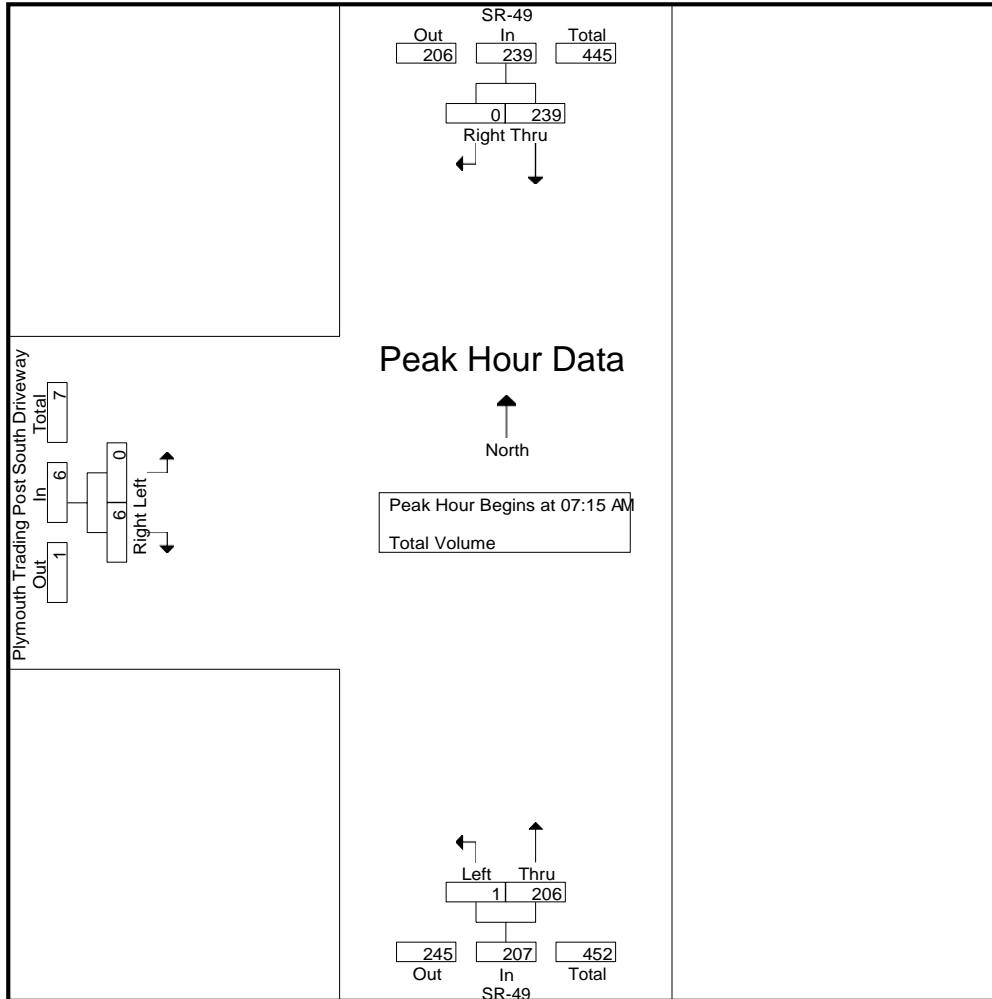
Groups Printed- Total Volume

Start Time	SR-49 Southbound			SR-49 Northbound			Plymouth Trading Post South Driveway Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	53	0	53	0	33	33	0	0	0	86
07:15 AM	69	0	69	0	58	58	0	1	1	128
07:30 AM	63	0	63	0	42	42	0	1	1	106
07:45 AM	57	0	57	1	45	46	0	0	0	103
Total	242	0	242	1	178	179	0	2	2	423
08:00 AM	50	0	50	0	61	61	0	4	4	115
08:15 AM	52	0	52	0	48	48	0	1	1	101
08:30 AM	60	0	60	0	48	48	0	0	0	108
08:45 AM	50	0	50	2	42	44	0	1	1	95
Total	212	0	212	2	199	201	0	6	6	419
Grand Total	454	0	454	3	377	380	0	8	8	842
Apprch %	100	0		0.8	99.2		0	100		
Total %	53.9	0	53.9	0.4	44.8	45.1	0	1	1	

Start Time	SR-49 Southbound			SR-49 Northbound			Plymouth Trading Post South Driveway Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	69	0	69	0	58	58	0	1	1	128
07:30 AM	63	0	63	0	42	42	0	1	1	106
07:45 AM	57	0	57	1	45	46	0	0	0	103
08:00 AM	50	0	50	0	61	61	0	4	4	115
Total Volume	239	0	239	1	206	207	0	6	6	452
% App. Total	100	0		0.5	99.5		0	100		
PHF	.866	.000	.866	.250	.844	.848	.000	.375	.375	.883

City of Plymouth
 N/S: SR-49
 E/W: Plymouth Trading Post South Dwy
 Weather: Clear

File Name : 04_PLM_SR49_PTP S DWY_AM
 Site Code : 23823523
 Start Date : 6/1/2023
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:15 AM			07:15 AM		
+0 mins.	53	0	53	0	58	58	0	1	1
+15 mins.	69	0	69	0	42	42	0	1	1
+30 mins.	63	0	63	1	45	46	0	0	0
+45 mins.	57	0	57	0	61	61	0	4	4
Total Volume	242	0	242	1	206	207	0	6	6
% App. Total	100	0	100	0.5	99.5	100	0	100	100
PHF	.877	.000	.877	.250	.844	.848	.000	.375	.375

City of Plymouth
 N/S: SR-49
 E/W: Plymouth Trading Post South Dwy
 Weather: Clear

File Name : 04_PLM_SR49_PTP S DWY_PM
 Site Code : 23823523
 Start Date : 6/1/2023
 Page No : 1

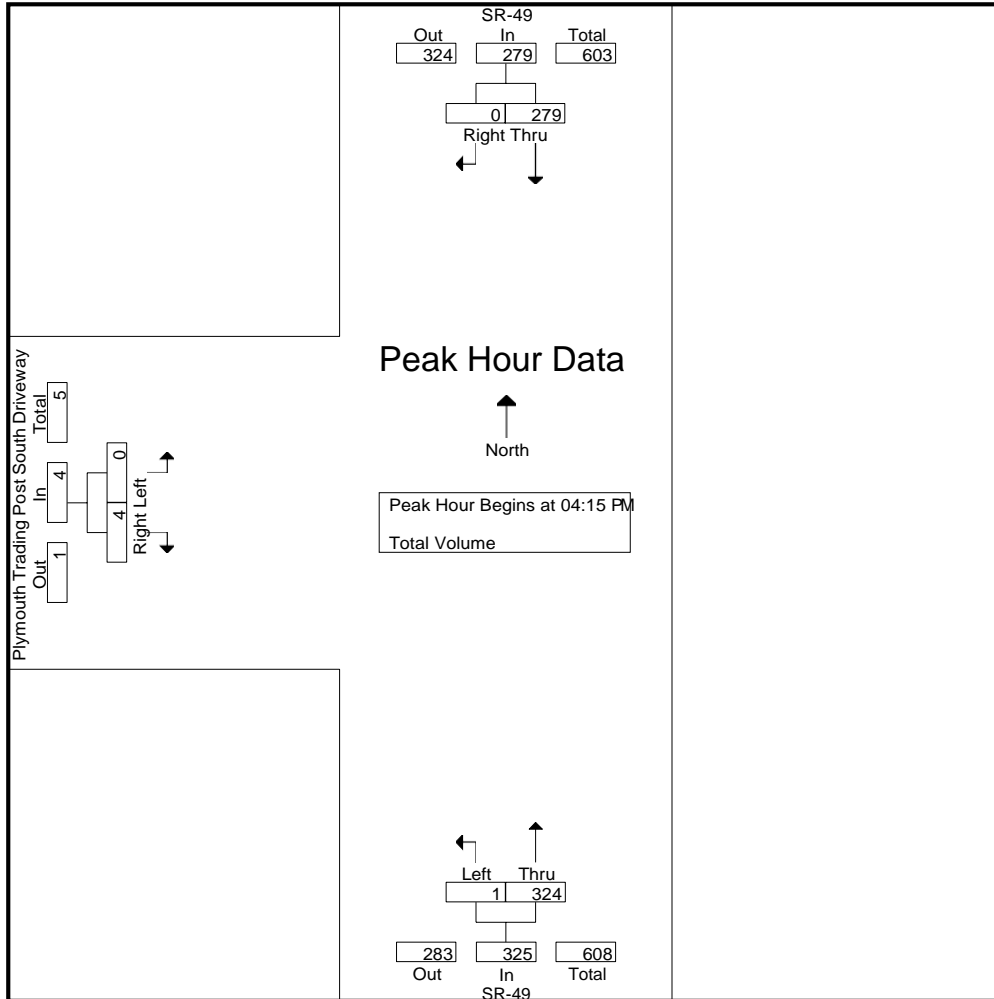
Groups Printed- Total Volume

Start Time	SR-49 Southbound			SR-49 Northbound			Plymouth Trading Post South Driveway Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	58	0	58	0	98	98	0	1	1	157
04:15 PM	73	0	73	0	81	81	0	0	0	154
04:30 PM	66	0	66	1	87	88	0	2	2	156
04:45 PM	53	0	53	0	82	82	0	1	1	136
Total	250	0	250	1	348	349	0	4	4	603
05:00 PM	87	0	87	0	74	74	0	1	1	162
05:15 PM	64	0	64	0	64	64	0	0	0	128
05:30 PM	60	0	60	0	57	57	0	0	0	117
05:45 PM	57	0	57	0	69	69	0	0	0	126
Total	268	0	268	0	264	264	0	1	1	533
Grand Total	518	0	518	1	612	613	0	5	5	1136
Apprch %	100	0		0.2	99.8		0	100		
Total %	45.6	0	45.6	0.1	53.9	54	0	0.4	0.4	

Start Time	SR-49 Southbound			SR-49 Northbound			Plymouth Trading Post South Driveway Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	73	0	73	0	81	81	0	0	0	154
04:30 PM	66	0	66	1	87	88	0	2	2	156
04:45 PM	53	0	53	0	82	82	0	1	1	136
05:00 PM	87	0	87	0	74	74	0	1	1	162
Total Volume	279	0	279	1	324	325	0	4	4	608
% App. Total	100	0		0.3	99.7		0	100		
PHF	.802	.000	.802	.250	.931	.923	.000	.500	.500	.938

City of Plymouth
 N/S: SR-49
 E/W: Plymouth Trading Post South Dwy
 Weather: Clear

File Name : 04_PLM_SR49_PTP S DWY_PM
 Site Code : 23823523
 Start Date : 6/1/2023
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

















Peak Hour for Each Approach Begins at:

	04:15 PM			04:00 PM			04:00 PM		
+0 mins.	73	0	73	0	98	98	0	1	1
+15 mins.	66	0	66	0	81	81	0	0	0
+30 mins.	53	0	53	1	87	88	0	2	2
+45 mins.	87	0	87	0	82	82	0	1	1
Total Volume	279	0	279	1	348	349	0	4	4
% App. Total	100	0		0.3	99.7		0	100	
PHF	.802	.000	.802	.250	.888	.890	.000	.500	.500

APPENDIX B:
Analysis Sheets: Existing Conditions

Lanes, Volumes, Timings
1: SR-49 & MAIN ST/SHENANDOAH RD

PLYMOUTH ARCO PROJECT

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	24	20	145	51	16	27	74	94	12	74	18
Future Volume (vph)	12	24	20	145	51	16	27	74	94	12	74	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.952			0.990			0.935			0.977	
Flt Protected		0.989			0.967			0.993			0.994	
Satd. Flow (prot)	0	1754	0	0	1783	0	0	1729	0	0	1809	0
Flt Permitted		0.989			0.967			0.993			0.994	
Satd. Flow (perm)	0	1754	0	0	1783	0	0	1729	0	0	1809	0
Link Speed (mph)		30			45			30			45	
Link Distance (ft)		325			1580			146			704	
Travel Time (s)		7.4			23.9			3.3			10.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	14	28	23	169	59	19	31	86	109	14	86	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	65	0	0	247	0	0	226	0	0	121	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	40.7%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th Roundabout
 1: SR-49 & MAIN ST/SHENANDOAH RD

PLYMOUTH ARCO PROJECT

Intersection				
Intersection Delay, s/veh	4.5			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	65	247	226	121
Demand Flow Rate, veh/h	66	251	231	123
Vehicles Circulating, veh/h	274	134	57	264
Vehicles Exiting, veh/h	113	154	283	121
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.0	4.9	4.3	4.5
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	66	251	231	123
Cap Entry Lane, veh/h	1043	1204	1302	1054
Entry HV Adj Factor	0.991	0.983	0.980	0.986
Flow Entry, veh/h	65	247	226	121
Cap Entry, veh/h	1034	1184	1275	1039
V/C Ratio	0.063	0.209	0.177	0.117
Control Delay, s/veh	4.0	4.9	4.3	4.5
LOS	A	A	A	A
95th %tile Queue, veh	0	1	1	0

Lanes, Volumes, Timings
2: PA 1 & MAIN ST

PLYMOUTH ARCO PROJECT

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↗	
Traffic Volume (vph)	46	9	5	86	6	8
Future Volume (vph)	46	9	5	86	6	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.977			0.924		
Flt Protected				0.997	0.979	
Satd. Flow (prot)	1820	0	0	1857	1685	0
Flt Permitted				0.997	0.979	
Satd. Flow (perm)	1820	0	0	1857	1685	0
Link Speed (mph)	30			45	30	
Link Distance (ft)	1040			325	220	
Travel Time (s)	23.6			4.9	5.0	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	54	11	6	101	7	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	0	107	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	18.6%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	46	9	5	86	6	8
Future Vol, veh/h	46	9	5	86	6	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	11	6	101	7	9

















Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	65	0
Stage 1	-	-	-	60
Stage 2	-	-	-	113
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	1537	-
Stage 1	-	-	-	963
Stage 2	-	-	-	912
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1537	-
Mov Cap-2 Maneuver	-	-	-	814
Stage 1	-	-	-	963
Stage 2	-	-	-	908

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	913	-	-	1537	-
HCM Lane V/C Ratio	0.018	-	-	0.004	-
HCM Control Delay (s)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
3: SR-49 & PA 2

PLYMOUTH ARCO PROJECT

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	9	5	1	0	6	189	11	3	225	11
Future Volume (vph)	1	0	9	5	1	0	6	189	11	3	225	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.877						0.993			0.994	
Flt Protected		0.995			0.959			0.998			0.999	
Satd. Flow (prot)	0	1625	0	0	1786	0	0	1846	0	0	1850	0
Flt Permitted		0.995			0.959			0.998			0.999	
Satd. Flow (perm)	0	1625	0	0	1786	0	0	1846	0	0	1850	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		89			184			161			146	
Travel Time (s)		2.0			4.2			2.4			2.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	1	0	10	6	1	0	7	212	12	3	253	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	7	0	0	231	0	0	268	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	24.2%					ICU Level of Service A						
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	9	5	1	0	6	189	11	3	225	11
Future Vol, veh/h	1	0	9	5	1	0	6	189	11	3	225	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	10	6	1	0	7	212	12	3	253	12










Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	498	503	259	502	503	218	265	0	0	224	0	0
Stage 1	265	265	-	232	232	-	-	-	-	-	-	-
Stage 2	233	238	-	270	271	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	483	471	780	480	471	822	1299	-	-	1345	-	-
Stage 1	740	689	-	771	713	-	-	-	-	-	-	-
Stage 2	770	708	-	736	685	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	479	467	780	470	467	822	1299	-	-	1345	-	-
Mov Cap-2 Maneuver	479	467	-	470	467	-	-	-	-	-	-	-
Stage 1	736	687	-	766	709	-	-	-	-	-	-	-
Stage 2	764	704	-	724	683	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10		12.8		0.2		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1299	-	-	734	469	1345	-
HCM Lane V/C Ratio	0.005	-	-	-0.015	0.014	0.003	-
HCM Control Delay (s)	7.8	0	-	10	12.8	7.7	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

Lanes, Volumes, Timings
4: SR-49 & PA 3

PLYMOUTH ARCO PROJECT

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	6	1	206	239	0
Future Volume (vph)	0	6	1	206	239	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1611	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1611	0	0	1863	1863	0
Link Speed (mph)	30			45	30	
Link Distance (ft)	100			388	161	
Travel Time (s)	2.3			5.9	3.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	7	1	234	272	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	235	272	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.6%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	6	1	206	239	0
Future Vol, veh/h	0	6	1	206	239	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	1	234	272	0

















Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	508	272	272	0	-	0
Stage 1	272	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	525	767	1291	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	524	767	1291	-	-	-
Mov Cap-2 Maneuver	524	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	803	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1291	-	767	-	-
HCM Lane V/C Ratio	0.001	-	0.009	-	-
HCM Control Delay (s)	7.8	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
1: SR-49 & MAIN ST/SHENANDOAH RD

PLYMOUTH ARCO PROJECT

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	42	43	145	53	17	38	115	166	11	90	17
Future Volume (vph)	16	42	43	145	53	17	38	115	166	11	90	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.942			0.989			0.930			0.980	
Flt Protected		0.992			0.968			0.994			0.996	
Satd. Flow (prot)	0	1741	0	0	1783	0	0	1722	0	0	1818	0
Flt Permitted		0.992			0.968			0.994			0.996	
Satd. Flow (perm)	0	1741	0	0	1783	0	0	1722	0	0	1818	0
Link Speed (mph)		30			45			30			45	
Link Distance (ft)		325			1580			146			704	
Travel Time (s)		7.4			23.9			3.3			10.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	16	43	44	149	55	18	39	119	171	11	93	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	103	0	0	222	0	0	329	0	0	122	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	50.2%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th Roundabout
 1: SR-49 & MAIN ST/SHENANDOAH RD

PLYMOUTH ARCO PROJECT

Intersection				
Intersection Delay, s/veh	4.9			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	103	222	329	122
Demand Flow Rate, veh/h	105	226	335	124
Vehicles Circulating, veh/h	258	177	71	248
Vehicles Exiting, veh/h	114	229	292	155
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.3	4.9	5.2	4.4
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	105	226	335	124
Cap Entry Lane, veh/h	1061	1152	1283	1071
Entry HV Adj Factor	0.982	0.982	0.981	0.985
Flow Entry, veh/h	103	222	329	122
Cap Entry, veh/h	1042	1131	1259	1055
V/C Ratio	0.099	0.196	0.261	0.116
Control Delay, s/veh	4.3	4.9	5.2	4.4
LOS	A	A	A	A
95th %tile Queue, veh	0	1	1	0

Lanes, Volumes, Timings
2: PA 1 & MAIN ST

PLYMOUTH ARCO PROJECT

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↗	
Traffic Volume (vph)	97	8	1	103	7	7
Future Volume (vph)	97	8	1	103	7	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990			0.932		
Flt Protected				0.976		
Satd. Flow (prot)	1844	0	0	1863	1694	0
Flt Permitted				0.976		
Satd. Flow (perm)	1844	0	0	1863	1694	0
Link Speed (mph)	30			45	30	
Link Distance (ft)	1040			325	220	
Travel Time (s)	23.6			4.9	5.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	110	9	1	117	8	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	119	0	0	118	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	97	8	1	103	7	7
Future Vol, veh/h	97	8	1	103	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	110	9	1	117	8	8

















Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	119	0
Stage 1	-	-	-	115
Stage 2	-	-	-	119
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	1469	-
Stage 1	-	-	-	910
Stage 2	-	-	-	906
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1469	-
Mov Cap-2 Maneuver	-	-	-	753
Stage 1	-	-	-	910
Stage 2	-	-	-	905

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	835	-	-	1469	-
HCM Lane V/C Ratio	0.019	-	-	0.001	-
HCM Control Delay (s)	9.4	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
3: SR-49 & PA 2

PLYMOUTH ARCO PROJECT

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	3	7	1	0	6	313	5	0	269	5
Future Volume (vph)	2	0	3	7	1	0	6	313	5	0	269	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.919						0.998			0.998	
Flt Protected		0.980			0.958			0.999				
Satd. Flow (prot)	0	1678	0	0	1785	0	0	1857	0	0	1859	0
Flt Permitted		0.980			0.958			0.999				
Satd. Flow (perm)	0	1678	0	0	1785	0	0	1857	0	0	1859	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		89			184			161			146	
Travel Time (s)		2.0			4.2			2.4			2.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	2	0	3	7	1	0	6	333	5	0	286	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	8	0	0	344	0	0	291	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	31.6%					ICU Level of Service A						
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	3	7	1	0	6	313	5	0	269	5
Future Vol, veh/h	2	0	3	7	1	0	6	313	5	0	269	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	3	7	1	0	6	333	5	0	286	5










Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	637	639	289	638	639	336	291	0	0	338	0	0
Stage 1	289	289	-	348	348	-	-	-	-	-	-	-
Stage 2	348	350	-	290	291	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	390	394	750	389	394	706	1271	-	-	1221	-	-
Stage 1	719	673	-	668	634	-	-	-	-	-	-	-
Stage 2	668	633	-	718	672	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	387	392	750	385	392	706	1271	-	-	1221	-	-
Mov Cap-2 Maneuver	387	392	-	385	392	-	-	-	-	-	-	-
Stage 1	715	673	-	664	630	-	-	-	-	-	-	-
Stage 2	663	629	-	715	672	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.7		14.5		0.1		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1271	-	-	545	386	1221	-	-
HCM Lane V/C Ratio	0.005	-	-	0.01	0.022	-	-	-
HCM Control Delay (s)	7.8	0	-	11.7	14.5	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Lanes, Volumes, Timings
4: SR-49 & PA 3

PLYMOUTH ARCO PROJECT

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	4	1	324	279	0
Future Volume (vph)	0	4	1	324	279	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1611	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1611	0	0	1863	1863	0
Link Speed (mph)	30			45	30	
Link Distance (ft)	100			388	161	
Travel Time (s)	2.3			5.9	3.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	4	1	345	297	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	346	297	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	27.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	1	324	279	0
Future Vol, veh/h	0	4	1	324	279	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	1	345	297	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	644	297	297	0	-	0
Stage 1	297	-	-	-	-	-
Stage 2	347	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	437	742	1264	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	716	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	437	742	1264	-	-	-
Mov Cap-2 Maneuver	437	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	716	-	-	-	-	-

















Approach	EB	NB	SB
HCM Control Delay, s	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1264	-	742	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Control Delay (s)	7.9	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

APPENDIX C:
Analysis Sheets: Existing With Project Conditions

Lanes, Volumes, Timings
1: SR-49 & MAIN ST/SHENANDOAH RD

PLYMOUTH ARCO PROJECT

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	36	20	169	63	16	27	92	119	12	92	30
Future Volume (vph)	24	36	20	169	63	16	27	92	119	12	92	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967			0.991			0.932			0.970	
Flt Protected		0.985			0.967			0.994			0.996	
Satd. Flow (prot)	0	1774	0	0	1785	0	0	1726	0	0	1800	0
Flt Permitted		0.985			0.967			0.994			0.996	
Satd. Flow (perm)	0	1774	0	0	1785	0	0	1726	0	0	1800	0
Link Speed (mph)		30			45			30			45	
Link Distance (ft)		325			1580			146			704	
Travel Time (s)		7.4			23.9			3.3			10.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	28	42	23	197	73	19	31	107	138	14	107	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	93	0	0	289	0	0	276	0	0	156	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	46.2%
Analysis Period (min)	15
	ICU Level of Service A

Intersection				
Intersection Delay, s/veh	5.1			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	93	289	276	156
Demand Flow Rate, veh/h	95	294	282	159
Vehicles Circulating, veh/h	324	170	86	307
Vehicles Exiting, veh/h	142	198	333	157
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.6	5.5	4.9	5.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	95	294	282	159
Cap Entry Lane, veh/h	992	1160	1264	1009
Entry HV Adj Factor	0.981	0.981	0.978	0.980
Flow Entry, veh/h	93	289	276	156
Cap Entry, veh/h	972	1139	1236	989
V/C Ratio	0.096	0.253	0.223	0.158
Control Delay, s/veh	4.6	5.5	4.9	5.1
LOS	A	A	A	A
95th %tile Queue, veh	0	1	1	1

Lanes, Volumes, Timings
2: PA 1 & MAIN ST

PLYMOUTH ARCO PROJECT

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↗	
Traffic Volume (vph)	46	21	29	86	18	32
Future Volume (vph)	46	21	29	86	18	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957				0.913	
Flt Protected				0.988	0.983	
Satd. Flow (prot)	1783	0	0	1840	1672	0
Flt Permitted				0.988	0.983	
Satd. Flow (perm)	1783	0	0	1840	1672	0
Link Speed (mph)	30			45	30	
Link Distance (ft)	1040			325	220	
Travel Time (s)	23.6			4.9	5.0	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	54	25	34	101	21	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	79	0	0	135	59	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	46	21	29	86	18	32
Future Vol, veh/h	46	21	29	86	18	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	25	34	101	21	38

















Major/Minor	Major1	Major2	Minor1	Minor2		
Conflicting Flow All	0	0	79	0	236	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	169	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1519	-	752	997
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	861	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1519	-	734	997
Mov Cap-2 Maneuver	-	-	-	-	734	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	840	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	883	-	-	1519	-
HCM Lane V/C Ratio	0.067	-	-	0.022	-
HCM Control Delay (s)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Lanes, Volumes, Timings
3: SR-49 & PA 2

PLYMOUTH ARCO PROJECT

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	0	15	5	1	0	12	201	11	3	237	41
Future Volume (vph)	31	0	15	5	1	0	12	201	11	3	237	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.956						0.994			0.980	
Flt Protected		0.967			0.959			0.997				
Satd. Flow (prot)	0	1722	0	0	1786	0	0	1846	0	0	1825	0
Flt Permitted		0.967			0.959			0.997				
Satd. Flow (perm)	0	1722	0	0	1786	0	0	1846	0	0	1825	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		89			184			161			146	
Travel Time (s)		2.0			4.2			2.4			2.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	35	0	17	6	1	0	13	226	12	3	266	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	7	0	0	251	0	0	315	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 28.8% ICU Level of Service A

Analysis Period (min) 15

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	0	15	5	1	0	12	201	11	3	237	41
Future Vol, veh/h	31	0	15	5	1	0	12	201	11	3	237	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	0	17	6	1	0	13	226	12	3	266	46










Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	554	559	289	562	576	232	312	0	0	238	0	0
Stage 1	295	295	-	258	258	-	-	-	-	-	-	-
Stage 2	259	264	-	304	318	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	443	438	750	438	428	807	1248	-	-	1329	-	-
Stage 1	713	669	-	747	694	-	-	-	-	-	-	-
Stage 2	746	690	-	705	654	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	437	431	750	423	422	807	1248	-	-	1329	-	-
Mov Cap-2 Maneuver	437	431	-	423	422	-	-	-	-	-	-	-
Stage 1	704	667	-	738	686	-	-	-	-	-	-	-
Stage 2	736	682	-	687	652	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.9	13.6	0.4	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1248	-	-	506	423	1329	-	-
HCM Lane V/C Ratio	0.011	-	-	-0.102	0.016	0.003	-	-
HCM Control Delay (s)	7.9	0	-	12.9	13.6	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-	-

Lanes, Volumes, Timings
4: SR-49 & PA 3

PLYMOUTH ARCO PROJECT

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	12	43	37	212	245	12
Future Volume (vph)	12	43	37	212	245	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.895				0.994	
Flt Protected	0.989			0.993		
Satd. Flow (prot)	1649	0	0	1850	1852	0
Flt Permitted	0.989			0.993		
Satd. Flow (perm)	1649	0	0	1850	1852	0
Link Speed (mph)	30			45	30	
Link Distance (ft)	100			388	161	
Travel Time (s)	2.3			5.9	3.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	14	49	42	241	278	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	0	0	283	292	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	40.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	12	43	37	212	245	12
Future Vol, veh/h	12	43	37	212	245	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	49	42	241	278	14

















Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	610	285	292	0	-	0
Stage 1	285	-	-	-	-	-
Stage 2	325	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	458	754	1270	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	441	754	1270	-	-	-
Mov Cap-2 Maneuver	441	-	-	-	-	-
Stage 1	734	-	-	-	-	-
Stage 2	732	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	1.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1270	-	653	-	-
HCM Lane V/C Ratio	0.033	-	0.096	-	-
HCM Control Delay (s)	7.9	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Lanes, Volumes, Timings
1: SR-49 & MAIN ST/SHENANDOAH RD

PLYMOUTH ARCO PROJECT

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	55	43	172	66	17	38	135	193	11	110	31
Future Volume (vph)	29	55	43	172	66	17	38	135	193	11	110	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.991			0.929			0.972	
Flt Protected		0.989			0.967			0.995			0.996	
Satd. Flow (prot)	0	1759	0	0	1785	0	0	1722	0	0	1803	0
Flt Permitted		0.989			0.967			0.995			0.996	
Satd. Flow (perm)	0	1759	0	0	1785	0	0	1722	0	0	1803	0
Link Speed (mph)		30			45			30			45	
Link Distance (ft)		325			1580			146			704	
Travel Time (s)		7.4			23.9			3.3			10.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	30	57	44	177	68	18	39	139	199	11	113	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	131	0	0	263	0	0	377	0	0	156	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	57.8%
Analysis Period (min)	15
	ICU Level of Service B

HCM 6th Roundabout
 1: SR-49 & MAIN ST/SHENANDOAH RD

PLYMOUTH ARCO PROJECT

Intersection				
Intersection Delay, s/veh	5.5			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	131	263	377	156
Demand Flow Rate, veh/h	134	268	385	159
Vehicles Circulating, veh/h	307	213	100	290
Vehicles Exiting, veh/h	142	272	341	191
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.9	5.6	5.8	5.0
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	134	268	385	159
Cap Entry Lane, veh/h	1009	1110	1246	1027
Entry HV Adj Factor	0.977	0.980	0.980	0.980
Flow Entry, veh/h	131	263	377	156
Cap Entry, veh/h	985	1088	1221	1006
V/C Ratio	0.133	0.241	0.309	0.155
Control Delay, s/veh	4.9	5.6	5.8	5.0
LOS	A	A	A	A
95th %tile Queue, veh	0	1	1	1

Lanes, Volumes, Timings
2: PA 1 & MAIN ST

PLYMOUTH ARCO PROJECT

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↗	
Traffic Volume (vph)	97	22	28	103	20	34
Future Volume (vph)	97	22	28	103	20	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.975				0.915	
Flt Protected				0.989	0.982	
Satd. Flow (prot)	1816	0	0	1842	1674	0
Flt Permitted				0.989	0.982	
Satd. Flow (perm)	1816	0	0	1842	1674	0
Link Speed (mph)	30			45	30	
Link Distance (ft)	1040			325	220	
Travel Time (s)	23.6			4.9	5.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	110	25	32	117	23	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	135	0	0	149	62	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	23.6%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	97	22	28	103	20	34
Future Vol, veh/h	97	22	28	103	20	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	110	25	32	117	23	39

















Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	135	304
Stage 1	-	-	-	123
Stage 2	-	-	-	181
Critical Hdwy	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	5.42
Follow-up Hdwy	-	2.218	-	3.318
Pot Cap-1 Maneuver	-	1449	-	928
Stage 1	-	-	-	902
Stage 2	-	-	-	850
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	1449	-	928
Mov Cap-2 Maneuver	-	-	-	671
Stage 1	-	-	-	902
Stage 2	-	-	-	830

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	813	-	-	1449	-
HCM Lane V/C Ratio	0.075	-	-	0.022	-
HCM Control Delay (s)	9.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Lanes, Volumes, Timings
3: SR-49 & PA 2

PLYMOUTH ARCO PROJECT

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	0	10	7	1	0	13	327	5	0	283	39
Future Volume (vph)	35	0	10	7	1	0	13	327	5	0	283	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969						0.998			0.984	
Flt Protected		0.963			0.958			0.998				
Satd. Flow (prot)	0	1738	0	0	1785	0	0	1855	0	0	1833	0
Flt Permitted		0.963			0.958			0.998				
Satd. Flow (perm)	0	1738	0	0	1785	0	0	1855	0	0	1833	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		89			184			161			146	
Travel Time (s)		2.0			4.2			2.4			2.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	37	0	11	7	1	0	14	348	5	0	301	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	0	8	0	0	367	0	0	342	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	38.1%					ICU Level of Service A						
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	0	10	7	1	0	13	327	5	0	283	39
Future Vol, veh/h	35	0	10	7	1	0	13	327	5	0	283	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	0	11	7	1	0	14	348	5	0	301	41










Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	701	703	322	706	721	351	342	0	0	353	0	0
Stage 1	322	322	-	379	379	-	-	-	-	-	-	-
Stage 2	379	381	-	327	342	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	353	362	719	351	353	692	1217	-	-	1206	-	-
Stage 1	690	651	-	643	615	-	-	-	-	-	-	-
Stage 2	643	613	-	686	638	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	348	357	719	342	348	692	1217	-	-	1206	-	-
Mov Cap-2 Maneuver	348	357	-	342	348	-	-	-	-	-	-	-
Stage 1	680	651	-	634	606	-	-	-	-	-	-	-
Stage 2	633	604	-	676	638	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.4		15.8		0.3		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1217	-	-	393	343	1206	-	-
HCM Lane V/C Ratio	0.011	-	-	0.122	0.025	-	-	-
HCM Control Delay (s)	8	0	-	15.4	15.8	0	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-	-

Lanes, Volumes, Timings
4: SR-49 & PA 3

PLYMOUTH ARCO PROJECT

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	44	42	331	286	14
Future Volume (vph)	14	44	42	331	286	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.898				0.994	
Flt Protected	0.988			0.994		
Satd. Flow (prot)	1653	0	0	1852	1852	0
Flt Permitted	0.988			0.994		
Satd. Flow (perm)	1653	0	0	1852	1852	0
Link Speed (mph)	30			45	30	
Link Distance (ft)	100			388	161	
Travel Time (s)	2.3			5.9	3.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	15	47	45	352	304	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	397	319	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	49.1%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	14	44	42	331	286	14
Future Vol, veh/h	14	44	42	331	286	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	47	45	352	304	15

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	754	312	319	0	-	0
Stage 1	312	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	377	728	1241	-	-	-
Stage 1	742	-	-	-	-	-
Stage 2	648	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	360	728	1241	-	-	-
Mov Cap-2 Maneuver	360	-	-	-	-	-
Stage 1	709	-	-	-	-	-
Stage 2	648	-	-	-	-	-

















Approach	EB	NB	SB
HCM Control Delay, s	11.9	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1241	-	584	-	-
HCM Lane V/C Ratio	0.036	-	0.106	-	-
HCM Control Delay (s)	8	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

APPENDIX D:
Analysis Sheets: Opening Year Without Project Conditions

Lanes, Volumes, Timings
1: SR-49 & MAIN ST/SHENANDOAH RD

PLYMOUTH ARCO PROJECT

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	44	23	177	62	22	31	97	129	20	91	23
Future Volume (vph)	24	44	23	177	62	22	31	97	129	20	91	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.966			0.988			0.932			0.977	
Flt Protected		0.987			0.967			0.994			0.993	
Satd. Flow (prot)	0	1776	0	0	1780	0	0	1726	0	0	1807	0
Flt Permitted		0.987			0.967			0.994			0.993	
Satd. Flow (perm)	0	1776	0	0	1780	0	0	1726	0	0	1807	0
Link Speed (mph)		30			45			30			45	
Link Distance (ft)		325			1580			146			704	
Travel Time (s)		7.4			23.9			3.3			10.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	28	51	27	206	72	26	36	113	150	23	106	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	106	0	0	304	0	0	299	0	0	156	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	46.3%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th Roundabout
 1: SR-49 & MAIN ST/SHENANDOAH RD

PLYMOUTH ARCO PROJECT

Intersection				
Intersection Delay, s/veh	5.3			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	106	304	299	156
Demand Flow Rate, veh/h	109	310	305	159
Vehicles Circulating, veh/h	341	181	104	320
Vehicles Exiting, veh/h	138	228	346	171
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.8	5.7	5.2	5.2
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	109	310	305	159
Cap Entry Lane, veh/h	975	1147	1241	996
Entry HV Adj Factor	0.972	0.979	0.979	0.980
Flow Entry, veh/h	106	304	299	156
Cap Entry, veh/h	948	1123	1216	976
V/C Ratio	0.112	0.270	0.246	0.160
Control Delay, s/veh	4.8	5.7	5.2	5.2
LOS	A	A	A	A
95th %tile Queue, veh	0	1	1	1

Lanes, Volumes, Timings
2: PA 1 & MAIN ST

PLYMOUTH ARCO PROJECT

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↗	
Traffic Volume (vph)	80	10	6	104	7	9
Future Volume (vph)	80	10	6	104	7	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.922	
Flt Protected				0.997	0.979	
Satd. Flow (prot)	1835	0	0	1857	1681	0
Flt Permitted				0.997	0.979	
Satd. Flow (perm)	1835	0	0	1857	1681	0
Link Speed (mph)	30			45	30	
Link Distance (ft)	1040			325	220	
Travel Time (s)	23.6			4.9	5.0	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	94	12	7	122	8	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	106	0	0	129	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	80	10	6	104	7	9
Future Vol, veh/h	80	10	6	104	7	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	94	12	7	122	8	11

















Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	106	0
Stage 1	-	-	-	100
Stage 2	-	-	-	136
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	1485	-
Stage 1	-	-	-	924
Stage 2	-	-	-	890
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1485	-
Mov Cap-2 Maneuver	-	-	-	748
Stage 1	-	-	-	924
Stage 2	-	-	-	886

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	852	-	-	1485	-
HCM Lane V/C Ratio	0.022	-	-	0.005	-
HCM Control Delay (s)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
3: SR-49 & PA 2

PLYMOUTH ARCO PROJECT

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	10	6	1	0	7	249	13	3	275	13
Future Volume (vph)	1	0	10	6	1	0	7	249	13	3	275	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.876						0.993			0.994	
Flt Protected		0.996			0.958			0.999				
Satd. Flow (prot)	0	1625	0	0	1785	0	0	1848	0	0	1852	0
Flt Permitted		0.996			0.958			0.999				
Satd. Flow (perm)	0	1625	0	0	1785	0	0	1848	0	0	1852	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		89			184			161			146	
Travel Time (s)		2.0			4.2			2.4			2.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	1	0	11	7	1	0	8	280	15	3	309	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	8	0	0	303	0	0	327	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	28.3%					ICU Level of Service A						
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	10	6	1	0	7	249	13	3	275	13
Future Vol, veh/h	1	0	10	6	1	0	7	249	13	3	275	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	11	7	1	0	8	280	15	3	309	15










Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	627	634	317	632	634	288	324	0	0	295	0	0
Stage 1	323	323	-	304	304	-	-	-	-	-	-	-
Stage 2	304	311	-	328	330	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	396	397	724	393	397	751	1236	-	-	1266	-	-
Stage 1	689	650	-	705	663	-	-	-	-	-	-	-
Stage 2	705	658	-	685	646	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	392	393	724	384	393	751	1236	-	-	1266	-	-
Mov Cap-2 Maneuver	392	393	-	384	393	-	-	-	-	-	-	-
Stage 1	683	648	-	699	658	-	-	-	-	-	-	-
Stage 2	698	653	-	672	644	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.5		14.5		0.2		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1236	-	-	672	385	1266	-	-
HCM Lane V/C Ratio	0.006	-	-	0.018	0.02	0.003	-	-
HCM Control Delay (s)	7.9	0	-	10.5	14.5	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Lanes, Volumes, Timings
4: SR-49 & PA 3

PLYMOUTH ARCO PROJECT

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	7	1	269	291	0
Future Volume (vph)	0	7	1	269	291	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1611	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1611	0	0	1863	1863	0
Link Speed (mph)	30			45	30	
Link Distance (ft)	100			388	161	
Travel Time (s)	2.3			5.9	3.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	8	1	306	331	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	307	331	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	25.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	7	1	269	291	0
Future Vol, veh/h	0	7	1	269	291	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	1	306	331	0

















Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	639	331	331	0	-	0
Stage 1	331	-	-	-	-	-
Stage 2	308	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	440	711	1228	-	-	-
Stage 1	728	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	440	711	1228	-	-	-
Mov Cap-2 Maneuver	440	-	-	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	745	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1228	-	711	-	-
HCM Lane V/C Ratio	0.001	-	0.011	-	-
HCM Control Delay (s)	7.9	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
1: SR-49 & MAIN ST/SHENANDOAH RD

PLYMOUTH ARCO PROJECT

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	57	49	190	75	26	44	143	210	20	119	30
Future Volume (vph)	21	57	49	190	75	26	44	143	210	20	119	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.948			0.988			0.929			0.976	
Flt Protected		0.992			0.968			0.995			0.994	
Satd. Flow (prot)	0	1752	0	0	1781	0	0	1722	0	0	1807	0
Flt Permitted		0.992			0.968			0.995			0.994	
Satd. Flow (perm)	0	1752	0	0	1781	0	0	1722	0	0	1807	0
Link Speed (mph)		30			45			30			45	
Link Distance (ft)		325			1580			146			704	
Travel Time (s)		7.4			23.9			3.3			10.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	22	59	51	196	77	27	45	147	216	21	123	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	0	0	300	0	0	408	0	0	175	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	59.2%
Analysis Period (min)	15
	ICU Level of Service B

HCM 6th Roundabout
 1: SR-49 & MAIN ST/SHENANDOAH RD

PLYMOUTH ARCO PROJECT

Intersection				
Intersection Delay, s/veh	5.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	132	300	408	175
Demand Flow Rate, veh/h	134	307	416	178
Vehicles Circulating, veh/h	346	218	103	325
Vehicles Exiting, veh/h	157	301	377	200
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.1	6.0	6.1	5.4
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	134	307	416	178
Cap Entry Lane, veh/h	970	1105	1242	991
Entry HV Adj Factor	0.984	0.979	0.981	0.981
Flow Entry, veh/h	132	300	408	175
Cap Entry, veh/h	954	1081	1219	971
V/C Ratio	0.138	0.278	0.335	0.180
Control Delay, s/veh	5.1	6.0	6.1	5.4
LOS	A	A	A	A
95th %tile Queue, veh	0	1	1	1

Lanes, Volumes, Timings
2: PA 1 & MAIN ST

PLYMOUTH ARCO PROJECT

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↗	
Traffic Volume (vph)	123	9	1	143	8	8
Future Volume (vph)	123	9	1	143	8	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.932	
Flt Protected					0.976	
Satd. Flow (prot)	1846	0	0	1863	1694	0
Flt Permitted					0.976	
Satd. Flow (perm)	1846	0	0	1863	1694	0
Link Speed (mph)	30			45	30	
Link Distance (ft)	1040			325	220	
Travel Time (s)	23.6			4.9	5.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	140	10	1	163	9	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	150	0	0	164	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	18.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	123	9	1	143	8	8
Future Vol, veh/h	123	9	1	143	8	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	140	10	1	163	9	9

















Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	150	0
Stage 1	-	-	-	145
Stage 2	-	-	-	165
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	1431	-
Stage 1	-	-	-	882
Stage 2	-	-	-	864
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1431	-
Mov Cap-2 Maneuver	-	-	-	681
Stage 1	-	-	-	882
Stage 2	-	-	-	863

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	776	-	-	1431	-
HCM Lane V/C Ratio	0.023	-	-	0.001	-
HCM Control Delay (s)	9.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
3: SR-49 & PA 2

PLYMOUTH ARCO PROJECT

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	3	8	1	0	7	389	6	0	348	6
Future Volume (vph)	2	0	3	8	1	0	7	389	6	0	348	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.919						0.998			0.998	
Flt Protected		0.980			0.957			0.999				
Satd. Flow (prot)	0	1678	0	0	1783	0	0	1857	0	0	1859	0
Flt Permitted		0.980			0.957			0.999				
Satd. Flow (perm)	0	1678	0	0	1783	0	0	1857	0	0	1859	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		89			184			161			146	
Travel Time (s)		2.0			4.2			2.4			2.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	2	0	3	9	1	0	7	414	6	0	370	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	10	0	0	427	0	0	376	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	36.5%					ICU Level of Service A						
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	3	8	1	0	7	389	6	0	348	6
Future Vol, veh/h	2	0	3	8	1	0	7	389	6	0	348	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	3	9	1	0	7	414	6	0	370	6










Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	805	807	373	806	807	417	376	0	0	420	0	0
Stage 1	373	373	-	431	431	-	-	-	-	-	-	-
Stage 2	432	434	-	375	376	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	301	315	673	300	315	636	1182	-	-	1139	-	-
Stage 1	648	618	-	603	583	-	-	-	-	-	-	-
Stage 2	602	581	-	646	616	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	298	312	673	297	312	636	1182	-	-	1139	-	-
Mov Cap-2 Maneuver	298	312	-	297	312	-	-	-	-	-	-	-
Stage 1	643	618	-	598	578	-	-	-	-	-	-	-
Stage 2	596	576	-	643	616	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.1		17.4		0.1		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1182	-	-	448	299	1139	-	-
HCM Lane V/C Ratio	0.006	-	-	0.012	0.032	-	-	-
HCM Control Delay (s)	8.1	0	-	13.1	17.4	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Lanes, Volumes, Timings
4: SR-49 & PA 3

PLYMOUTH ARCO PROJECT

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	1	402	359	0
Future Volume (vph)	0	5	1	402	359	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1611	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1611	0	0	1863	1863	0
Link Speed (mph)	30			45	30	
Link Distance (ft)	100			388	161	
Travel Time (s)	2.3			5.9	3.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	5	1	428	382	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	429	382	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	32.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	TT			TT	TT	
Traffic Vol, veh/h	0	5	1	402	359	0
Future Vol, veh/h	0	5	1	402	359	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	1	428	382	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	812	382	382	0	-	0
Stage 1	382	-	-	-	-	-
Stage 2	430	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	348	665	1176	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	656	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	348	665	1176	-	-	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	656	-	-	-	-	-

















Approach	EB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1176	-	665	-	-
HCM Lane V/C Ratio	0.001	-	0.008	-	-
HCM Control Delay (s)	8.1	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

APPENDIX E:
Analysis Sheets: Opening Year With Project Conditions

Lanes, Volumes, Timings
1: SR-49 & MAIN ST/SHENANDOAH RD

PLYMOUTH ARCO PROJECT

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	56	23	201	74	22	31	115	154	20	109	35
Future Volume (vph)	36	56	23	201	74	22	31	115	154	20	109	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973			0.990			0.931			0.971	
Flt Protected		0.985			0.967			0.995			0.994	
Satd. Flow (prot)	0	1785	0	0	1783	0	0	1726	0	0	1798	0
Flt Permitted		0.985			0.967			0.995			0.994	
Satd. Flow (perm)	0	1785	0	0	1783	0	0	1726	0	0	1798	0
Link Speed (mph)		30			45			30			45	
Link Distance (ft)		325			1580			146			704	
Travel Time (s)		7.4			23.9			3.3			10.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	42	65	27	234	86	26	36	134	179	23	127	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	134	0	0	346	0	0	349	0	0	191	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	51.6%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th Roundabout
 1: SR-49 & MAIN ST/SHENANDOAH RD

PLYMOUTH ARCO PROJECT

Intersection				
Intersection Delay, s/veh	6.0			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	134	346	349	191
Demand Flow Rate, veh/h	137	354	357	195
Vehicles Circulating, veh/h	392	217	132	364
Vehicles Exiting, veh/h	167	272	397	207
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.4	6.5	5.8	5.9
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	137	354	357	195
Cap Entry Lane, veh/h	925	1106	1206	952
Entry HV Adj Factor	0.976	0.978	0.978	0.982
Flow Entry, veh/h	134	346	349	191
Cap Entry, veh/h	903	1082	1180	935
V/C Ratio	0.148	0.320	0.296	0.205
Control Delay, s/veh	5.4	6.5	5.8	5.9
LOS	A	A	A	A
95th %tile Queue, veh	1	1	1	1

Lanes, Volumes, Timings
2: PA 1 & MAIN ST

PLYMOUTH ARCO PROJECT

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↗	
Traffic Volume (vph)	80	22	30	104	19	33
Future Volume (vph)	80	22	30	104	19	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.971				0.914	
Flt Protected				0.989	0.982	
Satd. Flow (prot)	1809	0	0	1842	1672	0
Flt Permitted				0.989	0.982	
Satd. Flow (perm)	1809	0	0	1842	1672	0
Link Speed (mph)	30			45	30	
Link Distance (ft)	1040			325	220	
Travel Time (s)	23.6			4.9	5.0	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	94	26	35	122	22	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	120	0	0	157	61	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	23.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	80	22	30	104	19	33
Future Vol, veh/h	80	22	30	104	19	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	94	26	35	122	22	39

















Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	120	0
Stage 1	-	-	-	107
Stage 2	-	-	-	192
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	1468	-
Stage 1	-	-	-	917
Stage 2	-	-	-	841
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1468	-
Mov Cap-2 Maneuver	-	-	-	674
Stage 1	-	-	-	917
Stage 2	-	-	-	819

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	825	-	-	1468	-
HCM Lane V/C Ratio	0.074	-	-	0.024	-
HCM Control Delay (s)	9.7	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Lanes, Volumes, Timings
3: SR-49 & PA 2

PLYMOUTH ARCO PROJECT

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	0	16	6	1	0	13	261	13	3	287	43
Future Volume (vph)	31	0	16	6	1	0	13	261	13	3	287	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.954						0.994			0.983	
Flt Protected		0.968			0.958			0.998				
Satd. Flow (prot)	0	1720	0	0	1785	0	0	1848	0	0	1831	0
Flt Permitted		0.968			0.958			0.998				
Satd. Flow (perm)	0	1720	0	0	1785	0	0	1848	0	0	1831	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		89			184			161			146	
Travel Time (s)		2.0			4.2			2.4			2.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	35	0	18	7	1	0	15	293	15	3	322	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	8	0	0	323	0	0	373	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	33.0%					ICU Level of Service A						
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	0	16	6	1	0	13	261	13	3	287	43
Future Vol, veh/h	31	0	16	6	1	0	13	261	13	3	287	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	0	18	7	1	0	15	293	15	3	322	48










Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	683	690	346	692	707	301	370	0	0	308	0	0
Stage 1	352	352	-	331	331	-	-	-	-	-	-	-
Stage 2	331	338	-	361	376	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	363	368	697	358	360	739	1189	-	-	1253	-	-
Stage 1	665	632	-	682	645	-	-	-	-	-	-	-
Stage 2	682	641	-	657	616	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	357	361	697	344	354	739	1189	-	-	1253	-	-
Mov Cap-2 Maneuver	357	361	-	344	354	-	-	-	-	-	-	-
Stage 1	655	630	-	672	635	-	-	-	-	-	-	-
Stage 2	671	631	-	638	614	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.6		15.7		0.4		0.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1189	-	-	428	345	1253	-	-
HCM Lane V/C Ratio	0.012	-	-	-0.123	0.023	0.003	-	-
HCM Control Delay (s)	8.1	0	-	14.6	15.7	7.9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-	-

Lanes, Volumes, Timings
4: SR-49 & PA 3

PLYMOUTH ARCO PROJECT

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	12	44	37	275	297	12
Future Volume (vph)	12	44	37	275	297	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.895				0.995	
Flt Protected	0.989			0.994		
Satd. Flow (prot)	1649	0	0	1852	1853	0
Flt Permitted	0.989			0.994		
Satd. Flow (perm)	1649	0	0	1852	1853	0
Link Speed (mph)	30			45	30	
Link Distance (ft)	100			388	161	
Travel Time (s)	2.3			5.9	3.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	14	50	42	313	338	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	0	0	355	352	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	46.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	12	44	37	275	297	12
Future Vol, veh/h	12	44	37	275	297	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	50	42	313	338	14

















Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	742	345	352	0	0
Stage 1	345	-	-	-	-
Stage 2	397	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	383	698	1207	-	-
Stage 1	717	-	-	-	-
Stage 2	679	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	367	698	1207	-	-
Mov Cap-2 Maneuver	367	-	-	-	-
Stage 1	687	-	-	-	-
Stage 2	679	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1207	-	585	-	-
HCM Lane V/C Ratio	0.035	-	0.109	-	-
HCM Control Delay (s)	8.1	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Lanes, Volumes, Timings
1: SR-49 & MAIN ST/SHENANDOAH RD

PLYMOUTH ARCO PROJECT

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	70	49	217	88	26	44	163	237	20	139	44
Future Volume (vph)	34	70	49	217	88	26	44	163	237	20	139	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.956			0.989			0.928			0.971	
Flt Protected		0.989			0.968			0.995			0.995	
Satd. Flow (prot)	0	1761	0	0	1783	0	0	1720	0	0	1800	0
Flt Permitted		0.989			0.968			0.995			0.995	
Satd. Flow (perm)	0	1761	0	0	1783	0	0	1720	0	0	1800	0
Link Speed (mph)		30			45			30			45	
Link Distance (ft)		325			1580			146			704	
Travel Time (s)		7.4			23.9			3.3			10.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	35	72	51	224	91	27	45	168	244	21	143	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	158	0	0	342	0	0	457	0	0	209	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	65.3%
ICU Level of Service	C
Analysis Period (min)	15

HCM 6th Roundabout
 1: SR-49 & MAIN ST/SHENANDOAH RD

PLYMOUTH ARCO PROJECT

Intersection				
Intersection Delay, s/veh	6.5			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	158	342	457	209
Demand Flow Rate, veh/h	161	349	466	213
Vehicles Circulating, veh/h	395	253	130	367
Vehicles Exiting, veh/h	185	343	426	235
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.7	6.7	6.9	6.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	161	349	466	213
Cap Entry Lane, veh/h	922	1066	1209	949
Entry HV Adj Factor	0.979	0.980	0.980	0.982
Flow Entry, veh/h	158	342	457	209
Cap Entry, veh/h	903	1045	1184	932
V/C Ratio	0.175	0.327	0.386	0.224
Control Delay, s/veh	5.7	6.7	6.9	6.1
LOS	A	A	A	A
95th %tile Queue, veh	1	1	2	1

Lanes, Volumes, Timings
2: PA 1 & MAIN ST

PLYMOUTH ARCO PROJECT

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↗	
Traffic Volume (vph)	123	23	28	143	21	35
Future Volume (vph)	123	23	28	143	21	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979				0.916	
Flt Protected				0.992	0.982	
Satd. Flow (prot)	1824	0	0	1848	1676	0
Flt Permitted				0.992	0.982	
Satd. Flow (perm)	1824	0	0	1848	1676	0
Link Speed (mph)	30			45	30	
Link Distance (ft)	1040			325	220	
Travel Time (s)	23.6			4.9	5.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	140	26	32	163	24	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	166	0	0	195	64	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	30.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	123	23	28	143	21	35
Future Vol, veh/h	123	23	28	143	21	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	140	26	32	163	24	40

















Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	166	0	380
Stage 1	-	-	-	-	153
Stage 2	-	-	-	-	227
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1412	-	622
Stage 1	-	-	-	-	875
Stage 2	-	-	-	-	811
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1412	-	606
Mov Cap-2 Maneuver	-	-	-	-	606
Stage 1	-	-	-	-	875
Stage 2	-	-	-	-	791

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	0
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	758	-	-	1412	-
HCM Lane V/C Ratio	0.084	-	-	0.023	-
HCM Control Delay (s)	10.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Lanes, Volumes, Timings
3: SR-49 & PA 2

PLYMOUTH ARCO PROJECT

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	0	10	8	1	0	14	403	6	0	362	40
Future Volume (vph)	35	0	10	8	1	0	14	403	6	0	362	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969						0.998			0.986	
Flt Protected		0.963			0.957			0.998				
Satd. Flow (prot)	0	1738	0	0	1783	0	0	1855	0	0	1837	0
Flt Permitted		0.963			0.957			0.998				
Satd. Flow (perm)	0	1738	0	0	1783	0	0	1855	0	0	1837	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		89			184			161			146	
Travel Time (s)		2.0			4.2			2.4			2.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	37	0	11	9	1	0	15	429	6	0	385	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	0	10	0	0	450	0	0	428	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	42.9%					ICU Level of Service A						
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	0	10	8	1	0	14	403	6	0	362	40
Future Vol, veh/h	35	0	10	8	1	0	14	403	6	0	362	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	0	11	9	1	0	15	429	6	0	385	43










Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	870	872	407	874	890	432	428	0	0	435	0	0
Stage 1	407	407	-	462	462	-	-	-	-	-	-	-
Stage 2	463	465	-	412	428	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	272	289	644	270	282	624	1131	-	-	1125	-	-
Stage 1	621	597	-	580	565	-	-	-	-	-	-	-
Stage 2	579	563	-	617	585	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	267	284	644	262	277	624	1131	-	-	1125	-	-
Mov Cap-2 Maneuver	267	284	-	262	277	-	-	-	-	-	-	-
Stage 1	610	597	-	570	555	-	-	-	-	-	-	-
Stage 2	567	553	-	607	585	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.9		19.1		0.3		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1131	-	-	307	264	1125	-	-
HCM Lane V/C Ratio	0.013	-	-	0.156	0.036	-	-	-
HCM Control Delay (s)	8.2	0	-	18.9	19.1	0	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.1	0	-	-

Lanes, Volumes, Timings
4: SR-49 & PA 3

PLYMOUTH ARCO PROJECT

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	45	42	409	366	14
Future Volume (vph)	14	45	42	409	366	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.897				0.995	
Flt Protected	0.988			0.995		
Satd. Flow (prot)	1651	0	0	1853	1853	0
Flt Permitted	0.988			0.995		
Satd. Flow (perm)	1651	0	0	1853	1853	0
Link Speed (mph)	30			45	30	
Link Distance (ft)	100			388	161	
Travel Time (s)	2.3			5.9	3.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	15	48	45	435	389	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	0	0	480	404	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	57.5%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 1.3

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	14	45	42	409	366	14
Future Vol, veh/h	14	45	42	409	366	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	48	45	435	389	15

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	922	397	404	0	-	0
Stage 1	397	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	300	652	1155	-	-	-
Stage 1	679	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	285	652	1155	-	-	-
Mov Cap-2 Maneuver	285	-	-	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s 13.3 0.8 0
HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1155	-	499	-	-
HCM Lane V/C Ratio	0.039	-	0.126	-	-
HCM Control Delay (s)	8.2	0	13.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

APPENDIX F:
SWITRS Collision Data



REPORT 8 - TOTAL COLLISIONS

01/01/2020 thru 12/31/2020

Total Count: 7

Jurisdiction(s): ALL

Include State Highways cases

Report Run On: 06/23/2023

Primary Rd **EMPIRE ST** Distance (ft) **0.00** Direction Secondary Rd **RT 49** NCIC **0300** State Hwy? **Y** Route **49** Postmile Prefix - Postmile **16.701** Side of Hwy **S**
 City **Plymouth** County **Amador** Population **1** Rpt Dist **PLC** Beat **020** Type **0** CalTrans **10** Badge **B3324** Collision Date **20200110** Time **1445** Day **FRI**
 Primary Collision Factor **R-O-W AUTO** Violation **21804A** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20201019**
 Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
 Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type **I** Ramp/Int **5**

Party Info														Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	CHP	Veh Make	Year	SP	Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	31	F	W	HNBD		ENT TRAF	S	A	0700		CADIL	2013	-	3	A	21804	H	M	G	PASS		998	M	5	0	M	Q	
2	DRVR	60	F	W	HNBD		PROC ST	W	A	0700		TOYOT	2006	-	3	H		-	M	G									

Primary Rd **MAIN ST** Distance (ft) **0.00** Direction Secondary Rd **MAIN ST 9454** NCIC **0300** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
 City **Plymouth** County **Amador** Population **1** Rpt Dist **PLC** Beat **020** Type **0** CalTrans Badge **B3324** Collision Date **20200226** Time **1218** Day **WED**
 Primary Collision Factor **STRTNG|BCKNG** Violation **22106** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20200324**
 Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
 Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info														Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	CHP	Veh Make	Year	SP	Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	27	F	H	HNBD		BACKING	N	A	0100		CHRY	2000	-	3	A	22106	N	M	G									
2	PRKD	998	-		HNBD		PARKED	-	N	6000		TOYOT	2006	-	3	N		-	-	-									

Primary Rd **MILLER WY** Distance (ft) **0.00** Direction Secondary Rd **NUGGET WY** NCIC **0300** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
 City **Plymouth** County **Amador** Population **1** Rpt Dist **PLY** Beat **020** Type **0** CalTrans Badge **B3324** Collision Date **20200928** Time **1845** Day **MON**
 Primary Collision Factor **STOP SGN|SIG** Violation **22450A** Collision Type **OTHER** Severity **INJURY** #Killed **0** #Injured **1** Tow Away? **N** Process Date **20201117**
 Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
 Hit and Run Motor Vehicle Involved With **BICYCLE** Lighting **DUSK/DAWN** Ped Action Cntrl Dev **FUNCTNG** Loc Type Ramp/Int

Party Info														Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	CHP	Veh Make	Year	SP	Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	BICY	8	M	W	HNBD		S	L		0400			-	-	-	A	22450	M	-	-	BICY	MINOR	8	M	1	1	P	W	
2	DRVR	37	F	H	HNBD		W	-		0000			-	2004	-	3	N		-	M	G	PASS		10	F	4	0	M	Q
																					PASS		8	M	5	0	M	Q	
																					PASS		1	F	6	0	M	Q	

Primary Rd **RT 49** Distance (ft) **40.0** Direction **S** Secondary Rd **EMPIRE ST** NCIC **0300** State Hwy? **Y** Route **49** Postmile Prefix - Postmile **16.690** Side of Hwy **N**
 City **Plymouth** County **Amador** Population **1** Rpt Dist **PLC** Beat **020** Type **0** CalTrans **10** Badge **L0023** Collision Date **20201210** Time **1352** Day **THU**
 Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20210201**
 Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
 Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type **H** Ramp/Int **-**

Party Info														Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	CHP	Veh Make	Year	SP	Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	25	F	W	HNBD		PROC ST	N	A	0100			-	2016	-	3	A	22350	-	L	G								
2	DRVR	31	F	W	HNBD		STOPPED	N	A	0700			-	1998	-	3	N		-	L	G	PASS		5	F	4	0	N	Q
																					PASS		1	M	6	0	N	Q	

Include State Highways cases

Report Run On: 06/23/2023

Primary Rd RT 49 Distance (ft) 150. Direction S Secondary Rd MAIN ST NCIC 0300 State Hwy? Y Route 49 Postmile Prefix - Postmile 17.190 Side of Hwy N
 City Plymouth County Amador Population 1 Rpt Dist PLC Beat 020 Type 0 CalTrans 10 Badge S9583 Collision Date 20200129 Time 2500 Day WED
 Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20201019
 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
 Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -

Party Info														Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	CHP	Veh Make	Year	SP	Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	35	F	W			PROC ST	N	A	0100	TOYOT	2000	-	3	A	22350	-	L	G										
2	DRVR	38	M	W			LFT TURN	N	D	2200	CHEVR	2000	-	3	N		-	M	G										

Primary Rd RT 49 Distance (ft) 0.00 Direction Secondary Rd MAIN ST NCIC 0300 State Hwy? Y Route 49 Postmile Prefix - Postmile 17.220 Side of Hwy N
 City Plymouth County Amador Population 1 Rpt Dist PLY Beat 020 Type 0 CalTrans 10 Badge C2225 Collision Date 20200220 Time 1741 Day THU
 Primary Collision Factor R-O-W AUTO Violation 21803A Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20201005
 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type I Ramp/Int 5

Party Info														Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	CHP	Veh Make	Year	SP	Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	61	F	W	HNBD		ENT TRAF	E	A	0700	CHEVR	2017	-	3	A	21803	-	M	G										
2	DRVR	34	F	W	HNBD		OTHER	S	A	0700	MERCE	2010	-	3	-		-	M	G										

Primary Rd RT 49 Distance (ft) 24.0 Direction N Secondary Rd PACIFIC ST NCIC 0300 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
 City Plymouth County Amador Population 1 Rpt Dist PLC Beat 020 Type 0 CalTrans Badge M5121 Collision Date 20200213 Time 1325 Day THU
 Primary Collision Factor TOO CLOSE Violation 21703 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20200323
 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info														Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	CHP	Veh Make	Year	SP	Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	26	M	H	HNBD		PROC ST	N	D	2200	TOYOT	2012	-	3	G		-	M	G										
2F	DRVR	49	F	W	HNBD		PROC ST	N	D	2200	CHEVR	2020	-	3	G		-	M	G										



REPORT 8 - TOTAL COLLISIONS

01/01/2021 thru 12/31/2021

Total Count: 5

Jurisdiction(s): ALL

Include State Highways cases

Report Run On: 06/23/2023

Primary Rd RT 49 Distance (ft) 400. Direction S Secondary Rd BUSH ST NCIC 0300 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
 City Plymouth County Amador Population 1 Rpt Dist PLC Beat 020 Type 0 CalTrans Badge G3820 Collision Date 20210917 Time 1810 Day FRI
 Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20211029
 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info														Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	CHP	Veh Make	Year	SP	Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	63	F	W	HBD-UI		RGT TURN	N	A	0100	FORD	2004	-	3	A	22107	-	M	G										
2	DRVR	75	M	H	HNBD		STOPPED	W	A	0700	FORD	2018	-	3	-	-	-	M	G	PASS		71	F	3	0	M	G		

Primary Rd RT 49 Distance (ft) 0.00 Direction Secondary Rd EMPIRE ST NCIC 0300 State Hwy? Y Route 49 Postmile Prefix - Postmile 16.650 Side of Hwy N
 City Plymouth County Amador Population 1 Rpt Dist PLC Beat 020 Type 0 CalTrans 10 Badge K6481 Collision Date 20210418 Time 1240 Day SUN
 Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20210607
 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
 Hit and Run Motor Vehicle Involved With MV ON OTHER RD Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -

Party Info														Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	CHP	Veh Make	Year	SP	Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	52	M		HNBD		N	-	-	0000	-	-	-	3	N	-	-	M	P										
2	DRVR	17	F	W	HNBD		N	-	-	0000	-	-	-	3	N	-	-	M	C										

Primary Rd RT 49 Distance (ft) 0.00 Direction Secondary Rd POPLAR ST NCIC 0300 State Hwy? Y Route 49 Postmile Prefix - Postmile 16.900 Side of Hwy N
 City Plymouth County Amador Population 1 Rpt Dist PLC Beat 020 Type 0 CalTrans 10 Badge B3324 Collision Date 20210403 Time 1045 Day SAT
 Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20210428
 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type I Ramp/Int 5

Party Info														Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	CHP	Veh Make	Year	SP	Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	18	F	W	HNBD		PROC ST	N	A	0100	-	2013	-	3	F		G	L	G										
2	DRVR	66	F	W	HNBD		STOPPED	N	A	0100	-	2013	-	3	G		-	M	G	DRVR	MINOR	66	F	1	0	M	G		
3	DRVR	66	F	W	HNBD		STOPPED	N	A	0700	-	2016	-	3	G		-	M	G	PASS		66	F	3	0	M	G		

Primary Rd RT 49 Distance (ft) 0.00 Direction Secondary Rd VILLAGE DR 17699 NCIC 0300 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
 City Plymouth County Amador Population 1 Rpt Dist PLC Beat 020 Type 0 CalTrans Badge S9583 Collision Date 20210117 Time 1745 Day SUN
 Primary Collision Factor R-O-W AUTO Violation 21802 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20210301
 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info														Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	CHP	Veh Make	Year	SP	Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	28	F	W	HNBD		LFT TURN	W	A	0100	-	2008	-	3	A	21802	F	M	G										
2	DRVR	36	M	W	HNBD		PROC ST	N	D	2200	-	2016	-	3	N		-	M	G										

Include State Highways cases

Report Run On: 06/23/2023

Primary Rd VILLAGE DR Distance (ft) 88.0 Direction E Secondary Rd RT 49 NCIC 0300 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
 City Plymouth County Amador Population 1 Rpt Dist PLC Beat 020 Type 0 CalTrans Badge N8161 Collision Date 20211117 Time 1550 Day WED
 Primary Collision Factor NOT STATED Violation Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20220121
 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
 Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

														Party Info				Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	W	D	7300	-	-	-	M		-	B										
2	DRVR	17	M	W	HNBD		STOPPED	W	D	2200	-	2013	-	3	N		M	B									



REPORT 8 - TOTAL COLLISIONS

01/01/2022 thru 12/31/2022

Total Count: 5

Jurisdiction(s): ALL

Include State Highways cases

Report Run On: 06/23/2023

Primary Rd MAIN ST Distance (ft) 57.0 Direction W Secondary Rd MINERAL ST NCIC 0300 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
 City Plymouth County Amador Population 1 Rpt Dist PLC Beat 020 Type 0 CalTrans Badge R9319 Collision Date 20220705 Time 1215 Day TUE
 Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20220928
 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info														Victim Info																	
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	CHP	Veh	Make	Year	SP	Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	27	M	W	HNBD	FATG	PROC	ST	E	A	0700	-	2016	-	3	F	-	L	G												
2	PRKD	998	-				PARKED	-	A	0100	-	2015	-	-	N	-	-	-	-												

Primary Rd RT 49 Distance (ft) 0.00 Direction Secondary Rd EMPIRE ST NCIC 0300 State Hwy? Y Route 49 Postmile Prefix - Postmile 16.690 Side of Hwy N
 City Plymouth County Amador Population 1 Rpt Dist PLC Beat 020 Type 0 CalTrans 10 Badge R9319 Collision Date 20221127 Time 1230 Day SUN
 Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20230110
 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -

Party Info														Victim Info																	
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	CHP	Veh	Make	Year	SP	Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	46	M	W	HNBD		PROC	ST	N	D	2200	FORD	2019	-	3	N	-	M	G												
2	DRVR	45	F	H	HNBD		LFT	TURN	N	A	0700	-	2017	-	3	N	-	M	G			DRVR	POSSIBL	45	F	1	0	M	G		
																						PASS		19	F	3	0	M	G		

Primary Rd RT 49 Distance (ft) 0.00 Direction Secondary Rd EMPIRE ST NCIC 0300 State Hwy? Y Route 49 Postmile Prefix - Postmile 16.701 Side of Hwy S
 City Plymouth County Amador Population 1 Rpt Dist PLC Beat 020 Type 0 CalTrans 10 Badge P8978 Collision Date 20221213 Time 1240 Day TUE
 Primary Collision Factor LANE CHANGE Violation 21658 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20230203
 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
 Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type I Ramp/Int 5

Party Info														Victim Info																
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	CHP	Veh	Make	Year	SP	Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	18	M	W	HNBD		RAN	OFF RD	S	A	0800	-	2016	-	3	N	-	M	G			PASS		5	F	6	0	Q	-	

Primary Rd RT 49 Distance (ft) 336. Direction S Secondary Rd MAIN ST NCIC 0300 State Hwy? Y Route 49 Postmile Prefix - Postmile 17.160 Side of Hwy S
 City Plymouth County Amador Population 1 Rpt Dist PLC Beat 020 Type 0 CalTrans 10 Badge P8978 Collision Date 20221009 Time 1732 Day SUN
 Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type OTHER Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20221028
 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
 Hit and Run Motor Vehicle Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -

Party Info														Victim Info																	
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	CHP	Veh	Make	Year	SP	Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	37	M	H	HNBD		PROC	ST	S	C	0200	-	2015	-	3	A	21703	N	M	B			DRVR	MINOR	37	M	1	0	M	B	

Primary Rd RT 49 Distance (ft) 0.00 Direction Secondary Rd PACIFIC ST NCIC 0300 State Hwy? Y Route 49 Postmile Prefix - Postmile 16.900 Side of Hwy N
 City Plymouth County Amador Population 1 Rpt Dist PLC Beat 020 Type 0 CalTrans 10 Badge R9319 Collision Date 20220521 Time 1850 Day SAT
 Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20220613
 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type I Ramp/Int 5

Party Info														Victim Info																
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	CHP	Veh	Make	Year	SP	Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	50	M	W	HNBD		PROC	ST	N	A	0700	-	2004	-	3	N	-	L	G			DRVR	POSSIBL	50	M	1	0	L	G	

Include State Highways cases

Report Run On: 06/23/2023

PASS	44	F	6	0	-	G
PASS	11	M	3	0	-	G
PASS	7	F	4	0	-	G

2	DRVR	52	F	W	HNBD	STOPPED	N	A	0100	-	2022	-	3	N	-	M	G
---	------	----	---	---	------	---------	---	---	------	---	------	---	---	---	---	---	---



REPORT 8 - TOTAL COLLISIONS

01/01/2023 thru 12/31/2023

Total Count: 1

Jurisdiction(s): ALL

Include State Highways cases

Report Run On: 06/23/2023

Primary Rd SHENANDOAH **Distance (ft)** 1584 **Direction** S **Secondary Rd** SHENANDOAH **NCIC** 9295 **State Hwy?** N **Route** **Postmile Prefix** **Postmile** **Side of Hwy**
City PLYMOUTH **County** Amador **Population** 1 **Rpt Dist** **Beat** 012 **Type** 2 **CalTrans** **Badge** 019079 **Collision Date** 20230528 **Time** 2240 **Day** SUN
Primary Collision Factor DRVR ALC|DRG **Violation** 23152A **Collision Type** HIT OBJECT **Severity** INJURY **#Killed** 0 **#Injured** 1 **Tow Away?** Y **Process Date** 20230608
Weather1 CLEAR **Weather2** Rdry Surface DRY **Rdry Cond1** NO UNUSL CND **Rdry Cond2** Spec Cond 0
Hit and Run **Motor Vehicle Involved With** NON-CLSN **Lighting** DARK - NO **Ped Action** **Cntrl Dev** NT PRS/FCTR **Loc Type** **Ramp/Int**

Party Info														Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make Year	SF Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	M	W	HBD-UI		UNS TURN	S	A	0100	VOLK 2001	- 4	A 22107	-	L B	DRVR	MINOR	20	M	1	3	L	B

APPENDIX H

Tribal Consultation Letters



**SHINGLE SPRINGS BAND
OF MIWOK INDIANS**

Shingle Springs Rancheria
(Verona Tract), California
5168 Honpie Road
Placerville, CA 95667
Phone: 530-676-8010
shinglespringsrancheria.com

CULTURAL RESOURCES

November 14, 2023

City of Plymouth

Dear Margaret Roberts,

The Shingle Springs Band of Miwok Indians Cultural Resources Department would like to initiate consultation process with you regarding the Arco Commercial Center and Car Wash Project. Among other things, we would like this consultation to address the cultural and historic resource issues, pursuant to the regulations implementing Section 106 of the National Historic Preservation Act and Assembly Bill 52.

Prior to meeting we would like to request all completed record searches and/or surveys that were done in/around the project area up to and including environmental, archaeological and cultural reports.

Please let this letter serve as a formal request for the Shingle Springs Band of Miwok Indians to be added as a consulting party in identifying any Tribal Cultural Properties (TCPs) that may exist within the project's Area of Potential Effects (APE).

Please contact Kara Perry, Director of Site Protection, (530) 488-4049, kperry@ssband.org, to schedule a consultation pursuant to Section 106 of the NHPA and Assembly 52.

Sincerely,

Kara Perry
Director of Site Protection