AGENDA
CITY OF PLYMOUTH
PLANNING COMMISSION

SPECIAL MEETING

TUESDAY, OCTOBER 20, 2026

9426 Main Street, Plymouth, California

Michael Sullivan, Chair

William Klaproth, Vice Chair

Thomas Mikkelsen, Planning Commissioner

Micki East, Planning Commissioner

Micah Malcolm, Planning Commissioner

PLEASE NOTE: The Council may take up any agenda item at any time, regardless of the order listed. Action may be taken on any item on the agenda. **Members of the public who wish to speak may be subject to a three (3) minute maximum time limit when addressing the Council, and/or the City may require speaker identification sheets be submitted to the Deputy City Clerk prior to being called upon by the Mayor to provide public comment.**

CITY OF PLYMOUTH
PLANNING COMMISSION
SPECIAL MEETING AGENDA
Tuesday, October 20th, 2026, at 6:30 PM

Plymouth City Hall - 9426 Main Street Plymouth, California

Members of the public not attending in person may submit written public comment prior to the meeting by emailing your comment to the Planning Clerk at jsmith@cityofplymouth.org before 3:30 PM on the day of the meeting. Emailed public comments will be distributed to the Commission and made part of the official record.

Meeting ID: 994 4947 5852 **Passcode**: 421060

https://zoom.us/j/99449475852?pwd=jS8ceMSzrGTLU5uljkIJU1I8s9bKW9.1

Michael Sullivan, Chair

William Klaproth, Vice Chair — Thomas Mikkelsen, Commissioner

Micki East, Commissioner — Micah Malcolm, Commissioner

This meeting will be recorded. Council Chambers are wheelchair accessible. Special accommodations may be requested by contacting the Planning Clerk 24 hours in advance of the meeting.

Please silence all cell phones or similar devices.

1. CALL TO ORDER / ROLL CALL:

- **Roll Call**
- **Flag Salute**

2. APPROVAL OF PLANNING COMMISSION SPECIAL MEETING AGENDA FOR OCTOBER 20th, 2026

3. SPECIAL MEETING PUBLIC COMMENT:

Under provisions of the Government Code, citizens wishing to address the Commission for any matter not on the agenda may do so at this time by completing and submitting a Speaker Submittal Form to the Planning Clerk or following the instructions noted on this agenda. Speakers will be called by the Chair at the point on the agenda when the item will be heard. Speakers should keep comments to three minutes or less and state their name and community of residence. Under provisions of the California Government Code, the Commission is prohibited from materially discussing or taking action on any item not on the agenda unless it can be demonstrated to be of an emergency nature or an urgent need to take immediate action arose after the posting of the agenda.

4. PRESENTATIONS/APPOINTMENTS: NONE

5. CONSENT CALENDAR ITEMS:

All matters listed under the Consent Calendar are to be considered routine and will be enacted by one motion. If discussion is required, that particular item will be removed from the consent calendar and will be considered separately.

5.1 APPROVAL OF THE PLANNING COMMISSION REGULAR MEETING MINUTES OF AUGUST 20th, 2026

6. PUBLIC HEARINGS:

6.1 Review and make a recommendation to the City Council on a Mitigated Negative Declaration, General Plan Amendment, Rezone, Major Design Review, and Conditional Use Permit for the ARCO Project located at 18725 HWY 49 (PA 2022-9)

7. UNFINISHED BUSINESS: NONE

8. NEW BUSINESS: NONE

9. REPORTS:

- Commission
- Chairperson
- Planning Director
- City Staff

10. ADJOURNMENT

The next regular scheduled Planning Commission Meeting Date is November 5th, 2026. The meeting will begin at 6:30pm.

ADDITIONAL INFORMATION

Public documents related to items on the open session portion of this agenda, which are distributed to the Planning Commission no less than 24 hours prior to the meeting, shall be available for public inspection at the Planning Clerk's office located at Plymouth City Hall and at the time of the meeting.

NOTICE:

In compliance with the Americans with Disabilities Act, if you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the Planning Clerk at (209) 245-6941 Ext. 254 at least 48 hours prior to the meeting.

CERTIFICATION OF POSTING OF AGENDA

I, Jacob Smith, Planning Clerk for the City of Plymouth, declare that the foregoing agenda for the October 20, 2026, Regular Meeting of the Plymouth Planning Commission was posted and available for review on October 19, 2026, at the City Hall of the City of Plymouth, 9426 Main Street, Plymouth, California, 95669. The agenda is also available on the city website at www.cityofplymouth.org.

Signed at Plymouth, California
//s//
Jacob Smith
Planning Clerk

3

PUBLIC COMMENT

4

PRESENTATIONS
PROCLAMATIONS
APPOINTMENTS

5.1

CORRESPONDENCE

CITY OF PLYMOUTH
PLANNING COMMISSION
REGULAR MEETING MINUTES
Thursday, August 20th, 2026, at 6:30 PM

Plymouth City Hall - 9426 Main Street Plymouth, California

Michael Sullivan, Chair

Thomas Mikkelsen, Vice Chair — William Klaproth, Commissioner
Micki East, Commissioner — Micah Malcolm, Commissioner

This meeting will be recorded. Council Chambers are wheelchair accessible. Special accommodation may be requested by contacting the Planning Clerk 72 hours in advance of the meeting.

Please silence all cell phones or similar devices.

1. CALL TO ORDER / ROLL CALL: Meeting called to order at 6:30pm.

COMMISSIONERS PRESENT: Thomas Mikkelsen, Micah Malcolm, Michael Sullivan

COMMISSIONERS ABSENT: William Klaproth, Micki East

STAFF/ADVISORY PRESENT: Erica Fraser, Planning Director, Victoria McHenry, City Clerk, Jacob Smith, Audio/Video Technician

STAFF/ADVISORY ABSENT: None

Flag Salute led by Chair Sullivan

2. APPROVAL OF PLANNING COMMISSION REGULAR MEETING AGENDA FOR August 20th, 2026

Commissioner Malcolm motioned to approve the Planning Commission Regular Meeting Agenda for August 20th, 2026. Second by Vice Chair Mikkelsen. Motion passed with a vote of 3-0 with Commissioner Klaproth and East absent.

3. PUBLIC COMMENT: NONE

4. PRESENTATIONS/APPOINTMENTS: NONE

5. CONSENT CALENDAR ITEMS:

5.1 APPROVAL OF THE PLANNING COMMISSION REGULAR MEETING MINUTES OF July 16th, 2026

DRAFT

Vice Chair Mikkelsen motioned to approve the Planning Commission Regular Meeting Minutes for July 16th, 2026. Second by Commissioner Malcolm. Motion passed with a vote of 3-0 with Commissioners Klaproth and East absent.

6. PUBLIC HEARINGS:

6.1 HAUNTED FOREST (9424 PACIFIC STREET) TEMPORARY USE PERMIT (PA 2026-03)

Written public comment was submitted by Janet DeLeo and Ed Perry. Written public comment was submitted by Kristen Welch. Written public comment was submitted by Mark and Tracy Berkner. Written public comment was submitted by the “residents of the Pacific Street neighborhood”. All written public comments were pro haunted forest and continuing it.

Planning Director Fraser presented the temporary use permit and highlighted that during the first year of operations for Haunted Forest, there was only one complaint, and it was addressed and fixed immediately. The applicant requested for additional days and Staff added a condition of advanced notice of one week. Operations and parking will be the same as last year with same plans in place. Chair Sullivan requested a list of changes. Planning Director Fraser highlighted additional days and a petting zoo with animals.

Michelle, an employee of Haunted Forest, shared that the Haunted Forest was one of the most organized and safely conscious operations she has ever experienced working for. She recommends that the planning commission approve the temporary use permit.

Elizabeth Pinotti, a Plymouth Resident, voiced prior concern last year for the Haunted Forest, but highlighted that there were zero issues. She voiced approval of the temporary use permit but to also make it a staff-level approval for time and cost.

Rosemarie Moreno-Moody, a Plymouth resident, highlighted her visit to Haunted Forest and that it was great and the City businesses having a positive experience with business. She asked that the weekday nights stay the same for kids going to school.

Chair Sullivan shared that he did not hear anything negative about Haunted Forest. That there were only positive remarks and he has no opposition.

Vice Chair Mikkelsen shared the same belief and that the public support speaks of how good the event is.

Commissioner Malcolm agreed with the Chair and Vice Chair. He did share that it should be noise-ordinance during the week.

Chair Sullivan made two motions, the first being to accept the plan as stated and enact the ordinance as stated. Second by Vice Chair Mikkelsen. Motion passed with a vote of 3-0 with Commissioner Klaproth and East absent.

The second motion was made by Chair Sullivan to allow City Staff to authorize the temporary use permit unless there are major changes in the future to dates, times, noise, lighting, or unresolved complaints to the City regarding the Haunted Forest. Second by Commissioner Malcolm. Motion passed with a vote of 3-0 with Commissioner Klaproth and East absent.

DRAFT

7. UNFINISHED BUSINESS: NONE

8. NEW BUSINESS: NONE

9. REPORTS:

- Commission
- Chairperson
- Planning Director
- City Staff

10. ADJOURNMENT AT 6:50 PM

Respectfully Submitted at Plymouth, California
//s//
Jacob Smith
Planning Clerk

DRAFT

6.1

PLANNING COMMISSION AGENDA ITEM NO. 5.1

10/20/2026

SUBJECT: ARCO Commercial Center and Car Wash

DEPARTMENT: Planning Department

STAFF: Erica Fraser, AICP, Planning Director

TITLE

Review and make a recommendation to the City Council on a Mitigated Negative Declaration, General Plan Amendment, Rezone, Major Design Review and Conditional Use Permit for the ARCO Project located at 18725 HWY 49 (PA 2022-9)

BACKGROUND

The Project site is located at 18725 State Route 49 (CA 49/SR 49) on two parcels (010-062-001 and 010-062-002) currently totaling 1.91-acres. The Project involves the reconfiguration of the aforementioned parcels with the development of the ARCO Commercial Center and Car Wash occurring on the southern portion of a project site which is currently vacant.

The proposed project includes a new gas station and car wash and includes applications for a General Plan Amendment, Rezone, Major Design Review, and a Conditional Use Permit application.

Figure 1 – Project Location

ANALYSIS

The ARCO Commercial Center and Car Wash Project is comprised of multiple application requests. A breakdown of each application type and request is listed below:

Lot Line Adjustment

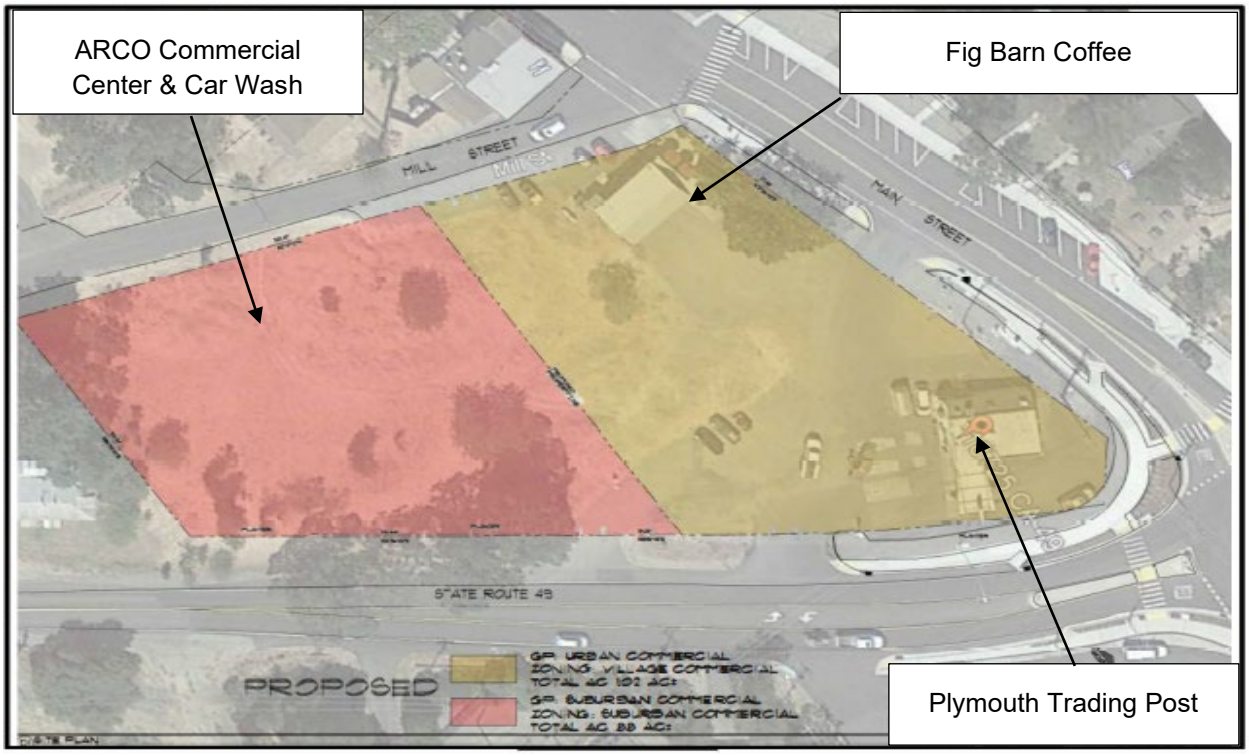
A Lot Line Adjustment will reconfigure two (010-062-001 and 010-062-002) existing parcels totaling 1.91-acres, the existing property line configuration of these parcels is that of a 0.65-acre eastern parcel and a 1.26-acre western parcel. The lot line adjustment will re-orient the property lines and create a 1.02-acre southern parcel and a 0.89-acre northern parcel. The newly reconfigured 1.02-acre parcel, currently unimproved, will accommodate the construction of the ARCO gas station, AM/PM retail facility, and car wash. The 0.89-acre northern parcel will allow the existing businesses, Plymouth Trading Post (inoperable gas station) and Fig Barn Coffee to remain on their own parcel. As part of the conditions of approval for this project the applicant/owner shall bring the Plymouth Trading Post to current municipal and development code standards or demolish the existing building currently deemed a nuisance and life-safety issue by the City's code enforcement department. The Lot Line Adjustment was conditionally approved on February 15, 2022, by the Engineering Department contingent on the adoption of the General Plan Amendment and Rezone. Should the project be approved, the City will complete the Lot Line Adjustment.

General Plan Amendment and Rezone (or Zoning Map Amendment)

The General Plan Amendment (GPA) and Rezone requested for this project are required to accommodate the proposed parcel line reconfiguration for the new development. The General Plan Amendment and Rezone are solely intended for the new reconfigured 1.02-acre southern parcel. The GPA will redesignate the proposed southern parcel from Urban Commercial (UC) to Suburban Commercial (SC). The General Plan Amendment will also maintain the existing General Plan designation for newly northern parcel that will accommodate the existing uses on-site. The Rezone (or Zoning Map Amendment) will change the zoning designation for the new southern parcel from Village Commercial (VC) to Highway Commercial (HC). The rezone will retain the existing zoning on the reconfigured northern parcel (Village Commercial).

The proposed General Plan Amendment and Rezone are shown on the graphic below:

Figure 2 – Project Lot Line & Rezone



Site Development (Major Design Review) Overview

A Major Design Review application is required for the proposed construction of the ARCO Commercial Center and Car Wash specifically the convenience store and construction associated with the gasoline station. The proposed development has been evaluated for compliance with the City of Plymouth's Municipal Code requirements as well as State development requirements. The ARCO gas station includes the following:

- A 3,400 square foot, 30'-0" tall AM/PM convenience store
- A gas station which will include a 4,606 square foot canopy, 18'-6" tall with six (6) multi-product dispensers that would create a total of twelve (12) vehicle fueling stations that would create a total of 12 vehicle fueling stations
- The installation of three (3) underground storage tanks (one with a single compartment for unleaded fuel, a second tank with two compartments, one for premium fuel and one for diesel.

- 27 parking spaces including 12 at the fuel island, 11 in front of the convenience store, 1 ADA accessible space, and 2 electric vehicle (EV) charging stations
- 13,710 square feet will be landscaped (32% provided; 10% required).
- Associated improvements such as parking lot lights, trash enclosure, curb and gutters, etc.
- The project is expected to employ 12 to 15 employees in various shifts.
- The hours of operation for the convenience store and gas station will be 24 hours per day.
- The car wash will have limited hours of operation from 6:00a.m. to 10:00p.m.
- The convenience store will include pre-packaged grocery items, drinks, alcohol, tobacco products, sundries, and automobile-related convenience items.
- Project signage.

Circulation

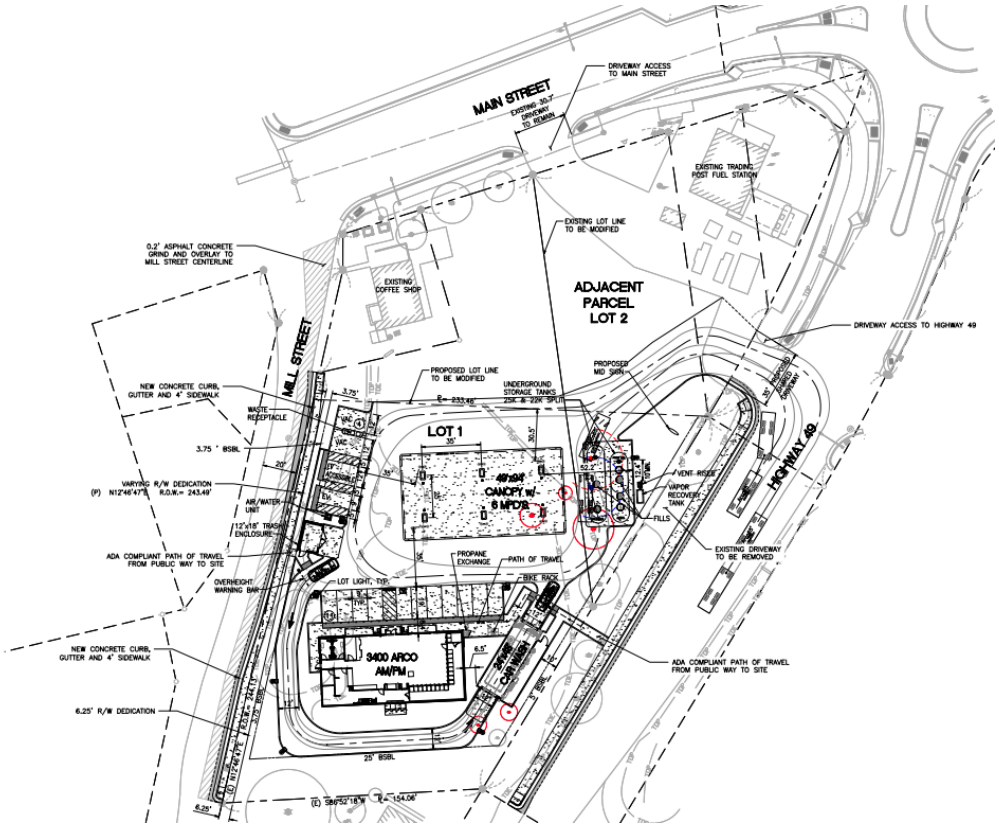
Fuel trucks would enter the site traveling northbound on CA 49 and turn left into the site, then left to travel around the fuel canopy and line up for a right-side discharge of fuel into the underground storage tanks; they would then exit the same driveway on the east side of the site and turn right to leave southbound on CA 49.

Circulation from HWY 49 into the site and around the site to the gas pumps and car wash is also provided. No changes are proposed to the existing access off of Main Street for Fig Barn.

The car wash tunnel is proposed on the southeastern portion of the project property. 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 a dedicated drive aisle located near the western property line and approximately 60 feet west of the fuel canopy. Entrance to the car wash would be at the southeast corner of the site, and vehicles would exist from the north side of the car wash. Cars will queue for the car wash behind the ARCO building to the car wash located on the eastern side of the new convenience store.

Potential traffic impacts have been analyzed by the city's engineering department and the California Department of Transportation (Caltrans) as well as in the Mitigated Negative Declaration. As part of the conditions of approval for the project, they must install infrastructure improvements such as curb and gutter, driveways, and sidewalks as well as other improvements via the submittal and approval of improvement plans.

Figure 3 – Site Plan



Architecture

On June 19, 2025, the City held a meeting to allow public comments on the proposed project in lieu of the project public hearing that had been noticed for the Planning Commission hearing on that day. Based on comments received during the meeting, the Applicant modified the design of the buildings, canopy, signage, and landscaping.

Exterior materials include a stucco, wood siding, standing seam metal roof, defined stone base, and varied colors. The car wash and canopy incorporate the same color scheme and materials as those of the convenience store.

Figure 4 – Main Entrance (North) Elevation

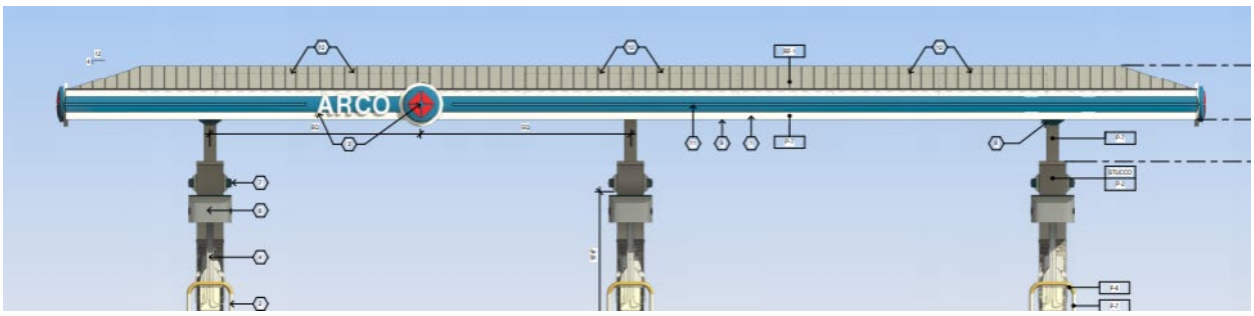
This elevation will face Main Street. Views of the structure will be partially blocked by the gas station canopy and due to the distance from the structure to Main Street. The proposed elevation include a flat roof with cornice with varied heights to break up the massing of the building. Two different colors on the upper portion of the structure will further break up the massing and provide two end caps to the structure.

A standing seam metal arcade is provided which extends the length of the building and provide additional interest to the building. Windows and a defined base add additional architectural elements to promote visual interest and enhance the architectural styles that can be found in the surrounding area.

Figure 5 – Car Wash Side (East) Elevation

This side of the car wash will be visible from HWY 49. The wall of the car wash has been designed to avoid any blank walls and provide visual interest. The building features a standing seam arcade and stone base to match the convinience store. Windows will also be provided to break up the massing of the structure. At maturity, the trees planted along the car wash will provide additional screening.

Figure 6 - Gasoline Canopy at Main Street



The canopy has been designed to match the design of the convenience building. The support poles feature a stone base with stucco cap. The roof of the structure has a standing seam metal roof to match the arcade over the building. Additionally, the canopy is set back a minimum of 133 feet from Main Street and views will be partially blocked by the existing Fig Barn Coffee shop.

Downtown Historic Guidelines

The project site is subject to the Downtown Historic Guidelines. The guidelines aim to facilitate economically vital commercial development. The Downtown Historic Guidelines provide standards by which this project adheres to:

1. The convenience building includes windows, an arcade, varying roof heights, changes in wall plans, a well-defined base, and architectural details.
2. The main elevation of the convenience building is comprised of transparent storefronts and a well-defined entry.
3. The convenience building has varying roof heights and articulation throughout the front of the building.
4. The car wash building, which is oriented towards HWY 49, includes windows, an arcade, colors, and materials to match the main building and to provide architectural details at HWY 49.
5. The building frontage is comprised of mainly windows and provides a glass double door typical for commercial development.
6. Parking for this development is located in front of the building to accommodate easy pedestrian access, to and from the gas pumps, as well as to facilitate easy maneuverability into the car wash.
7. The trash enclosure is of similar materials as those of the building. Additionally, it was reviewed and approved by Ace Waste Services.

The architectural character of the building is compliant with the overall design principles of the guidelines. It provides well-articulated architectural elements, and it is designed for viewing all sides of the building. The building's form is articulated with varied patterns, materials, and textures as well as changes in color. It is balanced with a mix of solid and transparent surfaces. This project has the potential to become an economic anchor to the city with the general sales tax.

Scenic Corridor Guidelines

The project site is subject to the Scenic Corridor Guidelines as it fronts Highway 49. The proposed development adheres to the Guidelines For Specific Use Types outlined in Chapter 4, specifically the guidelines for Large Format Retail which require this use type to provide large parking areas and architectural interest. Landscape will be installed along Highway 49 and Mill Street, creating a visual buffer, it will also provide pedestrian paths of travel. The building's façade provides architectural features that enhance the appearance of the building as well as a variation in textures, materials, and colors.

Landscaping

The Applicant is proposing to landscape 32 percent of the project site which exceeds the minimum requirement (10 percent). New landscaping is proposed throughout the project site to enhance the site, provide screening and act as a buffer.

On HWY 49, the Applicant is proposing to plant nine new trees. These trees include a mixture of deciduous and evergreen trees with the evergreen trees providing a year round screening of the car wash wall. Additionally, a variety of shrubs are proposed which will provide screening of the parking lot.

On Mill Street, a total of seven new trees and shrubs will be planted along this property line. The trees will provide a buffer between the site and the surrounding neighborhood, and the proposed shrubs will provide additional screening of the car wash queuing area.

At the southern property line (adjacent to a vacant parcel), trees and shrubs are also proposed which will provide a buffer between the two properties and will also provide further screening of the site from HWY 49.

A Condition of Approval which requires Final Landscape Plans which meet the requirements of the State's Water Efficient Landscape Ordinance to be submitted and approved prior to issuance of a building permit has been included in Attachment 4.

Lighting

A photometric plan for the project which studies illumination from on-site lighting is included in the project plans. As shown on the plan, lighting will be located inside the site and aimed at the "public" areas. At Mill Street, illumination levels decrease to a low level at the property line (to a level of 1 or less). At maturity, the proposed trees will also further reduce spill over lighting.

Illumination levels at the southern property will reduce to 0.4 or less and 0.1 or less at HWY 49.

Sewer and Water

The project has been reviewed and approved by the City's Engineering Department as well as the Department of Public Works. As part of this project's approval,

conditions of approval of the project, the sewer connection, shall be located on Mill Street per City Standards. The project is also conditioned to install a new water main (size to be determined by the Engineering Department) on Mill Street from Main Street to the southern property line of the project site. Water service and fire protection connection to site shall connect from this new water main. Additionally, the car wash would have a reclamation system that would reduce its demand on local water supply.

Additionally, the Applicant has obtained a Conditional Will Serve Commitment from the Amador Water Agency. The Commitment includes several conditions which have been incorporated into the project's conditions of approval.

Conditional Use Permit

The Conditional Use Permit is required for the car wash and the sale of alcohol and gasoline. Conditions of Approval have been included in Attachment 5 which limit negative impacts, related to the operation of the uses, on the surrounding area.

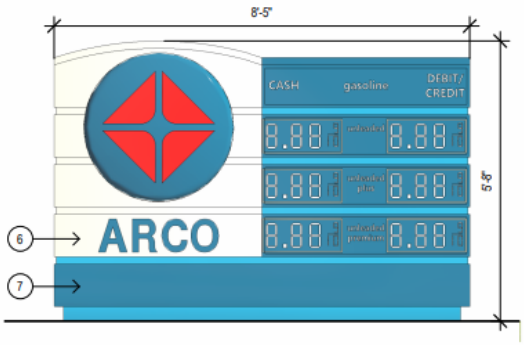
Signage

Wall signage is proposed over the main entrance and on the canopy (see elevations above). As shown on the front convenience building elevation, temporary advertisement signs will be located close to the edge of each building.

New signage is also proposed on the car wash which faces HWY 49 (please refer to the sign plans for more information), which is designed to complement signage in the surrounding area and fit in the character of the building.

A new price sign, as required by state law, is proposed to be installed along HWY 49. The proposed sign will be a maximum of 5 feet 8 inches in height and will be located in a landscaped area.

Figure 7 – Monument Sign



CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The project has been reviewed pursuant to the California Environmental Quality Act ("CEQA") Guidelines, and it was determined that Initial Study/Mitigated Negative Declaration would be required to analyze the potential environmental impacts of this project. An Initial Study/Mitigated Negative Declaration (IS/MND) (SCH# 2024020094) was prepared and circulated for public review.

- *First Public Review.* The Draft Mitigated Negative Declaration was distributed for public review from February 2, 2024 through March 4, 2024. During this public review comments were received which required amendments to be made to the Draft MND. By making substantive amendments to the MND, a second public review was required.
- *Second Public Review.* The Draft Mitigated Negative Declaration was distributed for public review from May 5, 2025 through June 5, 2025. This notice also included a notice of a public hearing for the project. During the public review period, several comments were received and a Response to Comments was prepared. The comments received did not require any substantive modifications to the MND that would warrant recirculation. majority of the comments received are non CEQA matters.
- *June 19 Public Hearing.* Based on comments received during the public review period, the public hearing to review the project was cancelled. Staff continued with the meeting to allow the public to bring any additional written concerns or to speak on concerns regarding the project. No new issues were raised during the meeting regarding CEQA, however, there were several comments regarding the design of the project (not a CEQA matter) which were then incorporated into the project plans.

The MND (dated May 2025) is included as Exhibit A to Attachment 1. The Responses to Comments is concluded as Exhibit B. While the project elevations have been modified, this is not a significant change to the project under CEQA as it relates to architecture and did not change the layout of the project.

The following information is provided from the MND on select topics covered in the MND. For a full discussion of all areas studied including technical studies, please refer to the MND.

Air Quality

Air Quality is discussed in Section 4.3 of the MND (pages 31 - 41). As discussed in the MND, the project will have less than significant impacts related to air quality. The project would not result in a cumulatively considerable net increase of any criteria improvements. Construction emissions and on-going operational emissions would be below the required thresholds. For additional information please refer to the Air Quality/Greenhouse Gas Emissions Modeling Results included as Appendix B of the MND. No mitigation measures are required as the project would not result in significant impacts related to Air Quality.

Biological Resources

The MND has identified the potential for significant impacts related to habitat modifications related to nesting native avian species. Mitigation Measure Bio-1 has been included to reduce these impacts to a less than significant level (see page 52). This mitigation measure will require a pre-construction survey and protection measures if a species is identified.

Cultural Resources

With construction and grading operations there is the potential to find cultural resources during these activities. In the event that resources are found, three mitigation measures have been included to ensure the protection of these resources (see page 57). Incorporation of these mitigation measures will reduce impacts to a less than significant level.

Noise

A Noise Analysis (Environmental Noise and Vibration Assessment) was prepared to study the proposed project and is included as Appendix F to the MND. The study found that on-site truck circulation, deliveries, and vehicle noise would not exceed

the standard established (limit) by the General Plan (see Table 4.13-15 on page 115 for cumulative noise). Noise generated during construction, however, has the potential to create impacts on the surrounding area. Mitigation Measure NOI-1 has been incorporated to limit noise impacts related to construction and grading activities to a less than significant level (page 122).

Traffic

A traffic analysis was prepared to study the project including traffic generated by the project and cumulative conditions (see Appendix G). The project will not result in significant Vehicle Miles Traveled (VMT) or a significant impact to the existing Level of Service in the area (Table 4.17-7, page 144). The analysis also contains a review of queuing and truck turning onto the site. No impacts were found.

With incorporation of the mitigation measures identified in the MND, the project will result in less than significant environmental impacts.

CONCLUSION

The applicant is proposing to establish an ARCO Commercial Center and Car Wash comprised of a 3,200 square-foot AM/PM, a 6 pump canopy with a 24x48 square-foot car wash, with landscaping and associated improvements. The General Plan Amendment, Rezone, Lot Line Adjustment, Major Design Review, and Administrative Use Permit have been reviewed by appropriate internal and external reviewing parties. Additionally, Conditions of Approval have been included to ensure that the project is compliant with established regulations.

The project will enhance an existing vacant parcel located near downtown Plymouth. The proposed project will provide additional jobs within the area and has the potential to provide significant sales tax and property tax revenues to the area. Enhancement of the site additionally has the potential to bring additional patrons to the downtown area by bringing a new use to this underutilized area.

PLANNING COMMISSION ACTION

The Planning Commission will be making a recommendation to the City Council during this meeting. Any recommendation of the Planning Commission is not binding and is not appealable. The City Council will then make a final decision which considers all evidence in the record including plans, public comments, staff report, MND, and the recommendation by the Planning Commission. The date of the City Council meeting

is tentatively scheduled for November 12, 2026. This meeting will be noticed in accordance with state law.

ATTACHMENTS

1. Resolution recommending City Council adoption of a Mitigated Negative Declaration with the following Exhibits:
    - Exhibit A – Mitigated Negative Declaration
    - Exhibit B – Responses to Comments
    - Exhibit C – Mitigation Monitoring Reporting Program
2. Resolution recommending City Council approval of a General Plan Amendment.
3. Resolution recommending City Council approval of a Rezone
4. Resolution recommending City Council approval of a Major Design Review.
5. Resolution recommending City Council approval of a Conditional Use Permit.
6. Project Plans
7. Applicant Written Statement.

Attachment 1

PLANNING COMMISSION RESOLUTION NO. 2026-06

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLYMOUTH RECOMMENDING CITY COUNCIL ADOPT A MITIGATED NEGATIVE DECLARATION AND A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE ARCO COMMERCIAL CENTER AND GAS STATION LOCATED AT 18725 HWY 49 (APN 010-062-001 & -002) (PA 2022-09)

WHEREAS, the Applicant, Gupta Gasoline LLC, proposes to construct a 3,400 sf. convenience store, a 6 multi-product dispenser gas station with a 4,606 sf. canopy, a 1,152 sf. car wash, parking, signage, landscaping and associated improvements located at 18725 HWY 49; and

WHEREAS, the City prepared an Initial Study for the proposed project consistent with the California Environmental Quality Act (CEQA) Guidelines Section 15063 and determined further review under CEQA was required in order to analyze potential impacts related to the project; and

WHEREAS, based on the Initial Study, CSG Consultants, Inc., the City's environmental consultant, prepared a Mitigated Negative Declaration dated May 5, 2025 and incorporated herein by reference, which reflected the independent judgement of the City and the City's environmental consultant and analysis of the potential environmental impacts of the project; and

WHEREAS, the Mitigated Negative Declaration (MND) was circulated for public review as required by CEQA Guidelines Section 15703, from February 2, 2024 through March 4, 2024. The City received comments during the public review period that required substantial modifications to the MND; and

WHEREAS, the revised Mitigated Negative Declaration was circulated for a second public review from May 5, 2025 through June 5, 2025; and

WHEREAS, the City received several comments during the second public review period and the comments were addressed in the Responses to Comments which provides a reasoned analysis as to the environmental issues raised in the comments. The comment letters and responses to the comments are attached as Exhibit B and incorporated herein by reference; and

WHEREAS, a Staff Report was submitted to the Planning Commission and incorporated herein by reference, described and analyzed the Mitigated Negative Declaration and the proposed project; and

WHEREAS, the Planning Commission held a duly noticed public hearing on October 20, 2026 to consider Project 2022-11, ARCO Commercial Center and Car Wash

comprised of a Major Design Review application, Conditional Use Permit, General Plan Amendment, Rezone and the Mitigated Negative Declaration, review the City Staff Report, and receive written and oral testimony for and against the proposal; and

WHEREAS, the Mitigated Negative Declaration, incorporated at Exhibit A together with the comment letter and responses in Exhibit B, and the Mitigation Monitoring and Reporting Program in Exhibit C constitute the Mitigated Negative Declaration for the project and reflect the City's independent judgment and analysis on the potential for environmental impacts from the project.

NOW, THEREFORE, BE IT RESOLVED, that the foregoing recitals are true and correct and made a part of this resolution.

BE IT FURTHER RESOLVED, that the Mitigated Negative Declaration adequately describes the impacts of the project. There is no substantial evidence in light of the whole record before the City that the ARCO Project as mitigated will have a significant effect on the environment.

BE IT FURTHER RESOLVED, that the Planning Commission has reviewed and considered the Mitigated Negative Declaration and hereby recommends that the City Council adopt the Mitigated Negative Declaration as complete, adequate and in compliance with CEQA and the State CEQA Guideline, and make all required findings

PASSED AND ADOPTED, at a Special Planning Commission meeting of the City of Plymouth held on the 20th day of October 2026, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Mike Sullivan, Chair

ATTEST:

_____
Victoria McHenry, City Clerk

Exhibit A

DRAFT

Prepared for:

City of Plymouth
9426 Main Street
Plymouth, California 95669
Contact: Magda Gonzalez

ARCO Commercial Center and Car Wash Project

Initial Study/Mitigated Negative Declaration

Prepared by:

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

MAY 5, 2025

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G Transportation Study
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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
CNDDB	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
ESA	Environmental Site Assessment

Acronym/Abbreviation	Definition
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
RGA LUST	Recovered Government Archive Leaking Underground Storage Tank
ROG	Reactive Organic Gases
RPW	Relatively Permanent Waters

Acronym/Abbreviation	Definition
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

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 would 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 the 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 (City of Plymouth Planning) 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 Tuesday, June 3, 2025, and should be addressed to:

City of Plymouth
Magda Gonzalez, Senior Planner
P.O. Box 429
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.

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 SR 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 SR 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

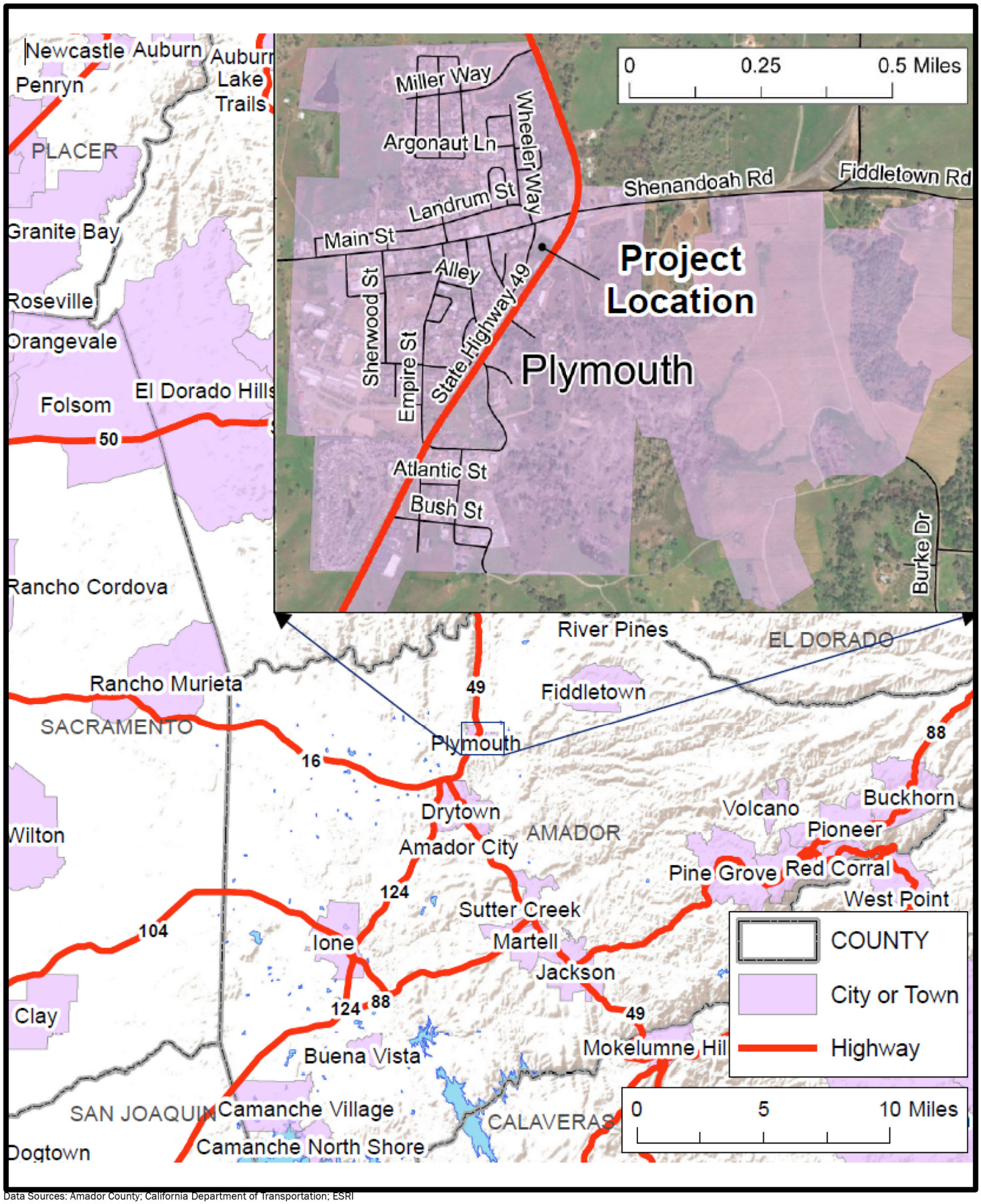
On-site conditions for the proposed southern parcel are unimproved; the southern portion of the proposed lot has several trees, some of which are oak trees, scattered across the site, with grassy mounds and holes. The northern portion of the proposed lot is covered in gravel, with the exception of a 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.



Data Sources: Amador County; California Department of Transportation; ESRI
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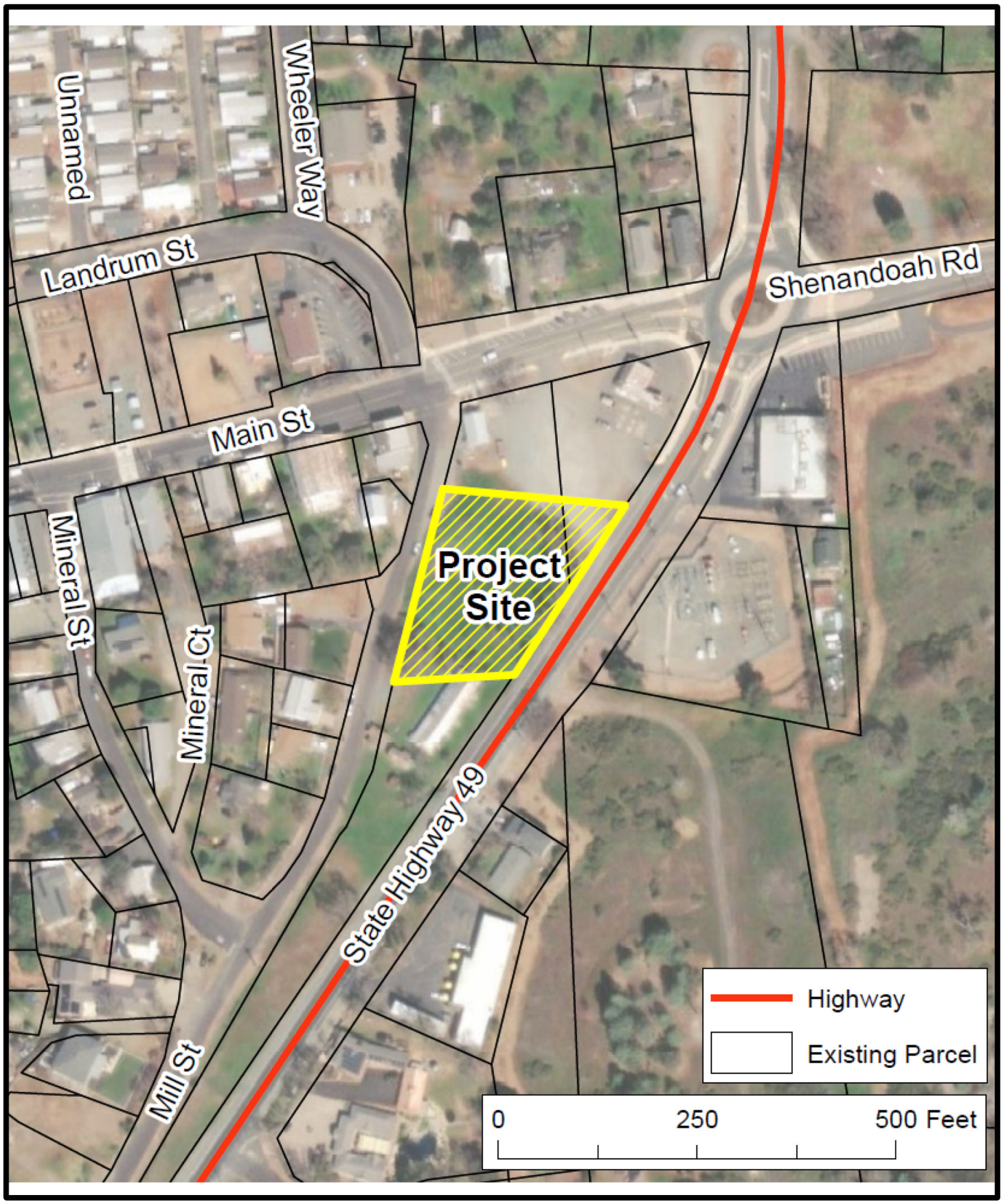
EXHIBIT 2-1
Regional Vicinity



Data Sources: Amador County; California Department of Transportation; ESRI
Map Export: 10/22/2024 9:28 AM.

EXHIBIT 2-2
Project Site Vicinity

- **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.

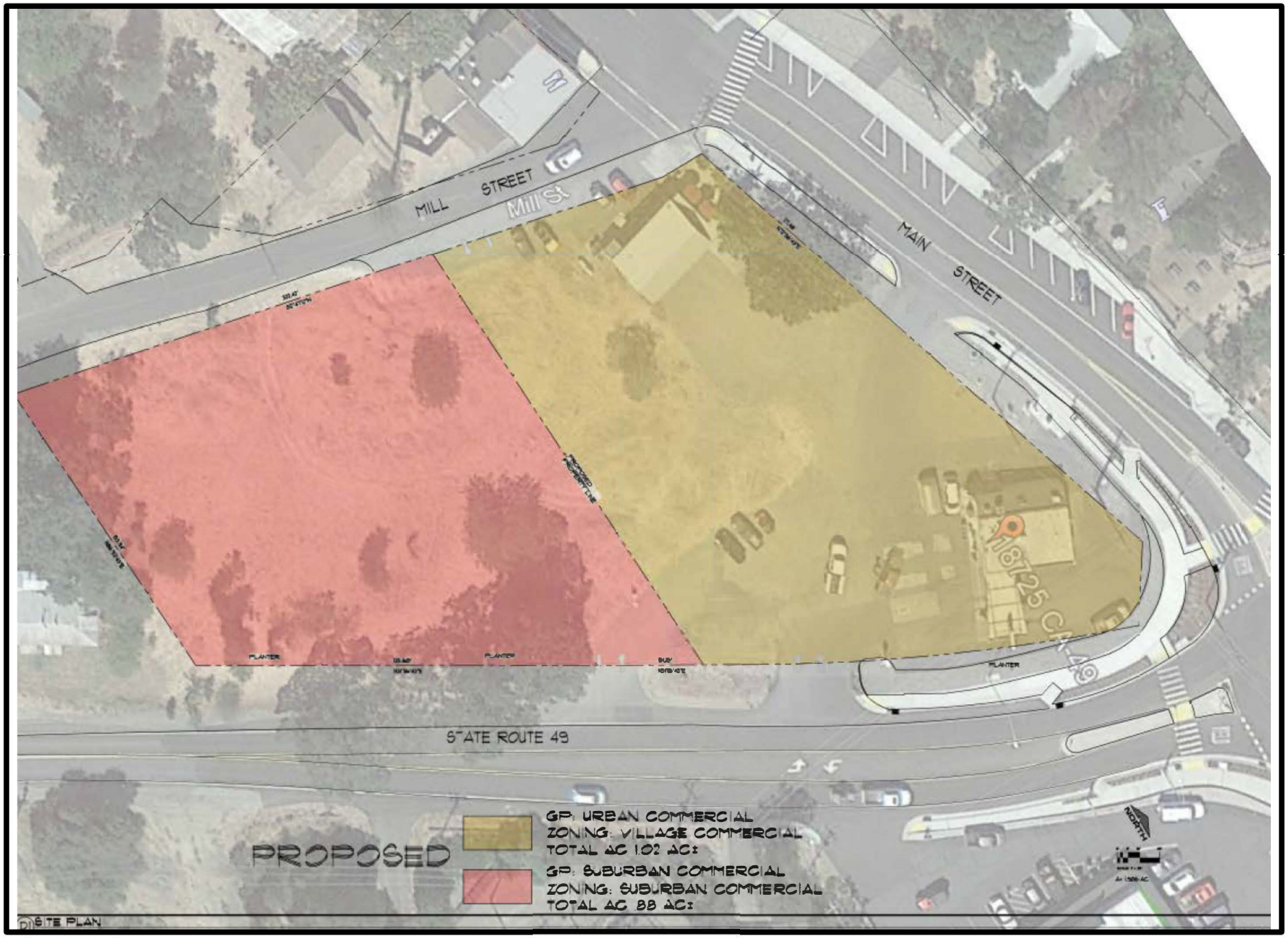
2.4 General Plan Designation and Zoning Designation

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.

Data Sources: Sutton & Associates, Inc
Map Export: 10/22/2024 9:30 AM.

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



Data Sources: Sutton & Associates, Inc.
Map Export: 10/22/2024 9:34 AM.

EXHIBIT 2-4
Proposed Lot Lines, General Plan, and Zoning Designations

3 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.

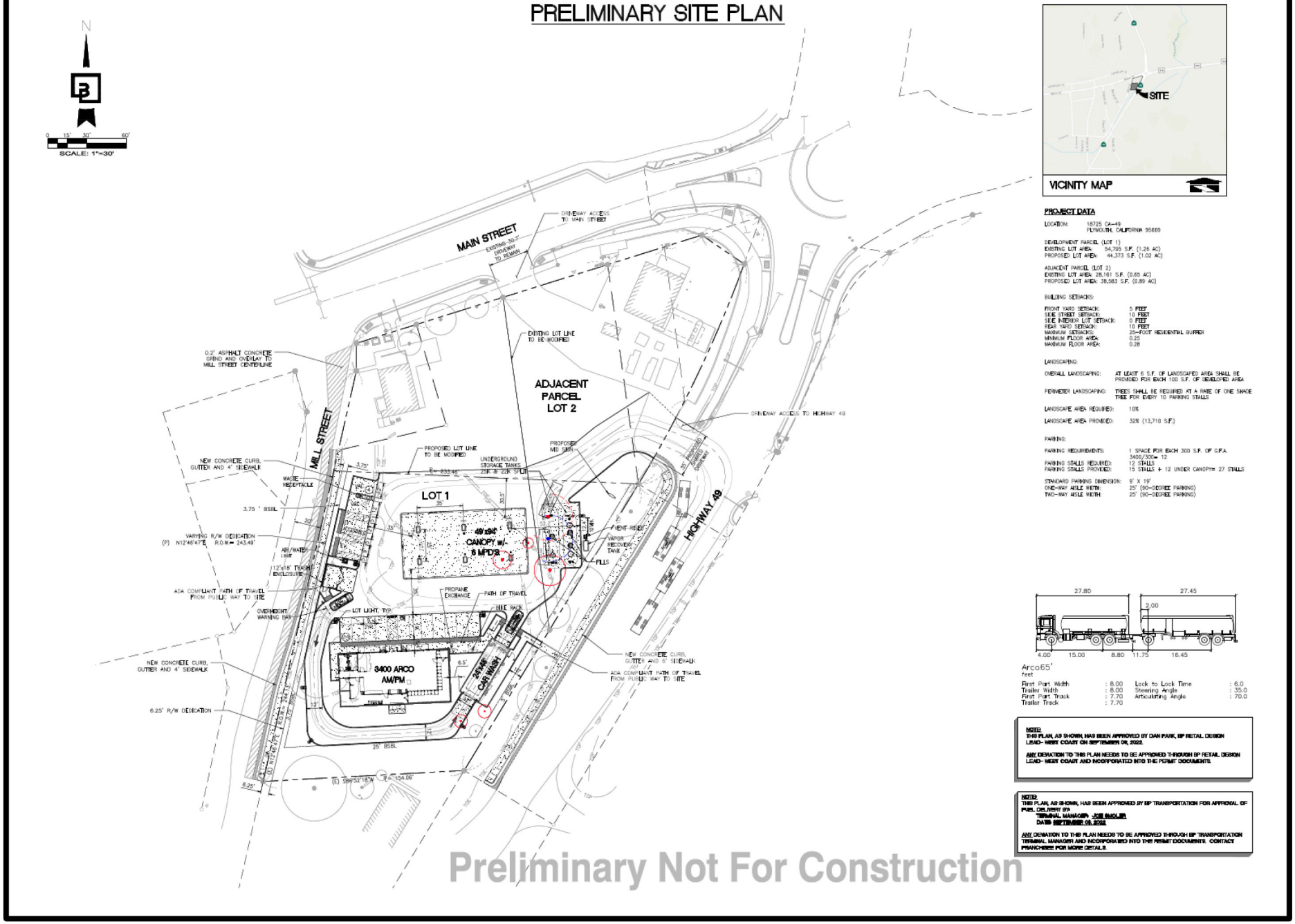
The proposed project would involve construction of an ARCO fueling facility consisting of an AM/PM convenience store and a car wash on the southern vacant lot. The convenience store would be 3,400 square-feet (SF), with a height of 30 feet, and the automatic car wash would be 22 feet 9 inches in height 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. Refer to Exhibit 3-1, Proposed Site Plan.

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.

PRELIMINARY SITE PLAN



PROJECT DATA

LOCATION: 18725 CA-49
PLYMOUTH, CALIFORNIA 95669

DEVELOPMENT PARCEL (LOT 1)
EXISTING LOT AREA: 54,795 S.F. (1.26 AC)
PROPOSED LOT AREA: 44,373 S.F. (1.02 AC)

ADJACENT PARCEL (LOT 2)
EXISTING LOT AREA: 28,161 S.F. (0.65 AC)
PROPOSED LOT AREA: 38,583 S.F. (0.89 AC)

BUILDING SETBACKS:

FRONT YARD SETBACK:	5 FEET
SIDE STREET SETBACK:	10 FEET
SIDE INTERIOR LOT SETBACK:	0 FEET
REAR YARD SETBACK:	10 FEET
MAXIMUM SETBACKS:	25-FOOT RESIDENTIAL BUFFER
MINIMUM FLOOR AREA:	0.25
MAXIMUM FLOOR AREA:	0.28

LANDSCAPING:

OVERALL LANDSCAPING: AT LEAST 6 S.F. OF LANDSCAPED AREA SHALL BE PROVIDED FOR EACH 100 S.F. OF DEVELOPED AREA

PERIMETER LANDSCAPING: TREES SHALL BE REQUIRED AT A RATE OF ONE SHADE TREE FOR EVERY 10 PARKING STALLS

LANDSCAPE AREA REQUIRED: 10%

LANDSCAPE AREA PROVIDED: 32% (13,710 S.F.)

PARKING:

PARKING REQUIREMENTS:	1 SPACE FOR EACH 300 S.F. OF G.F.A. 3400/300= 12
PARKING STALLS REQUIRED:	12 STALLS
PARKING STALLS PROVIDED:	15 STALLS + 12 UNDER CANOPY= 27 STALLS
STANDARD PARKING DIMENSION:	9' X 19'
ONE-WAY AISLE WIDTH:	25' (90-DEGREE PARKING)
TWO-WAY AISLE WIDTH:	25' (90-DEGREE PARKING)

Arco65'
feet

First Part Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 35.0
First Part Track	: 7.70	Articulating Angle	: 70.0
Trailer Track	: 7.70		

NOTE:
THIS PLAN, AS SHOWN, HAS BEEN APPROVED BY DAN PARK, BP RETAIL DESIGN LEAD- WEST COAST ON SEPTEMBER 06, 2022.

ANY DEVIATION TO THIS PLAN NEEDS TO BE APPROVED THROUGH BP RETAIL DESIGN LEAD- WEST COAST AND INCORPORATED INTO THE PERMIT DOCUMENTS.

NOTE:
THIS PLAN, AS SHOWN, HAS BEEN APPROVED BY BP TRANSPORTATION FOR APPROVAL OF FUEL DELIVERY BY:
TERMINAL MANAGER: JOE SMOLIER
DATE: SEPTEMBER 06, 2022

ANY DEVIATION TO THIS PLAN NEEDS TO BE APPROVED THROUGH BP TRANSPORTATION TERMINAL MANAGER AND INCORPORATED INTO THE PERMIT DOCUMENTS. CONTACT FRANCHISEE FOR MORE DETAILS.

Data Sources: Barghausen Consulting Engineers, Inc.
Map Export: 10/21/2024 2:52 PM.

EXHIBIT 3-1
Proposed Site Plan

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 one 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. The City 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).

4 Environmental Checklist

Environmental Factors Potentially Affected

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

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology and Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☐ 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.

Signature _____ Date _____

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?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Environmental 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 mostly 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. Two existing shared access driveways are 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. No ridgelines are visible from the project site and no impacts on existing views of ridgelines would occur. The project site is also located more than 0.5-mile from the nearest designated open space or vegetation area within the City. There are no open space areas visible from the project site, therefore, existing views of open space areas would not be impacted by the proposed project. 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. 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.

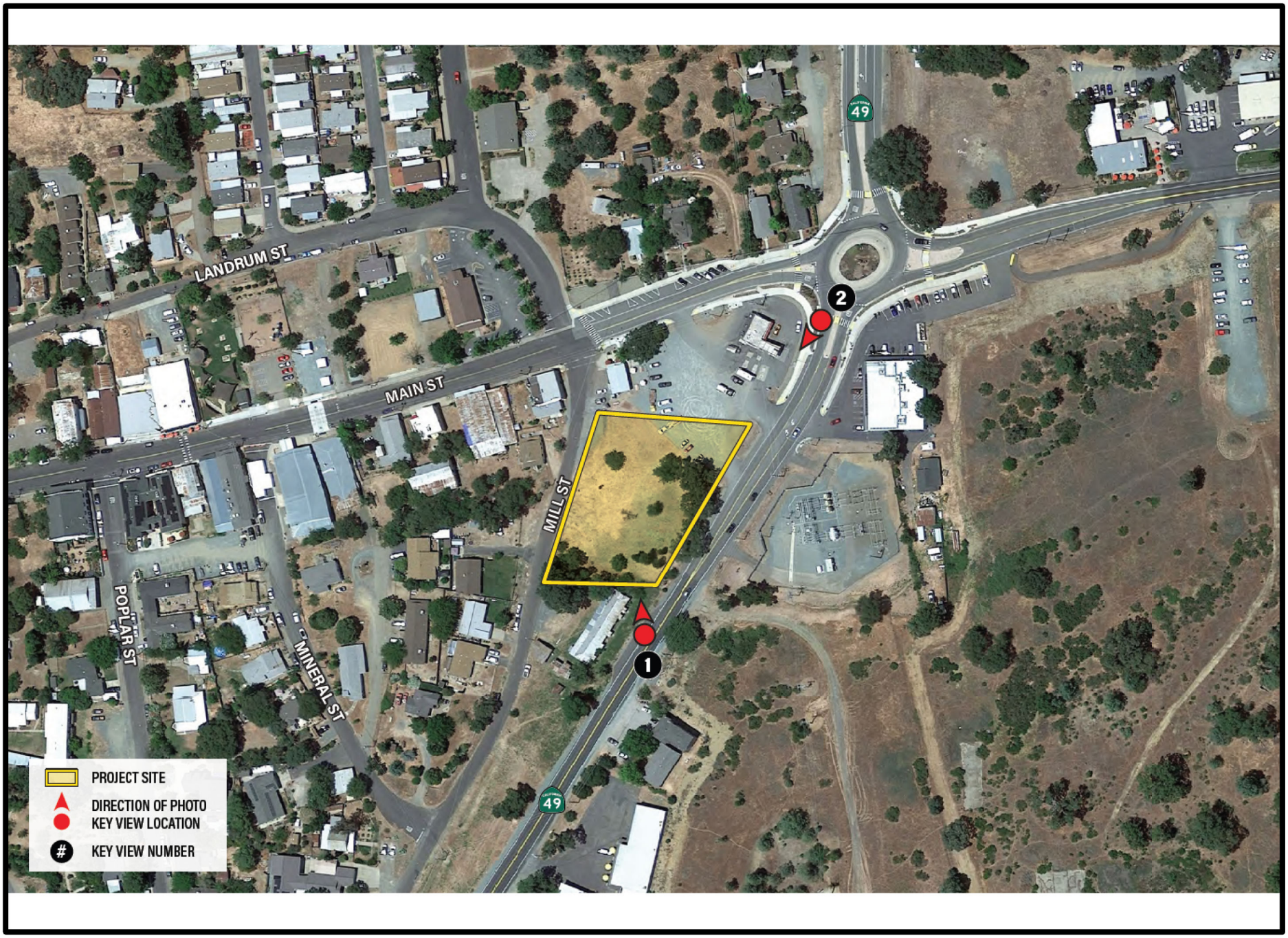
c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project 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 project site is located within the Downtown area 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. The project site is therefore not a recognized scenic resource under existing conditions. The existing commercial development near the project site contains a mix of white, red, and beige color palettes. 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 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.



Data Sources: Michael Baker International
Map Export: 10/22/2024 9:36 AM.

EXHIBIT 4.1-1
Key View Locations

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

Pursuant to Municipal Code Section 19.66.020, development standards and design guidelines applicable to the Village Commercial Zoning District apply to land within the Downtown Historic Overlay District. However, 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 (HC).

The project would be required to comply with Section 19.60.020 of the Municipal Code, which provides requirements for design and operational standards, such as orientation of buildings and uses, parking, traffic, and landscaping. The requirements for the HC zone include a landscape surface ratio of at least 20 percent, for enhancement of the street edge, parking lot screening, and buffering of adjacent uses. Uses must adequately address vehicular and truck access and services while maintaining a visually pleasant image of the City. Limited drive-through and other auto-oriented commercial retail activities are appropriate in the HC zone, with consolidated curb cuts. The proposed project has been designed in accordance with these provisions. Additionally, Table 4.1-1 provides a review of the project's consistency with the development standards of the HC zone.

Table 4.1-1
Consistency with Highway Commercial Development Standards

Development Standard	Project Consistency
Minimum Lot Area: 9,000 SF	**Consistent**. The proposed project site would be 1.02-acres.
Floor Area Ratio – Minimum: 0.10	**Consistent.** The proposed project would have a floor area ratio of approximately 0.2.
Floor Area Ratio – Maximum: 0.32	**Consistent.** The proposed project would have a floor area ratio of approximately 0.2.
Maximum Impervious Surface: 75%	**Consistent.** The proposed project would include landscaping at an overall coverage of 32%.
Setbacks (Minimum): Front: 25 ft Rear: 25 ft Side Yard – Street: 10 ft Side Yard – Interior Lot: 0 ft	**Consistent:** The proposed project has been designed to accommodate all required setbacks.
Residential Buffer: 25 ft	**Consistent.** The proposed project structures would be located more than 25 feet away from the nearest residential use.
Maximum Building Lot Coverage: 50%	**Consistent.** The building lot coverage of the proposed project would be approximately 20 percent.
Landscape Area: 25%	**Consistent.** The proposed project would include landscaping at an overall coverage of 32%.
Height Primary Structure: 35 ft	**Consistent.** The tallest proposed building included in the proposed project would be 30 feet in height.
Height Accessory Structure: 12 ft	Not applicable to the proposed project.
Setback Accessory Structure: 5 ft	Not applicable to the proposed project.

Compliance with the Plymouth Municipal Code 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. Existing day and nighttime lighting in the project area occurs along Main Street as a result of streetlamps and businesses, and along the east side of SR 49 from existing businesses.

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 contain new sources of lighting within the boundaries of the property.

Therefore, it is concluded that the project would not adversely affect day or nighttime views in the area, and the project would not result in significant impacts to night sky pollution. No mitigation is required.

Regulatory Requirements

State

California Outdoor Advertising Act

Advertising structures associated with the proposed project would be required to comply with the provisions of the California Outdoor Advertising Act outlined in Business and Professions Code Sections 5200, 5272, and 5274, and California Code of Regulations 2243 and 2246.

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
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:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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.

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

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), designated 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.

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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

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 possesses 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 site 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. Since the project would be consistent with the land use designation and zoning for the site, the proposed development would not introduce any uses that would be incompatible with the General Plan. As such, the proposed project's impact on air quality was already analyzed in the City's General Plan and would not

interfere with the County's effort in achieving attainment. Additionally, as discussed in 3.3(b) the project would be under the relevant emissions thresholds during construction and operation. Impacts 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 (O_3). O_3 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" O_3 is a photochemical pollutant, and needs volatile organic compounds (VOCs), NO_X, and sunlight to form; therefore, VOCs and NO_X are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 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 O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the upper atmosphere (stratosphere) protects the Earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other tissues. O_3 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 O_3. Short-term exposure (lasting for a few hours) to O_3 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 (NO_2). 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. NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 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 NO_2 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 NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} 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 (SO_2). SO_2 is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. SO_2 is often used interchangeably with SO_X. Exposure of a few minutes to low levels of SO_2 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 O_3 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, CO_2, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, 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 O_3 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 O_3, 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. According to the United States Environmental Protection Agency, Amador County and the City of Plymouth (located within the County of Amador) are both nonattainment for ozone. Additionally, Sacramento County is currently designated as nonattainment for the Federal and State ambient air quality standards for the Federal $PM_{2.5}$ standard, and the State PM_{10} standard. As such, SMAQMD includes more stringent thresholds that aim to bring Sacramento County into attainment. Therefore, the 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. As noted in Table 4.3-2, the maximum daily emissions would be far below the SMAQMD thresholds and would be less than significant.

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 Emissions[3]	***2.87***	***23.2***	***3.39***	***1.99***
SMAQMD Thresholds	—	*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 assumes construction of the proposed project occurred in 2023. This would present a conservative analysis as construction technology that minimizes air quality impacts has since been improved. Modeling assumptions include compliance with all feasible Best Available Control Technology (BACT)/ Best Management Practices (BMPs): properly maintain mobile and other construction equipment; replace groundcover 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 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.

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 PM_{10} generated as a part of fugitive dust emissions. PM_{10} 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 PM_{10} and $PM_{2.5}$ concentrations. As depicted in Table 4.3-2, total PM_{10} and $PM_{2.5}$ emissions would not exceed the SMAQMD thresholds during construction. Thus, PM_{10} 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, PM_{10}, 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 O_3 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.

[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}	$PM_{2.5}$
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
Total Summer Emissions[2]	**17.32**	**18.40**	**14.00**	**3.78**
SMAQMD Threshold	*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 Emissions[2]	**14.85**	**20.90**	**14.00**	**3.78**
Significance Threshold	*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, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport PM_{10}, and $PM_{2.5}$). Project-generated vehicle emissions were estimated using CalEEMod. As discussed in the California *Emissions Estimator Model User Guide, Appendix C, Emissions Calculation Detail for CalEEMod,* mobile source emissions are generated from the trip generation inputs, vehicle miles traveled, and CalEEMod default inputs (i.e., site specific trip length, trip type, project location, etc.). 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, O_3 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 O_3-related health impacts caused by NOx or VOC emissions from an individual project (i.e., the proposed Gas Station project) in ADD would be highly speculative.

Per SMAQMD's *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District* (SMAQMD Guidance), SMAQMD has adopted an approach to address potential air quality health impacts.[5] The SMAQMD Guidance utilizes the same thresholds utilized to analyze projects' operational impacts. As shown in Table 4.3-3, the proposed project's operational emissions would not exceed the SMAQMD's thresholds. For the

[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.

[5] Sacramento Metropolitan Air Quality Management District, Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District, October 2020.

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.

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. Specifically, the Office of Environmental Health Hazard Assessment recommends analyzing potential cancer health risk from toxic hotpots using a 30-year exposure duration.[6] The 30-year exposure duration would represent a sensitive receptor being exposed to a toxic pollutant over a period of 30 years. It should be noted that the proposed project would be constructed over a period of six months, which only represents approximately two percent of the recommended 30-year exposure duration. Since construction emissions would be short-term and intermittent in nature, construction activities 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

[6] Office of Environmental Health Hazard Assessment, *Air Toxic Hot Spots Program, Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments,* February 2015.

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.[7] 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.[8] The City of Angels Camp has three times the population of the City of Plymouth and is located at the intersection of two highways.[9] 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.[10] 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.[11] 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.[12] 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 residentials are located 100 feet from the gas pumps. It is unlikely that the odors from the pumps would be

[7] California Air Resource Board, Air Quality and Land Use Handbook: A Community Health Perspective, April 2005.
[8] California Energy Commission, CEC-A15 Gasolines Sales by Cities, https://www.energy.ca.gov/media/5869, accessed September 28, 2023.
[9] State of California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023, May 2023.
[10] California Air Resource Board, Air Quality and Land Use Handbook: A Community Health Perspective, April 2005.
[11] United States Environmental Protection Agency¸ Carbon Monoxide Emissions, https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10, accessed by September 26, 2023.
[12] California Air Resources Board, Air Quality and Meteorological Information, https://www.arb.ca.gov/aqmis2/aqdselect.php?tab=specialrpt, accessed September 27, 2023.

distinguishable at this distance, as odors generated from proposed uses would quickly dissipate and be reduced with increasing distance from the source. Pursuant to California Code of Regulations, Title 13, Section 2485, all diesel-fueled commercial motor vehicles would not be allowed to idle for more than five minutes at any locations. 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?	☐	☒	☐	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Environmental 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

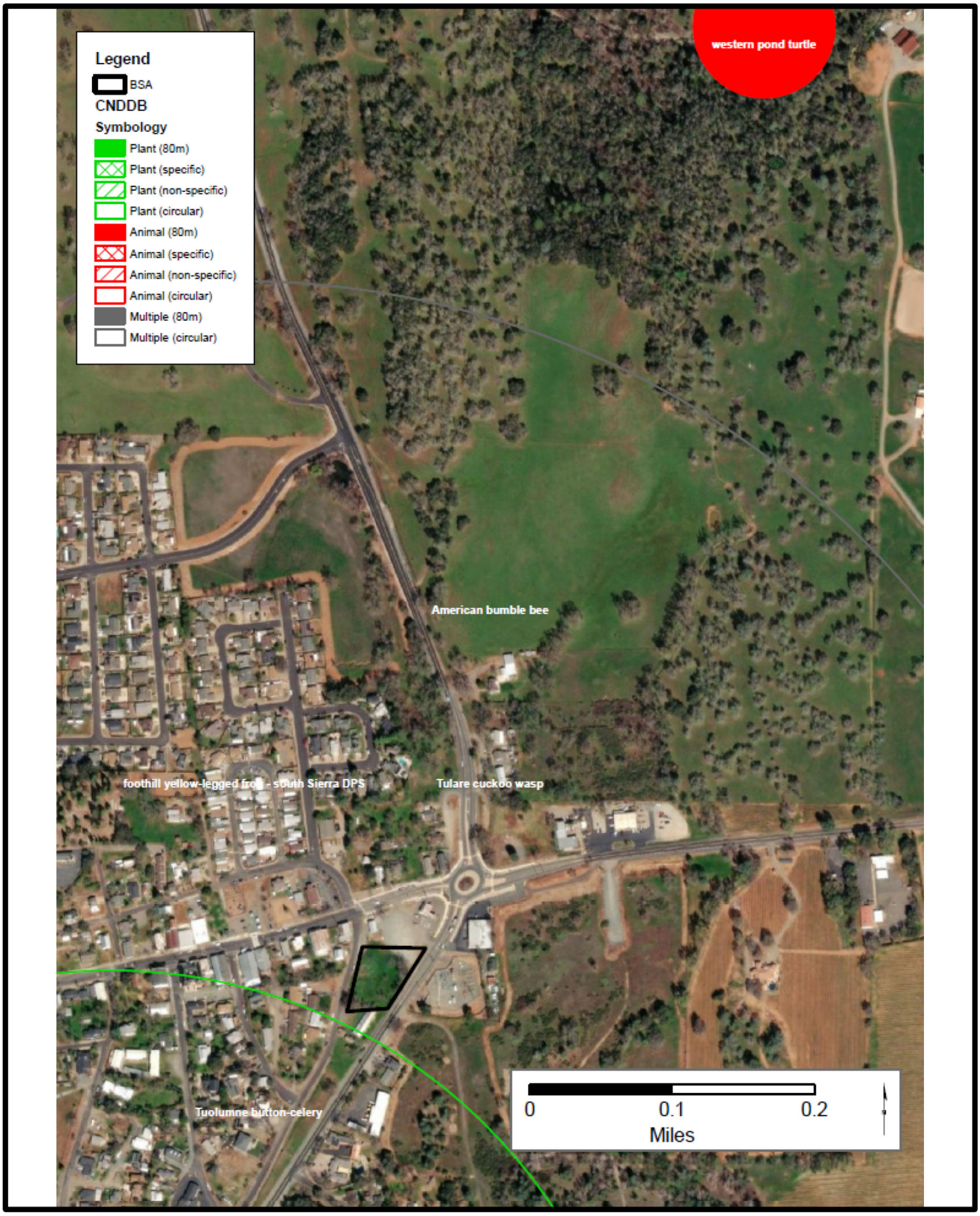
Urban communities are classified as areas that have been heavily modified by humans, including roadways, existing buildings, and structures, as well as recreation fields, lawns, and landscaped vegetation found in residential yards. Because of the high degree of disturbance in these areas, they generally 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 (CNDDB), 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 CNDDB 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.



Data Sources: Hunting Environmental
Map Export: 10/22/2024 9:39 AM.

EXHIBIT 4.4-1
Potential Special-Status Species

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							
Eryngium pinnatisectum	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							
Danaus plexippus	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							
Rana boylii	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
Rana draytonii	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							
Actinemys marmorata	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. The Migratory Bird Treaty Act prohibits the kill or transport of native migratory birds, or any part, nest, or egg of such bird unless allowed by another regulation adopted in accordance with the Act. Neither bird specimen nor nests were observed during the biological survey, however birds and/or bird nests could be present during land clearing activities. 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 nesting native avian species 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, including nesting birds and/or raptors, would be less than significant.

Operation of the proposed project may deter nesting but is not anticipated to directly result in nest abandonment. The proposed project would provide landscaping 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. Trees would be placed along the southern and eastern boundaries of the project site. The proposed new trees could potentially provide habitat opportunities for special-status species and/or migratory birds. Because the project site does not provide suitable habitat under existing conditions, development of the proposed project would not decrease the suitability of the site for special-status or migratory bird species compared to existing conditions. Impacts related to operation of the proposed project would be less than significant.

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. Based on the United States Fish and Wildlife Service National Wetlands Inventory mapper, there are no federally recognized wetlands onsite.[13] No impact would occur, and no mitigation is required.

[13] United States Fish and Wildlife Service. "National Wetlands Inventory surface waters and wetlands." Accessed 18 October 2024. https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/.

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.

With compliance with the Municipal Code, the proposed project would result in less than significant impacts to local policies and ordinances protecting biological resources. 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. The proposed project would not affect federally-listed species, and no take permit is required.

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). The act also prohibits the kill or transport of native migratory birds. Though birds and bird nests were not observed onsite during the biological survey, birds are transient species and seasonal habitat users and could occur at the project site during construction. Mitigation Measure BIO-1 is required to minimize potential impacts to nesting birds.

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. The project site does not support State-listed species, and no incidental take permit would be required.

California Fish and Game Code

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. The project site does not support plant species that fall under the Native Plant Protection Act.

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. Birds of prey could potentially utilize the project site for nesting (See Impact Analysis (a) and refer to Mitigation Measure BIO-1).

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 aigrette 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 asperrimus*).

Fully protected species do not occur on the project site.

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.

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.

Mitigation Measures

MM-BIO-1: If project-related activities are to be initiated during the bird nesting season (January 15 to August 31), a pre-construction nesting bird clearance survey shall be conducted by a qualified biologist no more than three days prior to the start of any vegetation removal or ground disturbing activities to confirm if active bird nests are present to avoid and minimize impacts to any nesting bird species. The qualified biologist shall survey all suitable nesting habitat within the project's area of disturbance plus a 300-foot buffer zone. Each time work ceases for a period of seven days or more during nesting season, a new nesting bird clearance survey shall be conducted.

- If no active bird nests are detected during the clearance survey, project activities may begin, and no additional avoidance and minimization measures shall be required.
- If an active bird nest is found, the species shall be identified, and a "no-disturbance" buffer shall be established around the active nest. The distance of the no-disturbance buffer around active bird nests would be a minimum of 100 feet for non-special status species, and 300 feet for special-status passerine species, and 500 feet for raptor species. These distances may be greater depending on the bird species and construction activity, as determined by the qualified biologist.
- The qualified biologist shall periodically monitor any active bird nests to determine if project-related activities occurring outside the "no-disturbance" buffer disturb the birds and if the buffer should be increased. No construction or ground disturbance shall occur within these buffers until the qualified biologist confirms that the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions.

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?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Environmental 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 Ione 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).

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).

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

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 who meets the Secretary of the Interior's Professional Qualifications Standards for archaeology to evaluate the find. All construction work occurring within a 50-foot buffer of the find shall immediately stop and the qualified archaeologist must assess the significance of the find and determine whether or not additional study is warranted. Depending on the significance of the find under CEQA, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work (e.g., preparation of an archaeological treatment plan, testing, or data recovery) may be warranted, as determined by the qualified archaeologist. If Native American resources are discovered or are suspected, the consulting tribe for the project shall be notified, as dictated by California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and CEQA Guidelines Section 15064.5(e).

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.

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.

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?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

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. Table 4.6-1 provides a summary of the estimated energy consumption during the construction of the proposed project. Refer to Appendix B, Air Quality/Greenhouse Gas Emissions Modeling Results for the energy consumption modeling assumptions.

Table 4.6-1
Construction Energy Consumption

Energy Type	Project Annual Energy Consumption	Amador County Annual Energy Consumption	Percentage Increase
Construction On-Road	4,273 gallons	16,200,626 gallons	0.0264%
Construction Off-Road	14,701 gallons	366,092 gallons	4.0159%

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

Notes:

[1] The project increases in off-road fuel consumption (construction) would be compared with the County's projected Mining and Construction Sector fuel consumption. The project's increase in on-road fuel consumption (construction) would be compared with the County's projected on-road fuel consumption in 2026.

Construction of the proposed project would require the use of construction equipment for the demolition, grading, building construction, paving, and architectural coating phases. As shown in Table 4.6-1, the project's off-road transportation fuel consumption (construction equipment) would consume approximately 14,702 gallons of fuel. This represents approximately 4.0159 percent of Amador's projected fuel consumption for the construction and mining sectors. 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.

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. However, it should be noted that the electricity consumption from powered tools and lighting would be significantly less than the project's operational electricity consumption. The project's operation would include electricity demand from appliances, lighting, heating, ventilation, and air conditioning which would be significantly higher than electricity demands from construction. As such, it can be assumed that if the project's operational electricity demand is less than significant, electricity demands for construction would also be less than significant.

The surrounding area is already served by electricity and natural gas provided by Pacific Gas and Electric Company (PG&E). According to the California Energy Commission, the PG&E service area consumed approximately 77,886.99 million kilowatt-hours (kWh) and 4421.63 million therms in 2022 (the latest year in which energy consumption data was available).[14,15] However, it should be noted that PG&E provides services to approximately 16 million people within its 70,000 square mile service area. As such, the following evaluation would compare the project's energy and natural gas consumption to the County of Amador's energy consumption for a more conservative analysis. In 2022, the non-residential sector of the County of Amador consumed approximately 197.6 million kWh of electricity 5.29 million therms of natural gas. The proposed project would connect to existing utility lines adjacent to the project site.

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. Specifically, construction 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 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. Construction of the proposed project would require a total of approximately 4,320 one-way worker trips, 522 one-way vendor trips, and 528 hauling trips. As indicated in Table 4.6-1, on-road transportation fuel consumption (workers, hauling, and vendor trips) during construction would consume approximately 4,273 gallons of fuel. This would represent approximately 0.0264 percent of the County's projected fuel consumption. 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

Typically, it is infeasible to calculate the baseline consumption of various energy sources as data would need to be gathered regarding the site's current energy consumption through utility bills and throughput. Additionally, data regarding the site's other energy consumption options would be needed. At this time, that data is not available and would not affect the project's net energy consumption. As such, all energy consumption calculations are based on the project's consumption and are not "netted" out to provide a more conservative analysis. 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

[14] California Energy Commission. 2025. "Electricity Consumption by Entity." Accessed 28 January 2025. https://ecdms.energy.ca.gov/elecbyutil.aspx

[15] California Energy Commission. 2025. "Gas Consumption by Entity." Accessed 28 January 2025. https://ecdms.energy.ca.gov/gasbyutil.aspx

commercial uses and would not result in an excessive consumption of energy compared to other similar uses. Table 4.6-1 provides a summary of the estimated energy consumption during the operation of the proposed project. Refer to Appendix B, Air Quality/Greenhouse Gas Emissions Modeling Results for the energy consumption modeling assumptions.

Table 4.6-2
Operational Energy Consumption

Energy Type	Project Annual Energy Consumption	Amador County Annual Energy Consumption	Percentage Increase
Electricity	421,941 kilowatts-hours	349,097,079 killowatts-hours	0.1209%
Natural Gas	0 therms	7,466,029 therms	0.0000%
Operational Automotive Fuel	375,006 gallons	16,200,626 gallons	2.3148%

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

Notes:

[1] The project would not consume natural gas. The County's annual energy consumption is based on total consumption in 2022, the latest year with available data

[2] The project's increase in on-road fuel consumption (construction) would be compared with the County's projected on-road fuel consumption in 2026.

Electricity

As shown in Table 4.6-2, the project is expected to use approximately 421,941 kWh per year (kWh/year) to serve operational demands. In 2022, the County of Amador consumed approximately 349.1 million kWh of electricity.[16] Therefore, the increase in electricity demand of approximately 0.12 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

[16] California Energy Commission. 2023. "Electricity Consumption by County." Accessed 26 October 2023. https://ecdms.energy.ca.gov/elecbycounty.aspx.

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. The proposed project would utilize the renewable energy generated by the installed solar panels, reducing the project's overall demand from the PG&E energy grid. Therefore, impacts would be less than significant in this regard.

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. The trip generation of 1,871 trips was based on the Institute of Transportation Engineers. As shown in Table 4.6-2, the project's trip generation of 1,871 trips would consume approximately 375,006 gallons per year. This would represent approximately 2.3 percent of the County's projected on-road fuel consumption. It should be noted that this evaluation does not take into account the existing trip generation for a more conservative analysis. 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.[17] 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. The project does not include any design features that would conflict with the required CALGreen and California Energy Code standards. 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.

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

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 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.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

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.[18] 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 Ione Fault, which is located approximately 10 miles southwest. Another LTQT fault, the Poorman Gulch fault, is located 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, an 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

[18] California Geological Survey. *Earthquake Zones of Required Investigation*. 31 May 2023. https://maps.conservation.ca.gov/cgs/EQZApp/app/.

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.

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.[19] 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.[20] 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 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

[19] 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.

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

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.[21] 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.

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.

[21] 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.

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.

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 Nevada Range underlain by volcanic sedimentary rocks and marine stratified rocks of Jurassic Age.[22] 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.

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

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.

[22] 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.

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.

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.

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?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental 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 ($MMTCO_2e$) per year.[23] Methane (CH_4) 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 CO_2, CH_4, and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 to 300 parts per million (ppm). For the period from approximately 1750 to the present, global CO_2 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 CO_2 in the atmosphere was recorded at 424 ppm.[24]

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 District's (SMAQMD) recommended thresholds of significance to assess the project's greenhouse gas impacts.

[23] 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.

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

SMAQMD establishes a threshold of 1,100 $MTCO_2e$ 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 CO_2, N_2O, and CH_4 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_2O	Refrigerants	CO_2e
	Metric Tons/year[1]				
Construction Emissions					
Construction	97.6	<0.01	<0.01	0.03	178.70
Total Construction Emissions[2]	**178.70 $MTCO_2e$**				
SMAQMD Threshold	1,100 $MTCO_2e$/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
Total Direct Emissions[2]	*2,851.04*	*0.17*	*0.19*	*319.58*	*3,231.09*
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
Total Indirect Emissions[2]	*40.02*	*0.10*	*<0.01*	*0.00*	*42.78*
Total Operational and Amortized Construction Project-Related Emissions[2]	**3,273.87 $MTCO_2e$/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 $MTCO_2e$ during construction, which would not exceed the SMAQMD-recommended threshold of 1,100 $MTCO_2e$, 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, shedders/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 $MTCO_2e$ 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 $MTCO_2e$ 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 $MTCO_2e$ 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 $MTCO_2e$ 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 $MTCO_2e$ 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 $MTCO_2e$ 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 $MTCO_2e$ per year. Although the project would exceed the SMAQMD's screening threshold, it would 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. Additionally, as shown in Table 4.8-3, the proposed project would be consistent with CARB's 2022 Scoping Plan

and thus be consistent with local and State policies. 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

Both the City and AAD do not establish thresholds for GHG emissions. Due to its proximity to the SMAQMD, the project's potential emissions impacts are analyzed using SMAQMD thresholds to ensure consistency with the 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 $MTCO_2e$ per year which is more than 1,100 $MTCO_2$ 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.
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.
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 stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO_2e)[25] 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 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.

Assembly Bill 1279 (The California Climate Crisis Act)

California passed the California Climate Crisis Act (AB 1279) in September 2022. AB 1279 provides guidelines and framework for the state to achieve net zero GHG emissions as soon as, but no later than 2045. This would ensure that statewide anthropogenic GHG emissions are reduced by at least 95 percent below the 1990 levels.

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

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

emissions level of 596 million $MTCO_2e$ under a business as usual (BAU)[26] 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.

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 $MTCO_2e$ 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 CO_2 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.

Local

City of Plymouth General Plan

The City's General Plan contains goals and recommended actions in the Public Safety Element that aims to reduce GHG emissions. The following goals and recommended actions are applicable to the proposed project:

Relevant Goals of the General Plan:

Goal 9L. Promote alternative methods of transportation to minimize auto-dependency and the associated air pollution

[26] "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.

Relevant Recommended Actions:

Action 9.43. Reduce auto dependency and greenhouse gas emissions from new development by:
Discouraging auto-dependent sprawl and dependence on private automobile;
Promoting development that is compact, mixed-use, pedestrian-friendly, and transit-oriented;
Promoting energy efficient building design and site planning; and
Improving the jobs/housing ratio in the community.

Action 9.45. Encourage new development to promote pedestrian and bicycle access and circulation to the greatest extent feasible. Require that all specific plans and discretionary development applications be reviewed to determine the need for pedestrian/bike paths connecting to adjacent development and common service facilities (e.g., clustered mailboxes, bus stops, etc.).

Action 9.50. Support and encourage the use of zero- and low-emission vehicles and car-sharing programs by requiring sufficient infrastructure and parking facilities to accommodate these vehicles.

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?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐
d) Be located on a site 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?	☐	☒	☐	☐
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?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Environmental 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 2025, 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 existing use at 18725 Highway 49 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 has not been identified 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 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 with implementation of MMs HAZ-1 and HAZ-2.

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, 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, 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 spilling 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.

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.[27] 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.

[27] 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."

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.

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.[28] 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.

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.[29] The project site is located within an area outside of the Very High fire Hazard Severity Zone designation in the Local Responsibility Area.[30] 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.[31] The project site is

[28] 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.
[29] 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.
[30] California Department of Forestry and Fire Protection. 2007. *FHSZ Viewer*. https://egis.fire.ca.gov/FHSZ/. Accessed 03 October 2023.
[31] 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.

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.

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

MM-HAZ-1: Prior to the issuance of 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: Prior to the issuance of grading permits, 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.

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?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
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	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Environmental 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 NDPES 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 an antidegradation analysis and 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 NDPES 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.[32] 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

[32] 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.

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 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.[33] In addition, the project is not in the vicinity of any levees.[34] 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.

[33] 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.

[34] 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?	☐	☐	☐	☒
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?	☐	☐	☒	☐

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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

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.[35] 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 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).[36] 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. According to the Bureau of Land Management's Mineral and Land Records System, the project site is located within a closed mining claim.[37] Therefore, the project site is not located on land reserved for future mining activities. There is no documented proof of specific mineral resources or recognized mineral activity on the project site. 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

[35] California Department of Conservation. 2016. "Mines Online." Accessed 18 October 2023. https://maps.conservation.ca.gov/mol/index.html.
[36] 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.
[37] Bureau of Land Management. 2024. "Mineral and Land Records System." Accessed 18 October 2024. https://mlrs.blm.gov/s/research-map#16,38.48092418478651,-120.84597358039247.

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.

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?	☐	☒	☐	☐
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?	☐	☐	☐	☒

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

City of 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 quantity 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.

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.

Data Sources: Bollard Acoustical Consultants
Map Export: 10/22/2024 9:41 AM.

EXHIBIT 4.13-1
Noise Survey Locations

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 is 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 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 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 roadwaynetwork. 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
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 roadwaynetwork. 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.

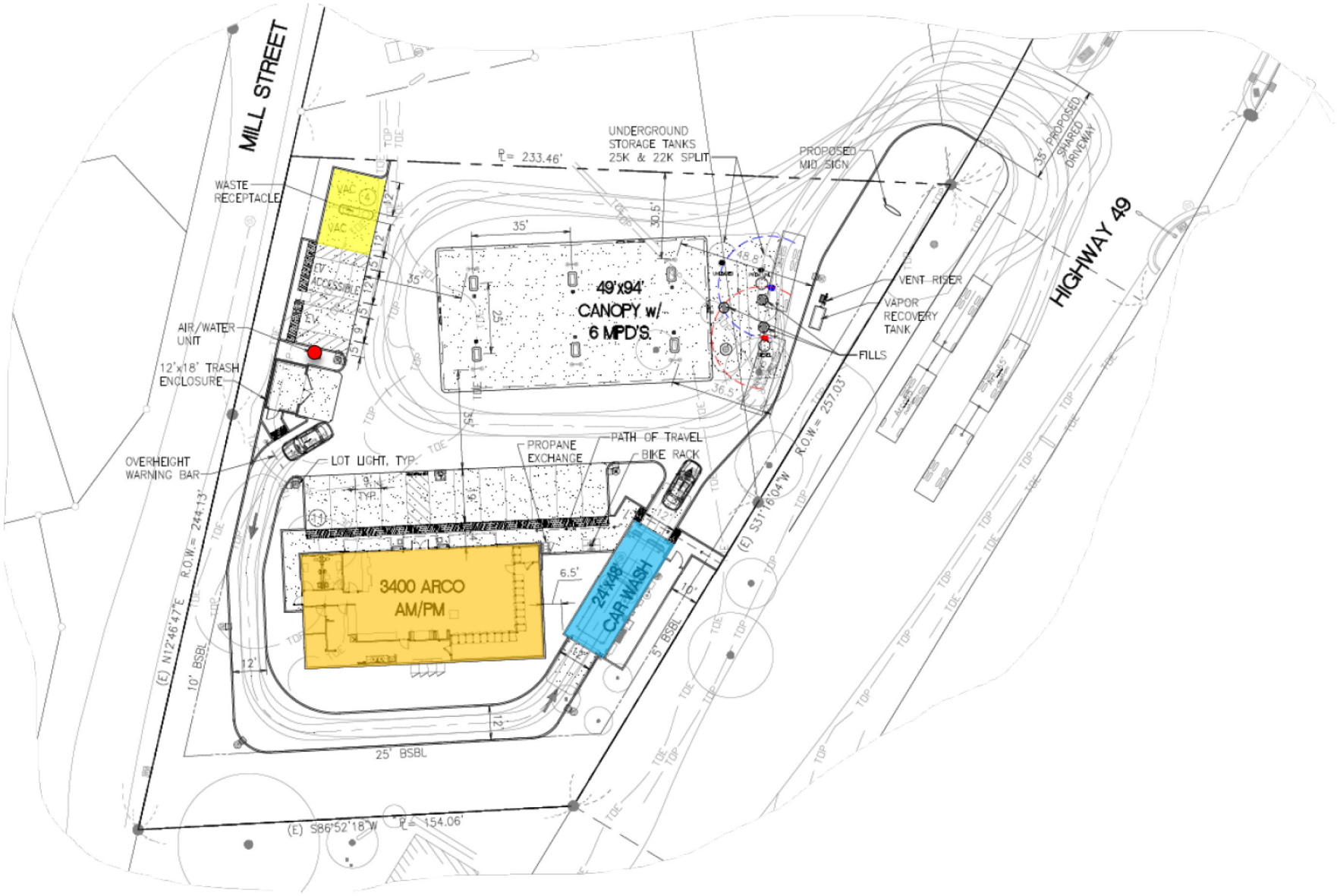
Table 4.13-7
PDQ LaserWash 360 Integrated Dryer System Reference Noise Levels

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.



Data Sources: Bollard Acoustical Consultants
Map Export: 10/22/2024 9:43 AM.

EXHIBIT 4.13-2
Project Preliminary Site Plan

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.

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
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
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
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 4.13-16, construction activities typically generate noise levels ranging from approximately 75 to 85 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 though 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.

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

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 (between 7:00 AM and 6:00 PM).
- 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-termincreases in ambient noise levels.

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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

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?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

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. However, the proposed project would be located on a partially disturbed site and includes a commercial development that would be subject to City standards and regulations. The proposed project does not include residential development and would not induce any unplanned population growth. Fire protection services required at the project site would be similar to existing conditions at 18725 Highway 49. Additionally, prior to permit issuance, standard conditions of approval for any new development require approval by the AFPD. Final approval of project construction from AFPD would be required during plan check and prior to the issuance of grading and building permits. Therefore, implementation of the project is not expected to have a 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. The proposed project would be located on a partially disturbed site and includes a commercial development that would be subject to City standards and regulations. The proposed project does not include residential development and would not induce any unplanned population growth. Police protection services required at the project site would be similar to existing conditions at 18725 Highway 49. 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 proposed project 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. Additionally, the ACSO has reviewed the project plans and did not express concern regarding the size of the project and related service demands.[38] 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

[38] Written communication. ACSO to City of Plymouth. February 1, 2024.

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.[39]

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, 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.

[39] Amador County California. 2018. "Library Locations." Accessed 18 October 2023. https://www.amadorgov.org/departments/library/library-branches-hours-and-location.

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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

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?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

Environmental Setting

The Transportation section is based upon the Plymouth ARCO Gas Station Project Transportation Study (TS), prepared by MAT Engineering Inc., dated October 4, 2024, 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 is shared with adjacent parcels and uses which consist of the Plymouth Trading Post and the Fig Barn. Hence, currently, the project site takes access via the following existing three driveways:

- One existing full access unsignalized driveway along Main Street; and
- Two existing full access unsignalized driveways along State Route (SR) 49

With implementation of the proposed project, the two driveways along State Route (SR) 49 will be consolidated and the existing southerly driveway for the site on State Route (SR) 49 will be eliminated. Hence, with the implementation of the proposed project, access for the site will continue to be shared with adjacent parcels and uses and the project is planned to take access via the following two driveways:

- One existing full access unsignalized driveway along Main Street; and
- One existing full access unsignalized driveway along State Route (SR) 49

The access consolidation is generally considered to be appropriate traffic engineering and transportation planning practice since it is expected to reduce traffic friction along State Route (SR) 49 by reducing points of conflict in the vehicular as well as pedestrian traffic flow.

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.

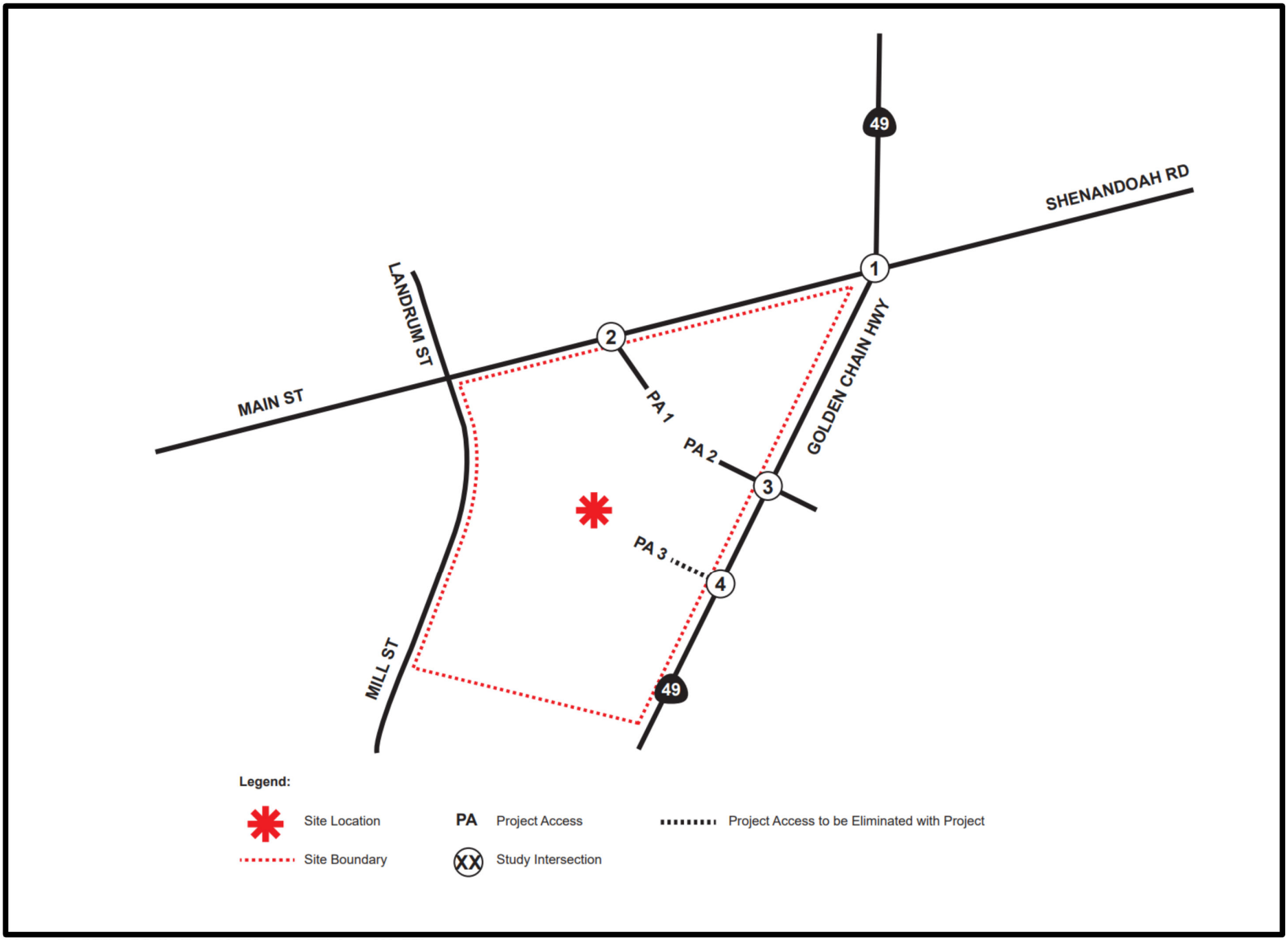
Analysis Methodologies, Performance Criteria, and Thresholds

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. For the purposes of this IS/MND, the following LOS discussion is for informational purposes only. The significance conclusions of this section of the IS/MND are based on VMT, as required by State CEQA Guidelines Section 15064.3.

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.



Data Sources: Plymouth ARCO Gas Station Project Transportation Study prepared by MAT Engineering, October 2024
Map Export: 10/21/2024 2:47 PM.

EXHIBIT 4.17-1
Study Intersection 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.

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

*This existing access driveway is planned to be eliminated by the proposed project.

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?

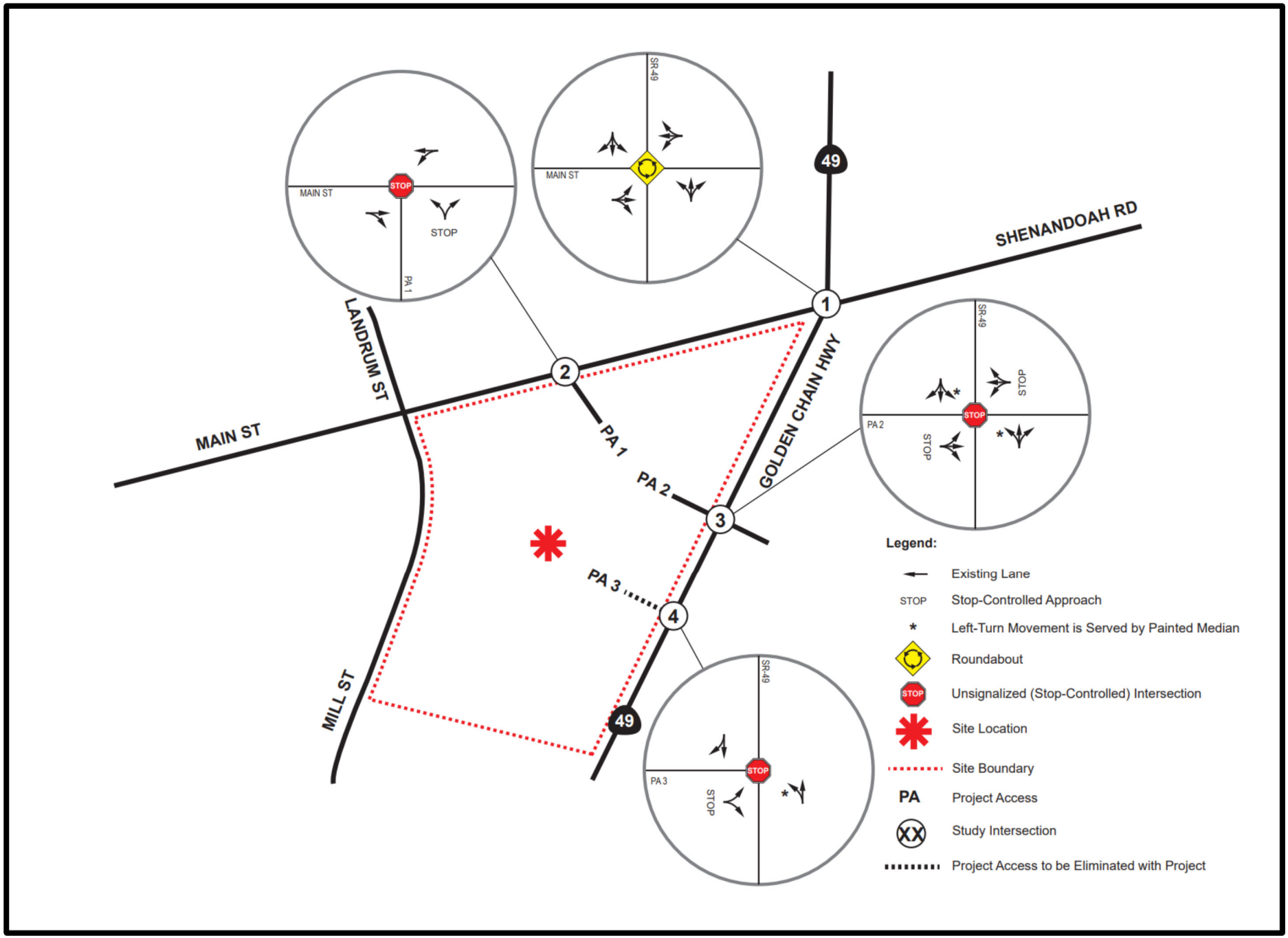
Less Than Significant Impact.

Projected Traffic Volumes

Project Traffic Conditions

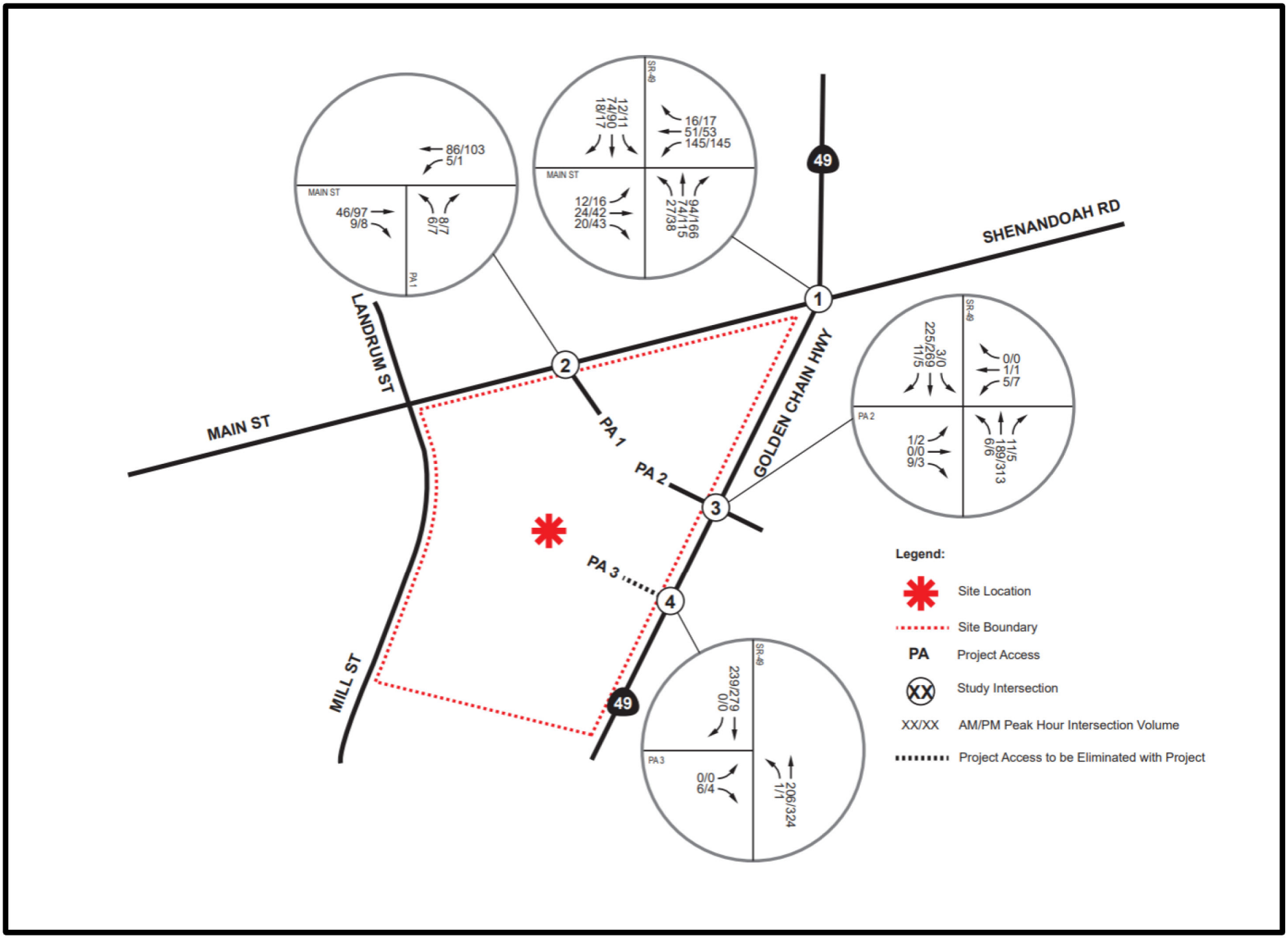
<u>Project Trip Generation</u>

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.



Data Sources: Plymouth ARCO Gas Station Project Transportation Study prepared by MAT Engineering, October 2024
Map Export: 10/21/2024 2:46 PM.

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



Data Sources: Plymouth ARCO Gas Station Project Transportation Study prepared by MAT Engineering, October 2024
Map Export: 10/21/2024 2:46 PM.

EXHIBIT 4.17-3
Existing Conditions Traffic Volumes

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.

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
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 11 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

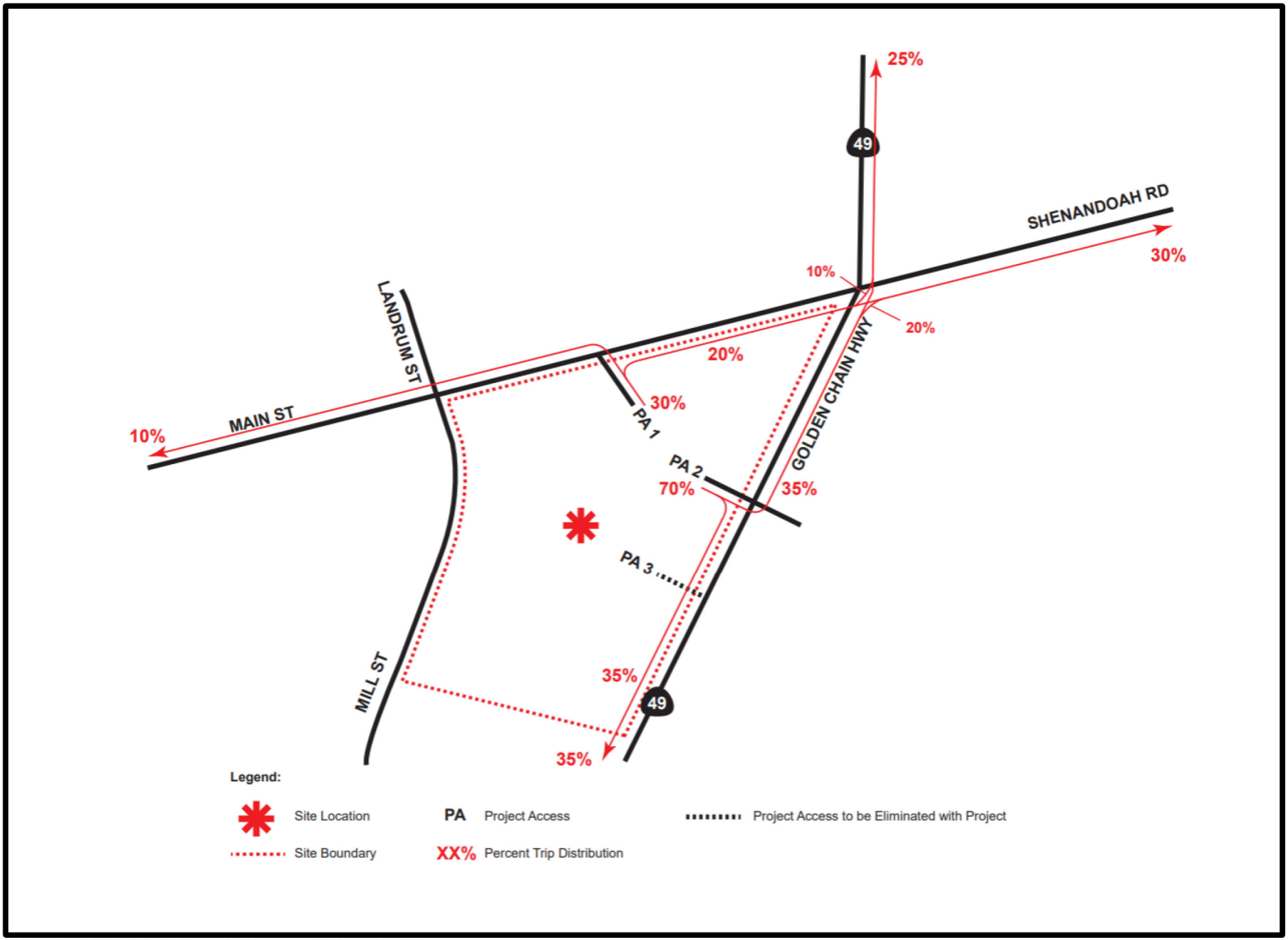
The assignment of traffic from the project site to the adjoining roadway system was based upon the project's trip generation, trip distribution, and proposed arterial highway and local street systems that the traffic study assumed would be in place by the time of initial occupancy of the site. Exhibit 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.



Data Sources: Plymouth ARCO Gas Station Project Transportation Study prepared by MAT Engineering, October 2024
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EXHIBIT 4.17-4
Project Forecast Percent Trip Distribution

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 11 Edition Trip Generation Manual.

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.

Additionally, as previously noted, with implementation of the proposed project, the two driveways along State Route (SR) 49 will be consolidated and the existing southerly driveway for the site on State Route (SR) 49 will be eliminated. Therefore, with implementation of the proposed project, all of the existing traffic utilizing the southerly driveway will be shifted to the northerly driveway.

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.

Additionally, as previously noted, with implementation of the proposed project, the two driveways along State Route (SR) 49 will be consolidated and the existing southerly driveway for the site on State Route (SR) 49 will be

eliminated. Therefore, with implementation of the proposed project, all of the existing traffic utilizing the southerly driveway will be shifted to the northerly driveway.

Level of Service Analysis

For the purposes of this IS/MND, the following LOS discussion is for informational purposes only. The significance conclusions of this section of the IS/MND are based on VMT, as required by State CEQA Guidelines Section 15064.3.

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

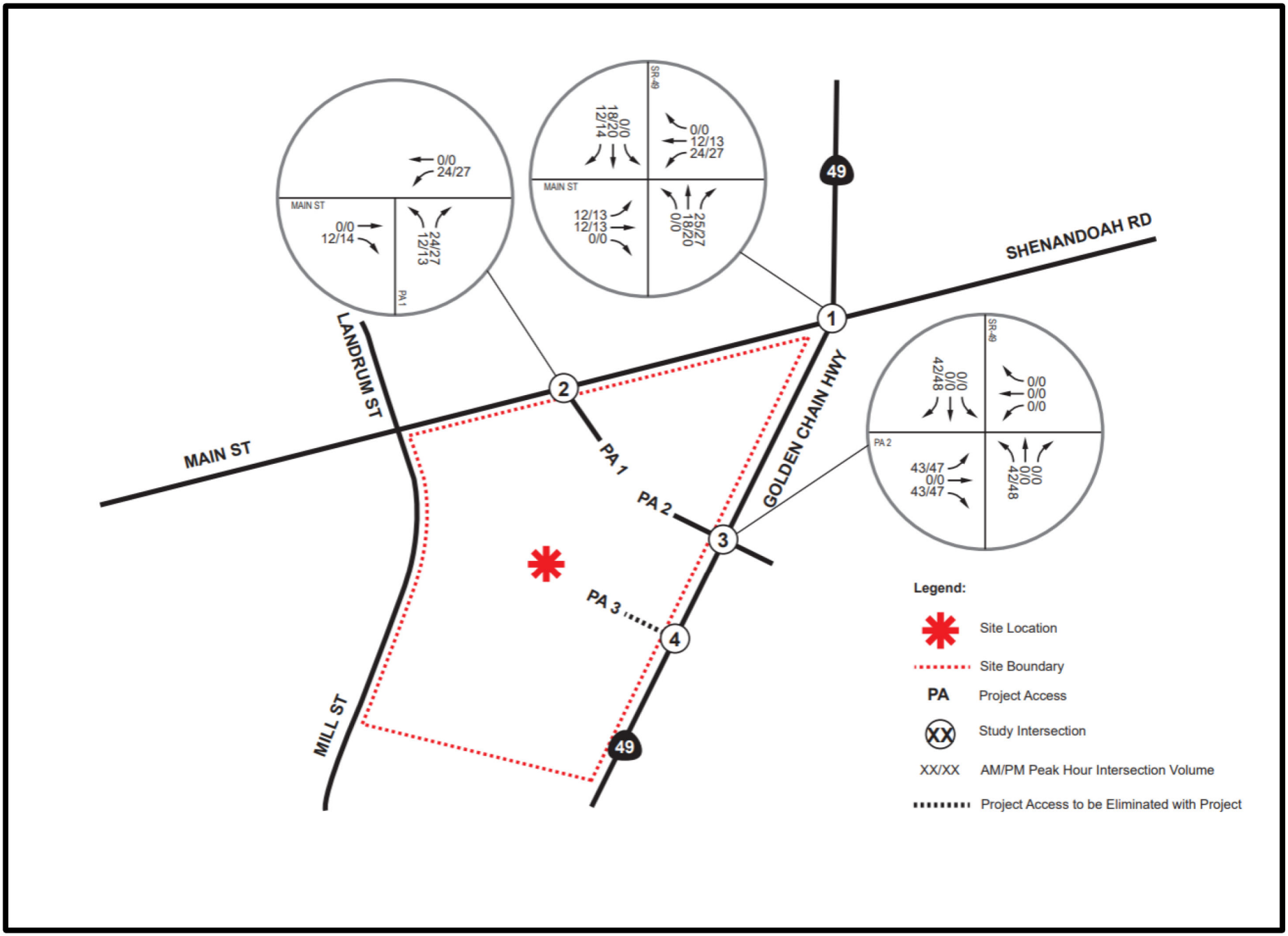
#	Study Intersection (North-South/East-West)	Traffic Control Type	Analysis Methodology	LOS Standard	Existing (2023) Conditions			
					AM Peak Hour		PM Peak Hour	
					Delay	LOS	Delay	LOS
1	State Route 49 – Golden Chain Highway/Main Street	RAB	HCM	D or better	4.5	A	4.9	A
2	Project Access 1/Main Street	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
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) 6Edition 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.

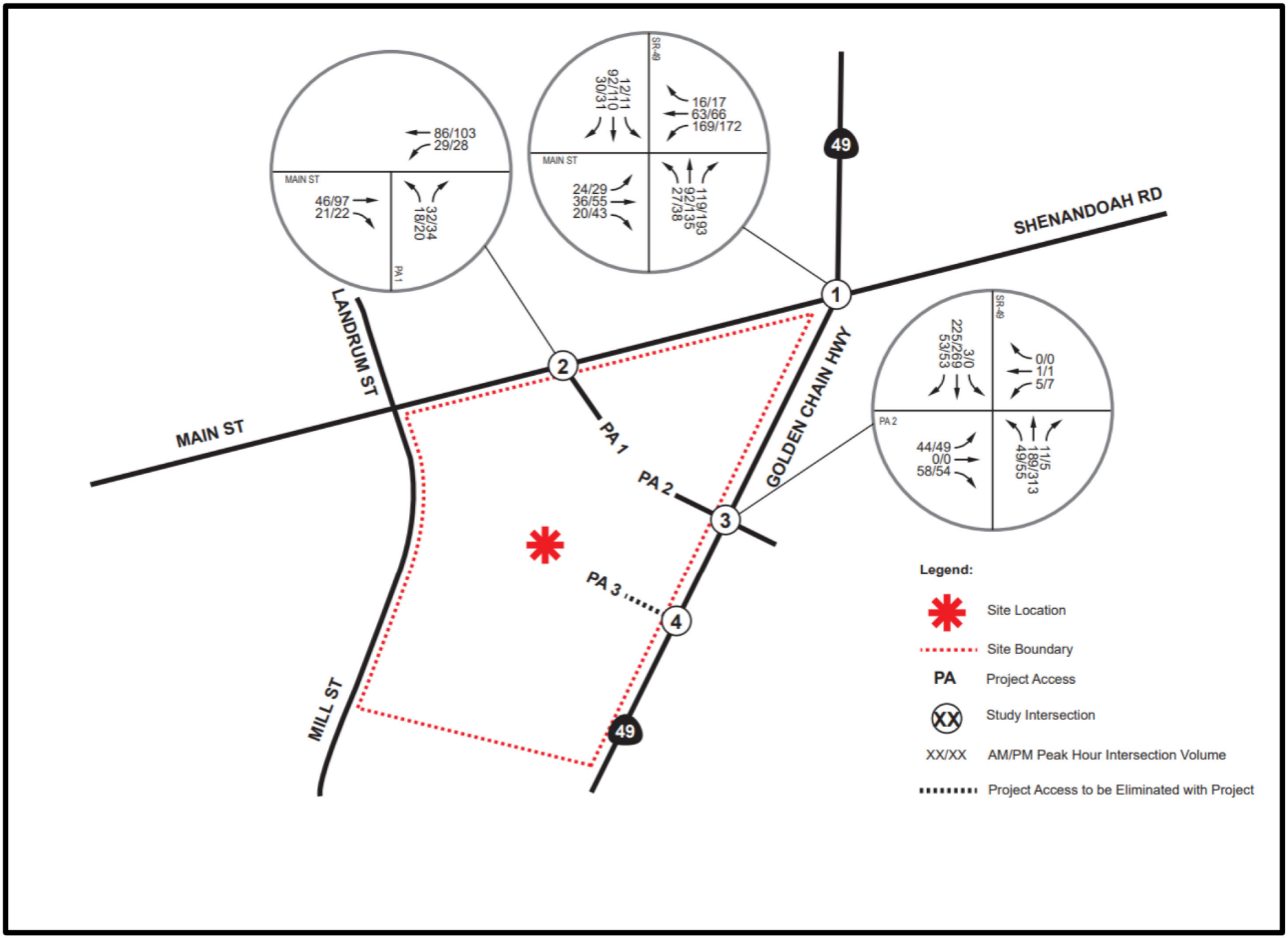
Existing With Project Conditions Level of Service

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.



Data Sources: Plymouth ARCO Gas Station Project Transportation Study prepared by MAT Engineering, October 2024
Map Export: 10/21/2024 2:44 PM.

EXHIBIT 4.17-5
Project Traffic Volumes



Data Sources: Plymouth ARCO Gas Station Project Transportation Study prepared by MAT Engineering, October 2024
Map Export: 10/21/2024 2:44 PM.

EXHIBIT 4.17-6
Existing Plus Project Conditions Traffic Volumes

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			
					Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM
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	15.8	C	18.7	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	N/A*	N/A*	N/A*	N/A*	No	No

Notes: Intersection Analysis Methodology: HCM (Highway Capacity Manual) 6 Edition methodology based on delay (shown and reported in seconds) utilizing Synchro Version 11 analysis software.

RAB = Roundabout; CSS = Cross-Street Stop

N/A = Not applicable

*This existing access driveway is planned to be eliminated by the proposed project.

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

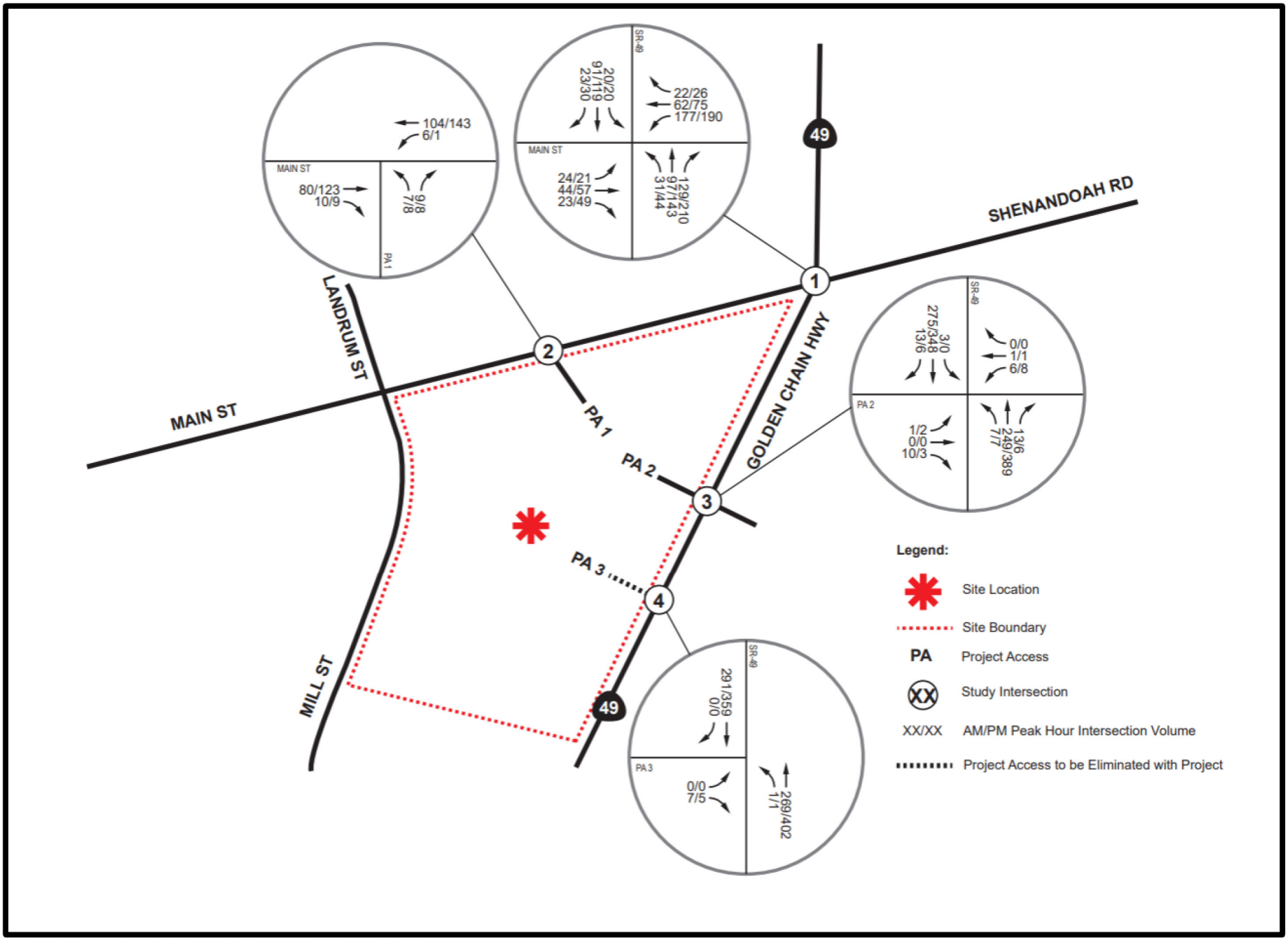
Notes: Intersection Analysis Methodology: HCM (Highway Capacity Manual) 6 Edition methodology based on delay (shown and reported in seconds) utilizing Synchro Version 11 analysis software.

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.

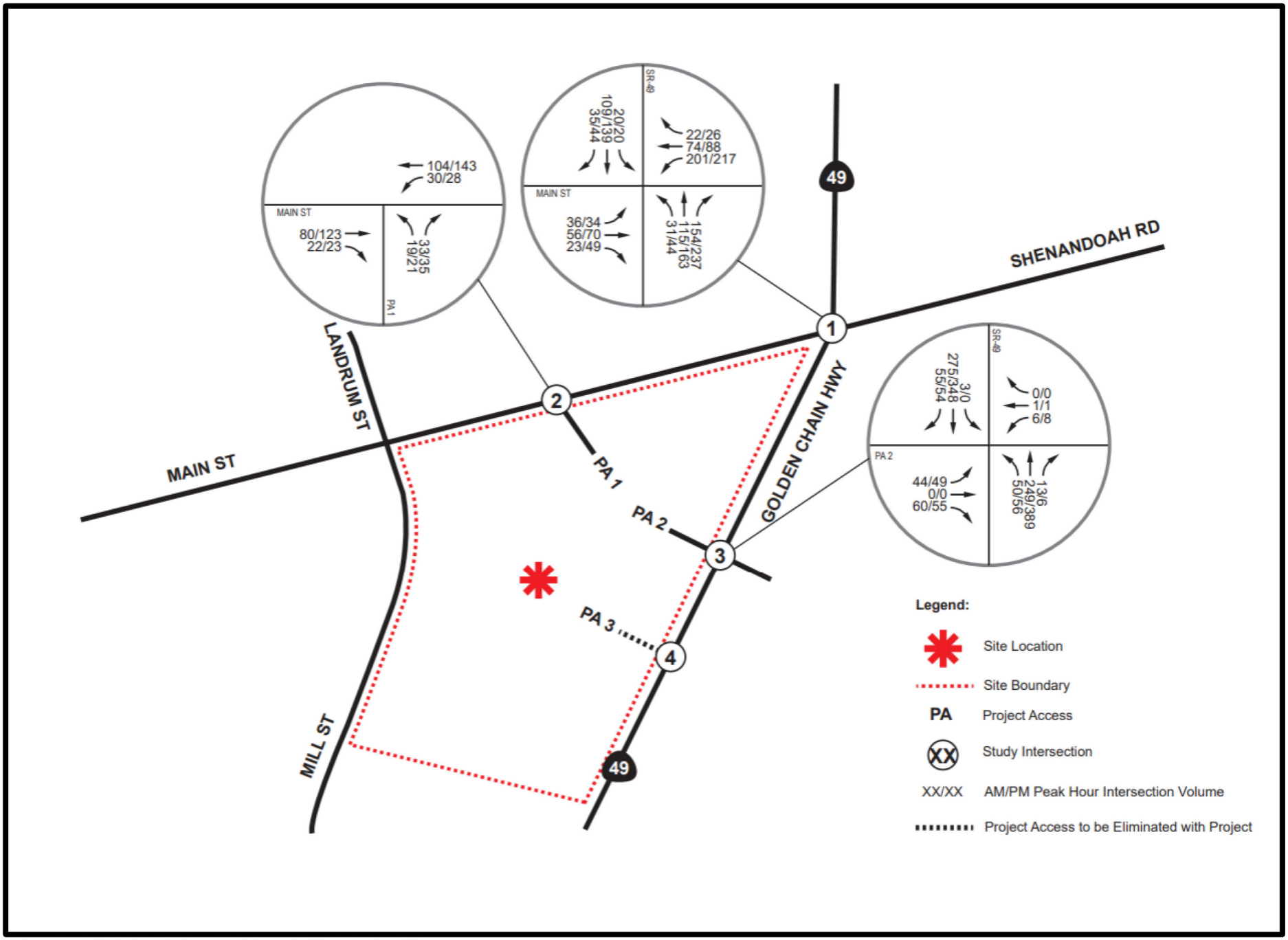
Opening Year With Project Conditions Level of Service

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.



Data Sources: Plymouth ARCO Gas Station Project Transportation Study prepared by MAT Engineering, October 2024
Map Export: 10/21/2024 2:43 PM.

EXHIBIT 4.17-7
Opening Year Without Project Conditions Traffic Volumes



Data Sources: Plymouth ARCO Gas Station Project Transportation Study prepared by MAT Engineering, October 2024
Map Export: 10/21/2024 2:43 PM.

EXHIBIT 4.17-8
Opening Year With Project Conditions Traffic Volumes

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			
					Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM
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	18.5	C	23.4	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	N/A*	N/A*	N/A*	N/A*	No	No

Notes: Intersection Analysis Methodology: HCM (Highway Capacity Manual) 6 Edition methodology based on delay (shown and reported in seconds) utilizing Synchro Version 11 analysis software.
RAB = Roundabout; CSS = Cross-Street Stop
N/A = Not applicable
*This existing access driveway is planned to be eliminated by the proposed project.

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. Pursuant to Caltrans guidelines, many types of projects such as the following are considered to not have a significant impact on VMT and screen out:[40,41]

- 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

The City has not adopted VMT guidelines. Based on research of public domain, there is no information about VMT thresholds for the Amador County adopted traffic study guidelines. The VMT analysis uses commonly utilized screening types that most agencies use and the guidelines adopted by various agencies screen out gas stations. Under Caltrans guidelines, the project screens out as a local-serving use.

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.[42,43] No mitigation is required.

[40] California Governor's Office of Planning and Research (Now Office of Land Use and Climate Innovation). 2018. "Technical Advisory on Evaluating Transportation Impacts in CEQA." December. https://lci.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf.
[41] Caltrans. 2020. Vehicle Miles Traveled- Focused Transportation Impact Study Guide. May 20. https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf.
[42] California Governor's Office of Planning and Research (Now Office of Land Use and Climate Innovation). 2018. "Technical Advisory on Evaluating Transportation Impacts in CEQA." December. https://lci.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf.
[43] Caltrans. 2020. Vehicle Miles Traveled-Focused Transportation Impact Study Guide. May 20. https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf.

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			
				Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	AM Peak Hour	PM Peak Hour
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			
				Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	AM Peak Hour	PM Peak Hour
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	249	25	373	25	43	0	49	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	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	Yes	Yes

Notes: Analysis Methodology: HCM (Highway Capacity Manual) 95Percentile Vehicular Queue utilizing 6Edition 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).

N/A = Not applicable

*This existing access driveway is planned to be eliminated by the proposed project.

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			
				Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	AM Peak Hour	PM Peak Hour
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			
				Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	Traffic Volume	Queue (ft)	AM Peak Hour	PM Peak Hour
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	312	25	451	25	43	0	49	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	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	Yes	Yes

Notes: Analysis Methodology: HCM (Highway Capacity Manual) 95Percentile Vehicular Queue utilizing 6Edition 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).

N/A = Not applicable

*This existing access driveway is planned to be eliminated by the proposed project.

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 the other project driveway, and signage shall be provided to prohibit access of fuel trucks from that driveway.

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.

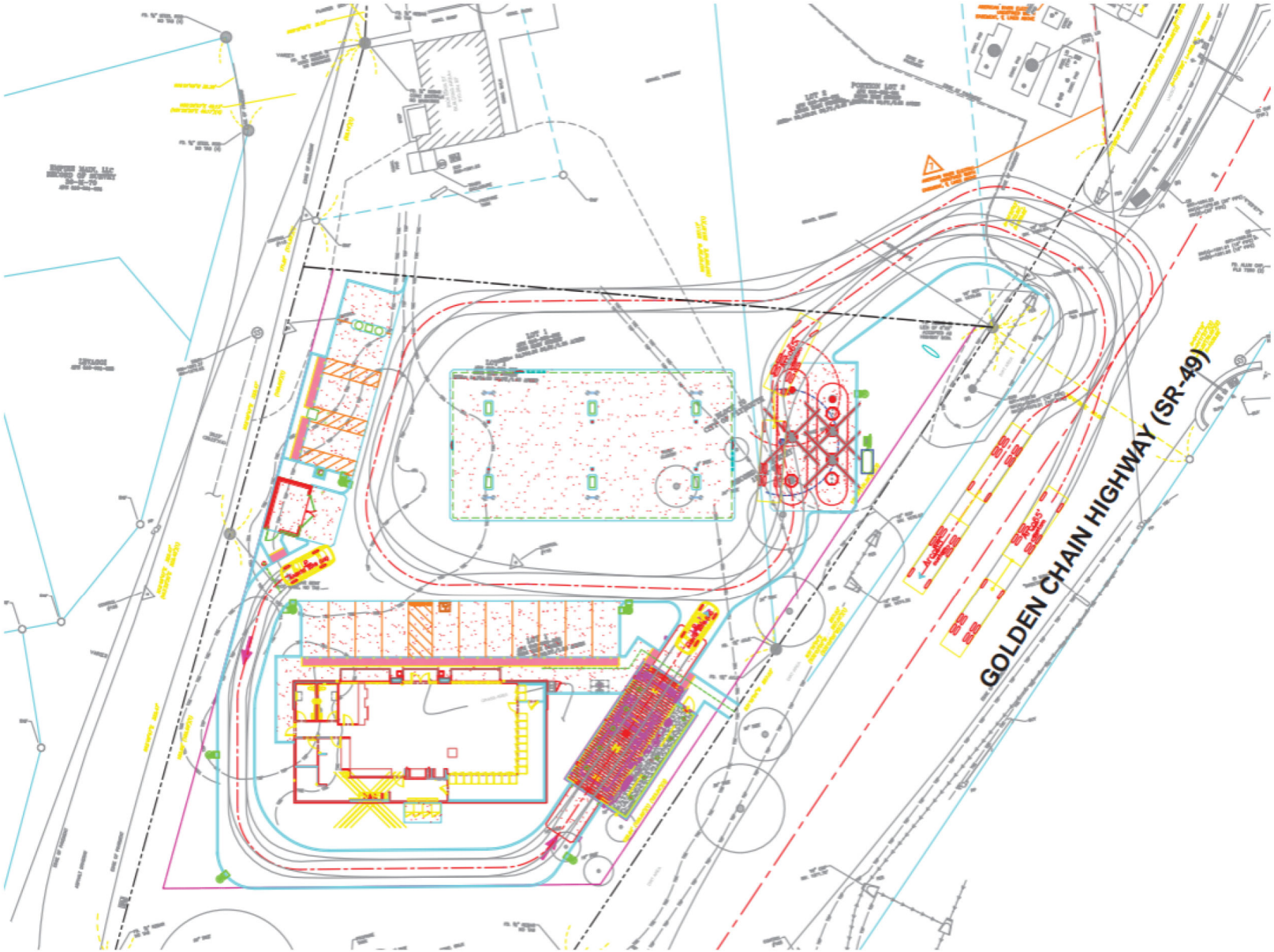
Evaluation of Sight Distance

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. As previously noted, with implementation of the proposed project, the two driveways along State Route (SR) 49 will be consolidated and this existing southerly driveway for the site on State Route (SR) 49 will be eliminated.

Figures 4.17-1a through 4.17-1e, Existing Site Distance, show the existing sight distance at the project driveways.



Data Sources: Plymouth ARCO Gas Station Project Transportation Study prepared by MAT Engineering, October 2024
Map Export: 10/21/2024 2:42 PM.

EXHIBIT 4.17-9
Fuel Truck Turning Maneuvers

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

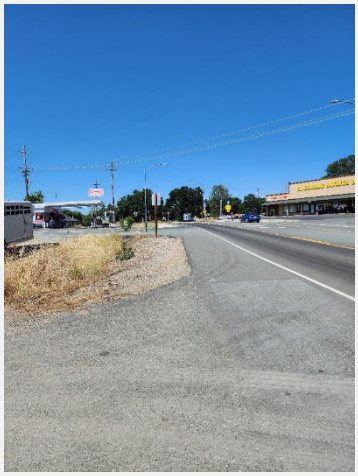


Figure 4.17-1e. SR-49 / Project Access 3 (South). Looking North onto SR-49

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 is shared with adjacent parcels and uses which consist of the Plymouth Trading Post and the Fig Barn. Hence, currently, the project site takes access via the following existing **three driveways**:

- One existing full access unsignalized driveway along Main Street; and
- Two existing full access unsignalized driveways along State Route (SR) 49

With implementation of the proposed project, the two driveways along State Route (SR) 49 will be consolidated and the existing southerly driveway for the site on State Route (SR) 49 will be eliminated. Hence, with the implementation of the proposed project, access for the site will continue to be shared with adjacent parcels and uses and the project is planned to take access via the following **two driveways**:

- One existing full access unsignalized driveway along Main Street; and
- One existing full access unsignalized driveway along State Route (SR) 49

The access consolidation is generally considered to be appropriate traffic engineering and transportation planning practice since it is expected to reduce traffic friction along State Route (SR) 49 by reducing points of conflict in the vehicular as well as pedestrian traffic flow.

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 existing driveway located on Main Street, and project implementation would consolidate the two existing driveways on SR 49 into one shared access driveway to be utilized for the proposed project. 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	☐	☐	☒	☐
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.	☐	☐	☒	☐

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 Ione Band of Miwok Indians, the Jackson Rancheria Band of Miwuk 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. 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 issue.

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 Ione Band of Miwok Indians, the Jackson Rancheria Band of Miwuk 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. The City responded on January 18, 2024, and provided the proposed site plan and Cultural Resources Study. No response was received, and no further consultation occurred.

With implementation of Mitigation Measures CUL-1 through CUL-3, impacts to tribal cultural resources would be mitigated to a less than significant level.

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, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Impact Analysis

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

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.[44] 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 Ione Treatment Plant.[45]

In order for the proposed project to be granted a will-serve letter from the AWA, the proposed project would be subject to conditions of approval, which may include the following:

- The Applicant shall apply for a "Determination of Water Availability" from the AWA.
- Upon receipt of an approved project approval from the City, the Applicant shall apply for a wholesale Condition Will Serve from the AWA. AWA will then advise the Applicant of the requirements to serve the proposed project and other specific facilities to be constructed prior to initiation of water service for the proposed project.
- Upon compliance with all of the terms of the Conditional Will Serve Commitment, the Applicant shall apply for a Will Serve Commitment from the AWA.
- The Applicant will be required to obtain a "Wholesale Water Will Serve Commitment" from the AWA prior to obtaining a building permit or initiation of service to the proposed project.
- The Applicant shall pay all applicable capacity fees per the AWA's rules and regulations in force at the time of payment and/or service.
- The proposed car wash facility shall include a water recycling system capable of recycling a minimum of 90 percent of the water used.

Additionally, the proposed project would not individually exceed the capacity of the existing water supply and the TWTP. 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. The City Engineer has reviewed the preliminary project plans, and no concerns were raised regarding the City's wastewater treatment capacity. The sewer connection for the project shall be located on Mill Street, per City standards.[46]

[44] 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.

[45] 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.

[46] Written communication. City Engineer to City Planner. February 21, 2024.

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 storm water drainage appropriately. The project would include a storm drain system consisting of a series of inlets and pipes that ultimately convey runoff to a storm water 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. 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 Ione, 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

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 a Local Responsibility Area, and is serviced by the Amador Fire Protection District (AFPD). 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.[47]

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 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.

[47] 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.

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?	☐	☒	☐	☐
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.)	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Impact Analysis

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 of 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. There are no approved, planned, or proposed projects within a one-mile vicinity of the project site. Since the proposed project would not have significant impacts after mitigation and there are no other projects in the vicinity, 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 Preparers

5.1 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

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
- 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

Exhibit B

FINAL

Prepared for:

City of Plymouth
9426 Main Street
Plymouth, California 95669
Contact: Erica Fraser

ARCO Commercial Center and Car Wash Project

Initial Study/Mitigated Negative Declaration

Prepared by:

CSG CONSULTANTS
3240 El Camino Real, Suite 190,
Irvine, California 92602
Contact: Glenn Lajoie, AICP

AUGUST 19, 2026

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1 Introduction

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15073, the City of Plymouth (herein referenced as "City of Plymouth," "Plymouth," or "City"), as the lead agency, has evaluated all written comments received on the ARCO Commercial Center and Car Wash Project Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND).

The Draft IS/MND for the proposed ARCO Commercial Center and Car Wash Project (project) was distributed to responsible and trustee agencies, organizations, and interested members of the public, and was made available for a 30-day public review period, which commenced on May 7, 2025, and concluded on June 7, 2025.

The ARCO Commercial Center and Car Wash Project Final IS/MND (Final IS/MND) consists of the following components:

- Section 1.0 – Introduction;
- Section 2.0 – Responses to Comments;
- Section 3.0 – Errata; and
- Section 4.0 – Revisions to Information Presented in the Draft IS/MND.

Due to the length of the Draft IS/MND, the text of the document is not included within this Final IS/MND; however, it is included by reference as applicable. None of the corrections or clarifications to the Draft IS/MND identified in this Final IS/MND constitutes "significant new information" pursuant to CEQA Guidelines Section 15073.5. As a result, a recirculation of the Draft IS/MND is not required.

2 Responses to Comments

In accordance with CEQA Guidelines Section 15073, the City of Plymouth, as the lead agency, evaluated the written comments received on the Draft IS/MND (State Clearinghouse No. 2024020094) for the proposed project and has prepared the following responses to the comments received (Responses to Comments).

A list of public agencies, organizations, and interested persons that provided comments on the Draft IS/MND is presented below in Table 2-1, Comment Letters Received. Each letter has been assigned a number. Individual comments within each comment letter have been lettered so comments can be cross-referenced with responses.

Table 2-1
Comment Letters Received

Comment Letter No.	Person, Firm, or Agency	Letter Dated
1	Wilton Rancheria	May 6, 2025
2	California Department of Transportation	May 30, 2025
3	Terri Sweet	June 2, 2025
4	Cary and Donna Roulet	June 2, 2025
5	Amy Gomes	June 4, 2025
6	Francesca Levaggi	June 4, 2025
7	Terri Sweet	June 5, 2025
8	Terri Sweet	June 5, 2025
9	JoAnn Sturgeon	June 5, 2025
10	Douglas and Jolinda Sim	May 28, 2025
11	Matt Goddard	June 5, 2025
12	Michael Martin/Stephanie Hogan	June 5, 2025
13	Donna Hall	June 5, 2025
14	Francine Ramos	June 5, 2025
15	Jeanne Lucas	June 5, 2025
16	Todd Ramos	June 5, 2025

Comment Letter 1

From: Cultural Preservation Department Inbox
To: Magda Gonzalez
Subject: ARCO Commercial Center and Car Wash
Date: Tuesday, May 6, 2025 2:53:04 PM

To: City of Plymouth

RE: ARCO Commercial Center and Car Wash

Dear Magda,

Thank you for your letter regarding the public hearing of the proposed project. Wilton Rancheria ("Tribe") is a federally recognized Tribe as listed in the Federal Register, Vol. 74, No. 132, p. 33468-33469, as "Wilton Rancheria of Wilton, California". The Tribe's Service Delivery Area ("SDA") as listed in the Federal Register, Vol. 78, No. 176, p. 55731, is Sacramento County. The Tribe's Trust Lands are in Sacramento County however, the Tribe's ancestral territory spans from Sacramento County to portions of the surrounding Counties. A

Although your project is within the ancestral territory of the Wilton Rancheria, we do not have any comments at this time. We appreciate your continued outreach and/ or consultation for future projects and respectfully request that you contact us if there are any project updates or changes.

Thank you,

Wilton Rancheria
Department of Cultural Preservation
Front Desk: 916-313-4493
cpd@wiltonrancheria-nsn.gov

Response to Comment Letter 1

Wilton Rancheria
Department of Cultural Preservation
May 6, 2025

A. The commenter describes the federal recognition of the Wilton Rancheria and states that the Tribe is associated with Sacramento with ancestral territory among surrounding counties. The commenter states that there are no comments regarding this project at this time. The commenter requests further notice of any project updates and changes. This comment is acknowledged and no further response is necessary.

Comment Letter 2

California Department of Transportation

OFFICE OF THE DISTRICT 10 RURAL PLANNING
P.O. BOX 2048 | STOCKTON, CA 95201
(209) 948-7325 | FAX (209) 948-7164 TTY 711
www.dot.ca.gov

May 30, 2025

Magda Gonzalez
Senior Planner
City of Plymouth
P.O. Box 429
Plymouth, CA 95669

AMA-49-PM 17.191 ARCO Commercial Center and Car Wash
SCH 2024020094

Dear Ms. Gonzalez,

The Department of Transportation (Caltrans) appreciates the opportunity to review and provide information on the ARCO Commercial Center and Car Wash Initial Study. The proposed project includes a Lot Line Adjustment, General Plan Amendment, Rezone, Minor Design Review, and Administrative Use Permit applications. A Major Design Review and Administrative Use Permit are requested for the construction of an ARCO fueling station consisting of a 3,400 square-foot AM/PM convenience store and an automatic car wash. The project includes a 4,606 square-foot canopy, six (6) multi-product dispensers that would create a total of twelve (12) vehicle fueling stations, the installation of three (3) underground storage tanks, and associated improvements.

The project site is located at 18725 State Route (SR) 49 in the community of Plymouth within Assessor Parcel Numbers (APNs) 010-062-001and 010-062-002.

Caltrans, at this time has the following comments:

Environmental

If any construction related activities will encroach into Caltrans Right of Way (ROW), the project proponent must apply for an Encroachment Permit to the Caltrans District 10 Encroachment Permit Office. All California Environmental Quality Act (CEQA) documentation, like the Mitigated Negative Declaration, with supporting technical studies, must be submitted with the Encroachment Permit Application. These studies will include an analysis of potential impacts to any cultural sites, historic properties, biological resources, hazardous waste locations, scenic highways, and/or other environmental resources within Caltrans ROW, at the project site(s). A

Hydrology

Per "Proposed Site Plan", the proposed development will generate a significant increase in impervious pavement runoff area. If historical undeveloped topography shows drainage from this site flowed into the State Right-of-Way (ROW), it may continue to do so with the conditions that peak flows may not be increased from the pre-construction quantity. Any increase in runoff generated by the proposed development should be stored and mitigated onsite. Caltrans would not allow additional runoff draining into the State ROW nor significantly impacting the existing drainage facilities. B

We request to review the pre- and post-construction stormwater runoff calculations for two (2) 10-year/24-hour storm event, drainage and grading plans to ensure the development will not adversely impact the existing State's drainage system.

Encroachment Permits

If any future project activities encroach into State ROW, the project proponent must submit an application for an Encroachment Permit to the Caltrans District 10 Encroachment Permit Office. Appropriate environmental studies must be submitted with this application. These studies will include an analysis of potential impacts to any cultural sites, biological resources, hazardous waste locations, and/or other resources within State ROW at the project site(s). For more information, please visit the Caltrans Website at: https://dot.ca.gov/programs/traffic-operations/ep/applications C

If you have any questions or would like to discuss these comments, please contact Ashley Cooper at (209) 670-9488 or at Ashley.Cooper@dot.ca.gov or me at (209) 639-8832 (email: gregoria.ponce@dot.ca.gov).

Sincerely,

Gregoria Ponce'

Gregoria Ponce', Chief
Office of Rural Planning

c: Amador County Planning Department
State Clearinghouse

Response to Comment Letter 2

California Department of Transportation
Gregoria Poncé, Chief, Office of Rural Planning
May 30, 2025

A. The commenter states that if any construction related activities encroach into Caltrans Right of Way (ROW), the Applicant must apply for an Encroachment Permit to the appropriate Caltrans District Encroachment Permit Office, and any prepared environmental documentation must be submitted with the application. This comment is acknowledged, and the Applicant would be required to comply with all required Caltrans permitting requirements and standards. No further environmental review is required at this time.

B. The commenter states project development will generate an increase in impervious pavement runoff. The commenter states that, similar to the existing condition, drainage may continue to flow into the State Right-of-Way (ROW), under the condition that the peak flows do not increase from pre-construction quantities and the excess runoff is stored and treated on-site. Additionally, the commenter requests to review the pre- and post- construction stormwater runoff calculations for two (2) 10-year/24-hour storm events, drainage, and grading plans to ensure the development will not impact existing State drainage systems. This comment is acknowledged, and the Applicant would be required to comply with all required Caltrans permitting requirements and standards. No further environmental review is required at this time.

C. The commenter states that the project would be required to submit an application for an Encroachment Permit to the Caltrans District 10 Encroachment Office if project activities encroach into the State ROW. The commenter states the application would also be required to include all appropriate environmental studies which analyze potential impacts to cultural sites, biological resources, hazardous waste locations, or other resources within the State ROW at the project site. This comment is acknowledged, and the Applicant would be required to comply with all required Caltrans permitting requirements and standards. No further environmental review is required at this time.

Comment Letter 3

RECEIVED
JUN 0 2 2025
BY: D. Knight

Terri Sweet
18210 Burke Drive
Plymouth, CA 95669
707-536-9290 terrisweet@hughes.net

June 2, 2025

VIA EMAIL
City of Plymouth
9426 Main Street
Plymouth, CA 95669

Attn: Ms. Magda Gonzalez, Planning Commission, City Council

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

Dear Ms. Gonzalez, Commissioners, and Councilmen:

The cumulative impacts of this project are untenable.

Adding 2,000 ARCO customer visits per day to the proposed Acorn Ridge Casino traffic, would produce 200 car trips per hour, 24 hours a day. The entire population of Plymouth is 1,000! Add to that the 90-room Hilton Hotel planned for the parcel across from Amador Brewing. The roundabout would be in constant gridlock. How could residents hope to escape a wildfire? A

Consider the new thousands of square feet of impervious surface with gas and oil being washed into Little Indian Creek, and flooding neighboring streets. B

The project is inconsistent with the city's Code of Ordinances. The noise and lights from the project would seriously impact residential neighborhoods in the vicinity. Many gas stations use loud music to deter homeless persons from loitering near the business. Doors slamming and engines revving 24 hours a day would be a cruel sentence for Plymouth residents. C

City parks are closed during summer hours from 9:00 p.m. until 5:00 a.m. and during winter hours from 6:00 p.m. until 5:00 a.m. Does the project plan to sell alcohol? The parks would be filled with overnight drinkers. Downtown would soon smell like a latrine. The Code says a permit is required for alcohol in the park; permits will not be requested. Plymouth could say goodbye to any peaceful order in the downtown and surrounding area. D

Think of the care business owners have taken to beautify their properties. Please study these types of gas station projects and you will see how the city will deteriorate in derogation of the rights of residents. Just combine all the exceptions from the General Plan, the Municipal Code, and environmental considerations that are being made for this applicant and you will conclude that this project really does not belong at the entrance to Plymouth. E

Section 4.20 Wildfire a) should have been checked "Potentially Significant Impact" because the report failed to consider the cumulative effect of the casino under construction and because any amount of traffic congestion will quickly block our limited avenues of egress. F

Section 4.21 Mandatory Findings of Significance b) should have been checked "Potentially Significant Impact" for all the reasons stated herein. G

Sincerely,

Terri Sweet

Response to Comment Letter 3

Terri Sweet
18210 Burke Drive, Plymouth, CA 95669
June 2, 2025

A. The commenter generally states cumulative projects within the City include the Acorn Ridge Casino and Hilton Hotel. The commenter notes a cumulative increase of vehicle trips in the vicinity. Additionally, the commenter states there would be an increase in transportation congestion within the project vicinity as a result of the proposed project. The commenter requests information regarding emergency evacuation due to wildfires. The Draft IS/MND included review of all cumulative projects provided for consideration by the City at the start of the preparation of the environmental review. As discussed on Draft IS/MND page 140, available cumulative project trip generations were utilized to assess project impacts to existing traffic volumes. Using the calculation of cumulative project trip generations plus proposed project trip generations, the proposed project is not expected to exceed the operational capacities of the adjacent roadways and would be consistent with the General Plan's goals and policies. As discussed in Section 4.17, Transportation, implementation of the proposed project would have a less than significant impact on roadway circulation. As discussed in Section 4.9, Hazards and Hazardous Materials, and Section 4.20, Wildfire, construction and operation of the proposed project would maintain adequate access to the emergency evacuation routes as identified by the Amador Fire Safe Council, including Main Street and State Route 49. Construction and operation of the proposed project would occur within the project site boundaries; no changes to adjacent roadways are proposed. Therefore, the proposed project would not significantly increase traffic congestion in the area and would not impair emergency evacuation operations. Impacts related to wildfire and evacuation were determined to be less than significant. No further environmental review is necessary.

B. The commenter states the proposed project would increase impervious surfaces at the project site resulting in runoff into the Little Indian Creek and the flooding of neighboring streets. The proposed project would increase the surface area covered by impervious surfaces at the project site, compared to existing conditions. However, as discussed in Section 4.10, Hydrology and Water Quality, Threshold c), the project would be required to obtain an NPDES permit for construction activities or coverage under the NPDES Construction General Permit to prevent erosion and runoff. Additionally, the proposed project would include a storm drain system consisting of a series of inlets and pipes that would convey runoff to a stormwater quality treatment device on-site and then discharge off-site, adjacent to the public right-of-way. Therefore, the proposed project includes stormwater infrastructure that would improve drainage conditions compared to the existing condition and would reduce post-development flows for all storm events. No further environmental review is necessary.

C. The commenter expresses concern that noise generated by project operations would adversely affect nearby residential neighborhoods and suggests that the project would be inconsistent with applicable City noise requirements. As described in the Noise Study in Appendix F, and Section 4.13, Noise, project-generated operational noise sources, including passenger vehicle circulation, truck circulation, truck delivery activities, vehicle vacuum equipment, the car wash drying system, the air/water station, and mechanical equipment, were quantitatively evaluated using accepted acoustical analysis methods. The Noise Study concluded that project-generated operational noise levels would satisfy the applicable City of Plymouth General Plan noise standards at the nearest existing residential land uses. In addition, project-generated increases in ambient noise levels at

nearby residential receptors were calculated to be well below the applied significance criteria. Accordingly, the analysis concludes that operational noise impacts would be less than significant.

Appendix G of the CEQA Guidelines requires evaluation of whether a project would generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the applicable General Plan or noise ordinance. Consistent with this requirement, the Noise Study evaluated both project-generated increases in ambient noise levels and project operational noise relative to the applicable day-night average noise level (DNL) standards established in Table 8-1 of the City of Plymouth General Plan. The assessment of project operational noise relative to the General Plan DNL standards was conducted consistent with the analytical approach requested by City planning staff.

With respect to the comment regarding amplified music, the proposed project was not represented as including outdoor amplified music as part of its normal operations. The environmental analysis evaluates the operational characteristics of the project as proposed. Should the project ultimately include operational features not analyzed in the environmental document, the City may address such features through the applicable permitting and enforcement processes, as appropriate.

D. The commenter states local park hours of operation and requests information regarding intended products for retail sale at the convenience store. The decision whether to approve the project is ultimately a policy and legislative decision of the City Council (based on a recommendation from the Planning Commission). The Draft IS/MND is created to identify and inform the Planning Commission and the City Council of the environmental impacts of that decision before it is made, so that these entities are fully informed. To that end, while the commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND, the City of Plymouth decision makers will consider all comments on the proposed project. No further environmental review is necessary.

E. The commenter notes the character of local businesses. The decision whether to approve the project is ultimately a policy and legislative decision of the City Council (based on a recommendation from the Planning Commission). This comment is acknowledged and will be provided to City decision-makers for consideration. No further environmental review is necessary.

F. The commenter states that impacts on evacuation plans should be considered a Potentially Significant Impact due to cumulative traffic impacts on identified evacuation routes. Refer to Response A above; as noted above, the Transportation Study prepared for the project utilized cumulative projects' trip generation plus the proposed project trip generation and determined implementation of the proposed project, with the cumulative projects, would not exceed operational capacity of the adjacent roadways and would be consistent with the General Plan's goals and policies. Additionally, the proposed project would not alter existing evacuation routes within the City. As discussed in Sections 4.17, Transportation, and 4.20, Wildfire, the proposed project would have a less than significant impact on evacuation. No further environmental review is necessary.

G. The commenter states Section 4.21, Mandatory Findings of Significance, Threshold b), should be considered a Potentially Significant Impact. As discussed throughout the Draft IS/MND, the proposed project impacts have been determined to be less than significant with compliance with regulatory requirements and/or mitigated to a level considered less than significant with incorporation of mitigation measures. Additionally, cumulative development projects would be subject to separate, project-specific environmental reviews to assess their potential environmental effects. Within one mile of the proposed project, no other projects are proposed. The analysis concludes that the

proposed project would not be expected to result in cumulatively considerable impacts. No further environmental review is necessary.

Comment Letter 4

Dana Knight

From: Cary Roulet2 <CRoulet2@holtca.com>
Sent: Tuesday, June 3, 2025 12:07 PM
To: Dana Knight
Subject: Re: [External] PC Public Hearing Notice 6/19/2025

Thanks for sending this note out. We will not be able to attend on 6/19/2025

I would like to comment on the proposed gas station in Plymouth.

We are deeply concerned about the impacts a station of this size presents to our community. I don't believe the city infrastructure can support the traffic that will surely come. As it stands now it is hard for us to pull off our ranch and on to Shenandoah Road most weekends. Has any one considered what would happen in the event of necessary evacuation or other emergency? Lastly I think a station of this size would overwhelm Main Street Plymouth. We cant imagine rolling past a gas station, and as big as this, then turning on to Main Street. These facilities look great when they are new but go downhill fast. You folks have done a good job of holding our small town character in place, this station would ruin it. We see absolutely no upside. A

Cary and Dana Roulet
10111 Shenandoah Road
Plymouth Ca 95669

Response to Comment Letter 4

Cary and Donna Roulet
10111 Shenandoah Road, Plymouth, CA 95669
June 2, 2025

A. The commenter states concerns with the proposed project, including City road infrastructure/traffic congestion, evacuation, and overall project size. This comment is acknowledged. Refer to Response to Comment Letter 3-A regarding traffic congestion and roadway conditions. Additionally, the proposed project does not include any changes to public roadways or the circulation system, and would therefore not change emergency evacuation routes or emergency access compared to existing conditions.

The proposed gas station would provide a source of fuel for vehicles during an emergency to leave the area. Furthermore, in the event of a major emergency or natural disaster, all services in the area, including the gas station, would likely shut down and be evacuated as well. The project has been designed to provide adequate emergency access throughout the project site and is subject to review and approval by the Amador Fire Protection District. Therefore, impacts related to wildfire, transportation, and evacuation were determined to be less than significant.

Regarding the scale of the project, the decision whether to approve the project is ultimately a policy and legislative decision of the City Council (based on a recommendation from the Planning Commission). The Draft IS/MND is created to identify and inform the Planning Commission and the City Council of the environmental impacts of that decision before it is made, so that these entities are fully informed. To that end, while the commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND, the City of Plymouth decision makers will consider all comments on the proposed project. No further environmental review is required.

Comment Letter 5

RECEIVED
JUN 04 2025
BY: Planning Dept.
9:53am
DK

SCH# 2024020094
ARCO Commercial Center and Car Wash Project
Public comments by Amy Gomes

1. Zoning Change Enables Unstudied Future Uses and Bypasses Public Oversight

The Mitigated Negative Declaration (MND) evaluates only the impacts of the proposed ARCO gas station and car wash, but the requested zoning change to Highway Commercial opens the door to a much broader set of high-impact uses that are not studied in the document. If this zoning is approved, the site could be used, by right or with minimal permitting, for uses such as an auto repair shop, auction yard, banquet hall, hospital, equipment rental yard, restaurant, brewery, ambulance dispatch center, mortuary, recycling center, liquor store, nightclub, warehouse, RV or truck storage facility, and even multi-unit residential housing or transitional housing. These uses all have unique environmental impacts, including traffic, noise, lighting, waste generation, and land use compatibility. Yet none of these impacts are analyzed or disclosed in the MND. This violates CEQA's requirement to consider the reasonably foreseeable consequences of a zoning change, not just the applicant's current proposal. The City cannot lawfully approve the rezoning without first evaluating the full range of potential environmental effects through a comprehensive Environmental Impact Report (EIR). A

I suspect that the real goal here is not to build this particular gas station and car wash, but to secure the zoning change and lot line adjustments, which would significantly increase the property's value. Once rezoned, the applicant could sell the site, and any number of allowable uses could be built without further public review or meaningful community input. If this happens, the public will have been shown one project while entirely different uses go unreviewed and unmitigated. That outcome would not only violate CEQA, it would fundamentally undermine the integrity of Plymouth's planning process. B

2. Impact to Mineral Resources Not Addressed in MND

I believe the project site falls within a Mineral Resource Zone 2b (MRZ-2b). MRZ-2b identifies areas that contain discovered deposits that are considered regionally important. This site also has an active mining claim further confirming its resource potential. The Draft MND briefly acknowledges the site's MRZ-2b status but wrongly concludes that there is "no impact" to mineral resources because the General Plan does not designate the site for mining. That rationale is insufficient under CEQA. C

CEQA requires public agencies to analyze whether a project would 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. Once this parcel is rezoned to Highway Commercial and built out, the mineral resources will be permanently inaccessible. The MND contains no site-specific mineral evaluation, and no mitigation for the permanent loss of those resources.

Because of this, the City is obligated to:

- Revise the MND to include a mineral resource impact analysis with proper technical documentation, or
- Require a full EIR to assess the irreversible loss of regional mineral resources, as required under CEQA.

D

3. Noise Impacts Inadequately Mitigated Near Residential Area

The Draft MND concludes that noise impacts from the ARCO gas station and car wash will be less than significant, but this determination is based almost entirely on day-night average levels, which fail to capture real-world conditions experienced by nearby residents. The project is located directly next to existing homes, yet no meaningful mitigation is proposed for ongoing operational noise.

E

Only one measure (MM-NOI-1) is included, and it applies solely to construction noise. The MND provides no buffering, no limitations on operating hours, and no physical mitigation, for the most impactful sources of noise.

- Car wash dryers (e.g., PDQ LaserWash 360, known to emit up to 78 dB at 20 feet)
- Vacuum stations (operating 6 AM to 10 PM)
- Fuel and delivery truck activity, including backup alarms
- Idling cars and continuous 24-hour traffic at the gas station

F

The modeling in the MND projects minor changes in average sound levels, but does not account for peak noise events, which are the very types of disruptions most likely to disturb residents particularly at night or early morning. The document also acknowledges potential nighttime truck deliveries but dismisses them as having a "less than 0.1 dB increase," which is not a credible representation of backup beepers, unloading, and engine noise during off-hours.

G

This approach is inconsistent with the City's own General Plan, which states that developers are responsible for buffering noise from adjacent residential areas. The

H

project includes no sound wall, vegetative screen, or layout adjustment to reduce residential noise exposure. Without clear, enforceable mitigation for operational noise, the City cannot reasonably claim this impact is less than significant. H

4. Failure to Comply with Plymouth General Plan Noise Policies

The Draft MND fails to meet multiple goals and action items outlined in the City of Plymouth General Plan Noise Element (Section 8). Specifically, the following provisions are not addressed or followed:

Relevant Goals Ignored:

- Goal 8A: *Use established laws and guidelines to understand impacts of development and incorporate mitigation measures as necessary.* I
  The MND fails to incorporate adequate operational noise mitigation or peak-event modeling, even with clear CEQA direction.

- Goal 8B: *Maintain the City's aesthetic character by mitigating noise through alternative means to those of sound-attenuating walls.* J
  No alternatives such as berms, vegetation, or layout separation are proposed. No aesthetic protection is offered at the town gateway.

- Goal 8D: *Utilize effective noise buffering between adjacent, incompatible land uses.* K
  A 24-hour gas station and car wash placed next to residential homes is the definition of incompatible land use. No buffering has been proposed.

- Goal 8F: *Discourage new development from occurring where it may generate noise pollution for existing or future residents.* L
  The site borders active residential neighborhoods, and the project would introduce round-the-clock noise with no attenuation.

- Goal 8G: *Provide for the protection of excessive ambient noise levels in noise-sensitive areas.* M
  Residential zones are the most noise-sensitive. The MND claims average levels are acceptable, while ignoring frequent peak-level disruptions.

- Goal 8H: *Take proactive measures to abate and attenuate noise.* N
  The MND offers only a single construction noise mitigation measure and nothing to reduce long-term, operational noise.

Action Items Not Followed:

- Action 8.4: *Require developments that are a source of noise to provide berms, vegetation, and other appropriate sound barriers.*
  None are proposed. No landscaping, berms, or design modifications are required. Sound walls are not used either.

- Action 8.13: *Require new development to accurately identify any significant increase in ambient noise and address both on- and off-site impacts.*
  The MND relies on DNL averaging and does not consider real-world off-site peak noise impacts (e.g., car wash dryers, trucks, backup alarms).

- Action 8.15: *Require noise reports prepared for new development to specifically address the noise associated with the traffic generated by the project.*
  The MND does not provide project-specific analysis of on-site circulation noise, or queuing, despite estimating 1,860 vehicle trips per day.

- Action 8.18: *Provide protective measures to mitigate the impacts of noise caused by new development.*
  No protective measures either physical or operational are offered to shield nearby homes from 16 hours of daily activity.

- 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.*
  No on-site noise mitigation or buffering is included in the project design, in direct contradiction of this mandate.

5. Lighting Impacts Increased Illumination and Night Sky Pollution Not Adequately Addressed

The MND concludes that the proposed project would have "less than significant" impacts from light and glare because it complies with Plymouth Municipal Code Chapter 19.80. However, this conclusion overlooks the scale and intensity of lighting proposed and the cumulative effect on nighttime views and adjacent residential areas.

The project includes:

- A 24-hour gas station with a large fuel canopy illuminated by a blue LED band and multiple lighted logos
- Illuminated fuel dispensers
- Wall-mounted LED lighting on the convenience store and car wash structures
- Lighted signage and vinyl-wrapped building features
- Parking lot pole lights
- Building display and security lighting

While the document claims that lighting will be "fully shielded and downward directed," it provides no photometric study or visualization to show actual light spread, glare, or sky

glow impacts. The project is located at the gateway to Plymouth, within 45 feet of residential homes, and near the town's historic district both of which are highly sensitive to artificial illumination. U

Additionally, the lighting will remain on from dusk to dawn, regardless of actual activity on-site, further compounding the issue. There is no requirement for dimming during non-peak hours, nor for motion-activated or lower-wattage fixtures. The blue LED band around the fuel canopy is specifically designed to attract attention and may conflict with local aesthetic goals and rural night sky protections. V

Given these concerns, the following should be required: W

- A site-specific photometric study
- Revised lighting plan with night sky protection measures
- Evaluation of aesthetic and scenic impacts at the town's gateway and near the historic main street.
- Operational restrictions on signage and accent lighting overnight

Because the project includes 24-hour lighting, illuminated signage, and an LED-lit fuel canopy without a photometric study, enforceable shielding measures, or operational limits there is substantial evidence that it may cause a significant visual and lighting impact, particularly at Plymouth's gateway and near residential areas. Under CEQA Guidelines §15064, even a fair argument that a project may result in a significant effect requires a full EIR. The absence of a detailed lighting plan, cumulative light pollution analysis, and on-the-ground visual modeling justifies the need for an EIR on this issue alone. X

6. Water Supply Impacts Unsupported "Less Than Significant" Finding

The MND concludes that the project's water demand estimated at 3,800 gallons per day will have a less than significant impact on the City's water supply. However, this conclusion is not supported by substantial evidence and overlooks several critical factors. First, the regional water system, including the Tanner Water Treatment Plant that serves Plymouth, is already operating with a known supply deficit, with shortages projected to exceed 1.15 million gallons per day by 2040. (https://amadorwater.org/5-million-for-amador-county-water-treatment-plant-included-in-request-for-drinking-water-infrastructure-funding/) The MND fails to address how new commercial development including a 24-hour gas station, convenience store, and car wash can be accommodated without exacerbating this deficit. Y

Second, the MND states the car wash will include a water reclamation system to reduce usage, but no specific system is identified, no performance standards are provided, and no enforceable requirement is imposed. CEQA does not permit lead agencies to rely on vague or undefined mitigation measures to dismiss potential impacts. Z

Third, the analysis ignores the cumulative demand that could result from other water-intensive uses allowed under the proposed Highway Commercial zoning, such as restaurants, breweries, or medical offices. This omission violates CEQA's requirement AA

to evaluate the full range of foreseeable consequences of zoning changes not just the applicant's current plan. AA

Finally, there is no evidence that the applicant does not appear to claim to have secured a "will-serve" letter or any firm commitment for water service from the Amador Water Agency. Until that is obtained, the City cannot reasonably claim the project will have no impact on water infrastructure or supply. BB

Because the MND fails to provide a clear, enforceable, and cumulative analysis of water supply impacts in a region facing known shortages, it does not comply with CEQA. A full EIR is required to adequately assess this issue. CC

7. Tree Removal No Mitigation Provided Despite Biological and Visual Impacts

The project proposes the removal of five trees, including native oaks, but the MND provides no mitigation for the loss of biological resources or visual character. Instead, it states that compliance with Plymouth Municipal Code Chapter 8.20, which governs tree removal permits, is sufficient. However, under CEQA, administrative compliance with a local permit process does not qualify as environmental mitigation. DD

Chapter 8.20 does not guarantee tree replacement, nor does it require canopy restoration unless explicitly conditioned. The MND does not propose any replacement ratios, habitat offsets, or compensatory planting, leaving the long-term loss of mature vegetation entirely unaddressed. EE

This omission is particularly concerning given the project's location at the gateway to Plymouth, where scenic quality and native vegetation are critical to maintaining the city's rural character. The removal of trees in this context is not just a biological issue, but also a landscape and visual impact, yet the MND fails to provide any plan to restore or screen the area with new plantings. FF

Because the MND does not include any actual mitigation for the removal of trees, biologically or visually, it does not comply with CEQA's requirement to reduce significant impacts to the extent feasible. A full EIR is necessary to analyze this impact properly and to propose enforceable measures such as tree replacement, canopy restoration, or off-site habitat mitigation. Without these, the City cannot make a legitimate finding of less than significant impact. GG

8. Conclusion

This project presents multiple potentially significant environmental impacts that are not adequately addressed or mitigated in the MND. The MND analyzes only the proposed ARCO gas station and car wash, yet the applicant is seeking a zoning change to Highway Commercial that would allow a much broader range of intensive land uses, including auto repair, hospitals, ambulance services, liquor stores, nightclubs, large- HH

format retail, and multi-unit housing. Under CEQA, when a project includes a zoning amendment, the environmental review must evaluate the full range of reasonably foreseeable uses allowed under that new zoning not just the project currently proposed. In *City of Redlands v. County of San Bernardino* (2002) 96 Cal.App.4th 398, the court held that an EIR must analyze the full range of potential uses enabled by a zoning change. Likewise, in *Stanford University v. LAFCO* (1997) 56 Cal.App.4th 374, the court found that a lead agency cannot lawfully limit CEQA review to a single example project when broader impacts are foreseeable. The City's MND does exactly that; it fails to disclose or mitigate the future land use consequences of the zoning change.

Additionally, the MND fails to analyze the loss of regionally significant mineral resources in an MRZ-2b area, omits credible operational noise impacts to nearby homes, and understates the consequences of 24-hour lighting at a highly visible gateway site with no shielding analysis or night sky protections. Provides no mitigation for oak tree removal. It also improperly dismisses potential water supply impacts, despite acknowledging that Plymouth's regional supply served by the Tanner Water Treatment Plant is already operating under a projected shortfall. The project has not secured a Will-Serve Letter, does not propose enforceable conservation measures, and fails to account for cumulative demand from other allowed land uses under the new zoning. These are not minor oversights; they are core CEQA failures. Each issue independently supports a fair argument that the project may have significant environmental effects, triggering the need for a full EIR. Taken together, these issues reflect a pattern of inadequate review, noncompliance with the General Plan, and an apparent attempt to bypass meaningful public input on land use outcomes. For these reasons, the Planning Commission must deny the project as proposed, or at minimum, require preparation of a legally adequate EIR before proceeding further.

Amy Gomes

Response to Comment Letter 5

Amy Gomes
June 4, 2025

A. The commenter states the evaluation of the zone change required with the proposed project is not compliant with CEQA requirements. The commenter provides other allowed uses under the Highway Commercial use. CEQA mandates that reasonably foreseeable environmental impacts be studied as part of a project's environmental review. The Draft IS/MND only analyzes impacts from the proposed development of a gas station and car wash on the southern portion of the project site. As part of the proposed project, approval of a General Plan Amendment and a Zone Change would be required. According to the General Plan, the proposed Suburban Commercial (SC) land use is designed to be compatible within a neighborhood environment. With approval of the proposed General Plan Amendment, the proposed project would fit within the development pattern of the area, including commercial uses. According to the Municipal Code, the Highway Commercial (HC) zoning designation is intended for automobile-oriented uses. As a gas station and car wash, the proposed project would be compatible with the intended zone designation. Since the project site is within the City of Plymouth Historic Downtown Overlay District, the proposed project would be required to comply with design and development standards outlined in the "Downtown Plymouth Combined Zone Design Review, Standards, and Guidelines," to ensure consistency with the existing Historic Downtown Overlay District. Ultimately, the decision whether to approve the project, including the proposed General Plan Amendment and Zone Change, is ultimately a policy and legislative decision of the City Council (based on a recommendation from the Planning Commission). The Draft IS/MND is created to identify and inform the Planning Commission and the City Council of the environmental impacts of that decision before it is made, so that these entities are fully informed. To that end, while the commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND, the City of Plymouth decision makers will consider all comments on the proposed project. No further environmental analysis is required.

B. The commenter states potential alternative interests associated with the proposed General Plan Amendment and Zoning Change. This comment is acknowledged. Under CEQA, the prepared Draft IS/MND would only provide clearance for the proposed project. Future development projects beyond the scope of this IS/MND would require additional and separate CEQA analysis. As such, no further environmental review is necessary. This comment will be provided to City decision makers for consideration.

C. The commenter states the project site is identified as being located within Mineral Resource Zone 2b by the California Geologic Survey. The commenter notes the potential active mining claim resulting in mineral resources on-site. The commenter states the analysis conducted in Section 4.12, Mineral Resources, does not accurately acknowledge existing resources. As analyzed in Section 4.12, the Bureau of Land Management's Mineral & Land Records System identified the site as within a closed mining claim. There are no identified mineral resources on-site, nor is there an active mining claim on-site. The proposed project would therefore not impact a known mineral resource. As such, no further environmental review is necessary.

D. The commenter states that CEQA requires analysis of the loss of available valuable resources. The commenter is requesting completion of a revised IS/MND and a full EIR analysis. As discussed in Section 4.12, Mineral Resources, the project site is classified as several Mineral Resource Zones by

the California Geological Survey (CGS), including 2b, 4[(v)], and 4[(m)]. However, the project site is located within a closed mining claim by the Bureau of Land Management's Mineral & Land Records System. Furthermore, the City of Plymouth General Plan does not designate any land within the City for conservation or future mining of mineral deposits, including the project site. Therefore, there are no known mineral resources on-site, and the site is not a locally important mineral resource recovery site. As such, no further environmental review is required.

E. The commenter expresses concern that the operational noise analysis relies on day-night average noise levels (DNLs), which the commenter believes does not adequately represent noise experienced by nearby residents, and that no meaningful mitigation is proposed for operational noise. In response to this comment, please refer to Response to Comment Letter 3-C for additional discussion regarding the Noise Study methodology as it relates to the DNL noise level metric/standard and CEQA compliance.

In addition to evaluating compliance with the applicable General Plan DNL standards, the Noise Study also evaluated project-generated increases in ambient noise levels at nearby residential receptors. The analysis concluded that project-generated operational noise sources, including the proposed car wash drying system, vacuum equipment, on-site vehicle circulation, truck circulation, truck delivery activities, and air/water unit, would satisfy the applicable General Plan noise standards and would result in increases in ambient noise levels that are well below the applied significance criteria. Accordingly, operational noise impacts were determined to be less than significant, and mitigation measures were not required. No further environmental review is required.

F. The commenter states that the Bollard Acoustical Consultants, Inc. (BAC) assessment (Noise Study) does not identify mitigation measures for operational noise sources, including the proposed car wash dryers, vacuum equipment, delivery truck activities, and vehicle circulation. As discussed in the Noise Study, each of these operational noise sources was quantitatively evaluated using project-specific operational assumptions and accepted acoustical analysis methods. The analyses concluded that project-generated operational noise levels would satisfy the applicable City of Plymouth General Plan noise standards at the nearest existing residential land uses and that project-generated increases in ambient noise levels would remain below the applied significance criteria. Accordingly, operational noise impacts were determined to be less than significant.

Pursuant to CEQA, mitigation measures are required only where significant environmental impacts are identified. Because the Noise Study concluded that project operational noise impacts would be less than significant, operational noise mitigation measures were not required. The construction noise mitigation measure included in Section 4.13, Noise, addresses temporary construction-related impacts, which are evaluated separately from long-term operational noise impacts. No further environmental review is required.

G. The commenter expresses concern that the operational noise analysis does not account for peak noise events associated with project operations, including truck deliveries, backup alarms, unloading activities, and engine noise, particularly during nighttime hours. As described in the Noise Study, the operational noise analysis evaluated all proposed project operational noise sources, including truck circulation and delivery activities, using project-specific operational assumptions and accepted acoustical analysis methods. The calculated project-generated noise levels incorporate both the sound level and frequency of occurrence of the analyzed operational activities in accordance with the day-night average noise level (DNL) metric established by the City of Plymouth General Plan for evaluating long-term operational noise exposure. Please refer to Response to Comment Letter 3-C for

additional discussion regarding the assessment methodology as it relates to the DNL noise level metric/standard and CEQA compliance.

The referenced increase of less than 0.1 dB pertains to the calculated increase in long-term ambient noise levels attributable to the proposed project and is not intended to represent the instantaneous sound level associated with an individual truck pass by or delivery event. Rather, it reflects the contribution of project-generated traffic to the overall long-term traffic noise environment using the applied increase significance criteria. Based on this analysis, project operational noise was determined to satisfy the applicable General Plan noise standards and result in a less than significant impact. No further environmental review is required.

H. The commenter states that the analysis is inconsistent with the City of Plymouth General Plan because the project does not include physical noise buffering, such as a sound wall, vegetative screening, or modifications to the site layout. The Noise Study evaluated project operational noise in accordance with Appendix G of the CEQA Guidelines and the applicable noise standards established in the City of Plymouth General Plan. As discussed previously, the assessment concluded that project operational noise would satisfy the applicable General Plan noise standards at the nearest existing residential land uses and that project-generated increases in ambient noise levels would remain below the applicable significance criteria. Accordingly, project operational noise impacts were determined to be less than significant.

The General Plan policies cited by the commenter encourage or require the incorporation of appropriate noise attenuation measures where necessary to address project-related noise impacts. However, they do not require specific mitigation measures, such as sound walls, vegetative screening, or site layout modifications, for projects that are demonstrated through environmental analysis to satisfy the applicable General Plan noise standards. Because the assessment concluded that project operational noise impacts would be less than significant, operational noise mitigation measures were not required. No further environmental review is required.

I through S The commenter states that the BAC assessment is inconsistent with various goals and actions contained in Section 8 (Noise) of the City of Plymouth General Plan. However, the BAC assessment (Noise Study) expressly considered the applicable goals, actions, and noise standards contained in the General Plan as part of the evaluation of project-related operational and traffic noise impacts. Consistent with Appendix G of the CEQA Guidelines, the assessment evaluated both project-generated increases in ambient noise levels and compliance with the applicable day-night average noise level (DNL) standards established by the City of Plymouth General Plan. Based on the results of that analysis, project operational noise was determined to satisfy the applicable General Plan noise standards and project-generated increases in ambient noise levels were determined to remain below the applicable significance criteria. Accordingly, project operational noise impacts were determined to be less than significant.

With respect to the specific General Plan goals and actions identified by the commenter, these provisions establish the City's overall policies and framework for evaluating and addressing environmental noise associated with new development. The BAC assessment identified and evaluated the project's operational and traffic noise sources, assessed potential impacts to nearby noise-sensitive land uses, evaluated project-generated traffic noise, and identified mitigation as applicable. Because the BAC assessment concluded that operational noise impacts would be less than significant, additional operational noise attenuation measures, such as berms, vegetation, sound

barriers, or other buffering measures, were not required to achieve consistency with the applicable General Plan policies. No further environmental review is required.

T. The commenter states the conclusion of Section 4.1, Aesthetics, is incomplete due to the scale and intensity of proposed lighting, cumulative effects of nighttime view, and impacts on adjacent residential areas. As analyzed in Section 4.1, impacts on day or nighttime views from a new source of substantial light would be less than significant with compliance with Municipal Code 19.80, Lighting. No further environmental review is required.

U. The commenter states the proposed lighting associated with the project includes several lighting features. The commenter notes that no visual studies were prepared as part of the analysis. The commenter states the adjacent uses to the project would be impacted by the proposed lighting. As analyzed in Section 4.1, Aesthetics, impacts from new lighting sources would be less than significant with compliance with the City's Municipal Code. Specifically, Chapter 19.80 regulates the types of fixtures and size of bulbs; the project would be required to comply with all local regulations related to lighting, which are designed to prevent light trespass onto neighboring uses. No further environmental review is required.

V. The commenter states the proposed project would result in unrestricted hours of operation for lighting. The commenter notes the project design would conflict with local aesthetic goals and the rural night sky. This comment is acknowledged. Through compliance with Municipal Code Chapter 19.80, Lighting, project lighting would be limited to fixture types and bulb sizes regulated by the City and would not create significant impacts. Further, exterior lighting would require full downward shielding, to reduce light and glare, and automatic control from dusk to dawn, to turn off or lower reduce brightness. Therefore, the proposed project would have a less than significant impact on light and glare. No further environmental review is required.

W. The commenter requests a photometric study, a revised lighting plan with night sky protection, evaluation of aesthetic and scenic impacts at the town's gateway and near the historic Main Street, and operation restrictions on signage and accent lighting overnight. As analyzed in Section 4.1, Aesthetics, Threshold d), the proposed project would be required to comply with Municipal Code Chapter 19.80, which regulates lighting from development within the City. Through compliance, the City would regulate light fixtures, bulb sizes, shielding, and automatic controls as part of the building permit application process and site inspections. The project does not propose any lighting or signage that would cast upward from the project site. Therefore, a photometric study is not required. No further environmental review is required.

X. The commenter states that due to lighting design and operation, a significant impact could occur. The commenter states further CEQA review is required to address the lighting plan, cumulative lighting pollution, and visual modeling. The proposed project would comply with Municipal Code Chapter 19.80, to ensure lighting design and glare impacts would be regulated by the City. Several design features would be approved at the discretion of the City, such as fixtures and bulbs. The proposed project would also be required to ensure exterior lighting contains full downward shielding and is automatically controlled from dusk to dawn in accordance with Municipal Code Chapter 19.80. As such, the proposed project would not adversely affect day or nighttime views or result in significant night sky pollution. No further environmental review is required.

Y. The commenter states the Draft IS/MND concludes the estimated daily water demand from the proposed project would have a less than significant impact on water supply, and that this conclusion

is not supported by substantial evidence. The commenter states the Tanner Water Treatment Plant (TWTP) is operating at a supply deficit projected at 1.15 million gallons per day (mgd). The commenter states the MND does not address how the proposed development would impact the water supply. As analyzed on Draft IS/MND page 163, the TWTP does not have sufficient water supply for its entire service area through 2040 and anticipates a water supply deficit of at least 1.15 mgd. The Amador Water Agency (AWA) anticipates a four (4) percent growth in Plymouth's population and is considering several ways to increase capacity of the TWTP, as well as combining the treatment plant with the nearby Ione Treatment Plant. To be eligible for a will-serve letter, the proposed project would be subject to conditions of approval from the AWA. Additionally, the proposed project would not individually exceed the capacity of the existing water supply and the TWTP with implementation of the water reclamation system on-site. As analyzed in Section 5.10, Hydrology and Water Quality, the proposed project would be required to comply with federal, State, and local regulations regarding water quality. With receipt of a will-serve letter from the AWA, the proposed project would not have a significant impact on water supply or treatment. No further environmental review is required.

Z. The commenter states the proposed water reclamation system associated with the car wash is insufficient to mitigate demand on the local water supply. As analyzed in Section 4.19, Utilities and Service Systems, the project proposes the implementation of a water reclamation system to reduce its demand on the local water supply. It is anticipated that the proposed project would use approximately 3,800 gallons of water per day, which equates to only 0.068 percent of the existing capacity of the Tanner Water Treatment Plant. Although the carwash manufacturer and reclamation system have not yet been selected, prior to the issuance of the building permit, the project applicant would be required to verify that the City's water system can accommodate the proposed project's potable water demand and to receive a will-serve letter from Amador Water Agency. As such, the proposed project's water demand is not expected to exceed available supplies. No further environmental review is required.

AA. The commenter states the analysis fails to address potential impacts on water demand as a result of the General Plan Amendment and Zoning Change. The project proposes a General Plan Amendment to designate the proposed southern parcel as Suburban Commercial (SC) and a Zone Change to Highway Commercial (HC). Refer to Response Z above. Under CEQA, the prepared Draft IS/MND would only provide clearance for the proposed project. Future development projects beyond the scope of the Draft IS/MND would require additional, separate CEQA analysis. Additionally, as analyzed in Section 4.19, Utilities and Service Systems, the proposed project is not expected to exceed available supplies, and the project applicant would be required to verify that the City's water system and Amador Water Agency can accommodate the proposed project's potable water demand. No further environmental review is required.

BB. The commenter states there is a lack of evidence to support a sufficient impact conclusion regarding water service. As analyzed in Section 4.19, Utilities and Service Systems, the proposed project would be subject to conditions of approval to be granted via a will-serve letter from the Amador Water Agency, including several applications, verification of water availability, and a water recycling system capable of recycling a minimum of 90 percent of the water used. The project proposes to include a water reclamation system to reduce demand on the local water supply. Through compliance with local regulations, the proposed project is not expected to exceed available supplies. No further environmental review is required.

CC. The commenter states the project should provide an EIR to address the impacts of water supply, which is an impacted utility in the region. As discussed in Section 4.19, Utilities and Service Systems,

the proposed project would be subject to conditions of approval to be granted via a will-serve letter from the Amador Water Agency (AWA). Furthermore, the project would be required to verify water availability and pay capacity fees per the AWA's rules and regulations. Additionally, the proposed project would implement a water reclamation system as part of the AWA conditions of approval to reduce water demand on the local water supply. The proposed project is not expected to individually exceed available water supplies. No further environmental review is required.

DD. The commenter states that the conclusion regarding biological resources is insufficient due to potential impacts on trees. The commenter notes that the removal of trees would cause aesthetic impacts. As analyzed in Section 4.4, Biological Resources, the trees occurring on-site are neither candidate, sensitive, nor special status species. Furthermore, the trees on-site do not serve as habitat for candidate, sensitive, or special status species. However, the existing native and nonnative mature trees could potentially serve as suitable nesting habitat for raptors and migratory birds which are protected under the Migratory Bird Treaty Act. To reduce potential impacts on migratory birds, Mitigation Measure BIO-1 requires preconstruction surveys and avoidance, if necessary. Regarding tree removal as part of the proposed project, compliance with existing local regulations would ensure that impacts remain less than significant. Specifically, the removal of five trees, including oak trees, as part of the project would be required to comply with Municipal Code Section 8.20, Tree Preservation and Tree Removal Permit. Additionally, the proposed project would provide landscaping at an overall coverage of 32 percent or 13,710 square feet, including one shade trees for every ten parking stalls. As analyzed on IS/MND page 22, no scenic resources were identified near or within the project site by the City, Caltrans, or Amador County, and the project site is 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 removal of five trees would not constitute as an aesthetic impact under CEQA. No further environmental review is necessary.

EE. The commenter states the Municipal Code and Initial Study/Mitigation Negative Declaration do not guarantee mitigation of the removed biological resources from project implementation. As analyzed in Section 4.4, Biological Resources, the existing trees on-site are neither candidate, sensitive, nor special status species and no additional habitat replacement would be required. The existing trees do not constitute a significant biological resource, and therefore, their removal does not constitute a significant impact requiring mitigation. Pursuant to Municipal Code Section 8.20, the project applicant would be required to submit a tree removal permit application in addition to other required submissions, such as a habitat analysis or as determined by the City Manager. Furthermore, the project proposes landscaping via perimeter planters and an overall landscape coverage of 32% or 13,710 square feet. No further environmental review is necessary.

FF. The commenter states the project's location creates increased interest in scenic quality and biological resources. The commenter notes the impact of tree removal and lack of proposed landscaping in the project area. As analyzed in Section 4.1, Aesthetics, the section of State Route 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 proposed project would not interfere with the scenic quality of the area, as identified in any local or regional plan. Furthermore, as analyzed in Section 4.4, Biological Resources, there are no federally and State-listed species supported on-site. The project proposes the removal of five trees, including oak trees, and would be subject to Plymouth Municipal Code, Chapter 8.20, Tree Preservation and Tree Removal Permits. Although no federally and State-listed species are supported on site, the project site contains native and nonnative mature trees

which provide suitable nesting habitat for raptors and migratory birds. To reduce potential impacts to nesting native avian species, implementation of Mitigation Measure BIO-1 would require preconstruction surveys and avoidance, if necessary. Furthermore, landscaping would be provided at an overall coverage of 32% or 13,710 square feet. The project proposes perimeter landscape planters in widths varying from 10 feet to 20 feet. Therefore, the project would not result in a significant impact on biological resources, and the proposed landscaping coverage would be sufficient. No further environmental review is necessary.

GG. The commenter states further environmental analysis should be conducted to address mitigation of biological resources. The commenter recommends the preparation of an EIR to analyze biological impacts and provide mitigation measures. As analyzed in Section 4.4, Biological Resources, a Biological Resources Assessment was prepared for the project site and determined the project site does not support federally and State-listed species. There are no protected species on-site, and the existing trees on-site do not constitute significant biological resources. The proposed project would remove five trees and would be subject to Plymouth Municipal Code, Chapter 8.20, Tree Preservation and Tree Removal Permits. The proposed project would provide trees at a rate of one shade tree for every ten parking stalls. Trees would be placed along the southern and eastern boundaries of the project site and could provide habitat opportunities for special-status species and/or migratory birds. Further, Mitigation Measure BIO-1 would require preconstruction surveys and avoidance, if necessary, to reduce impacts to nesting birds in the area that are protected under the Migratory Bird Treaty Act. No further environmental review is required.

HH. The commenter states the proposed rezone of the project site would result in more intensive land uses beyond what is currently proposed and lists potential land uses. The commenter states aesthetic impacts, biological resources, mineral resources, and water impacts are not adequately addressed within the IS/MND, requiring further environmental analysis, such as an EIR. Under CEQA, the prepared Draft IS/MND would only provide clearance for the proposed project. Future development projects beyond the scope of this Draft IS/MND would require separate CEQA analysis. Refer to Response to Comments T through W regarding aesthetic impacts, Response to Comments DD through GG regarding biological resources, Response to Comments C and D regarding mineral resources, and Response to Comments Y through CC regarding water impacts. No further environmental review is required.

Comment Letter 6

Dana Knight

From: Francesca Levaggi <fslevaggi@gmail.com>
Sent: Wednesday, June 4, 2025 12:16 PM
To: mgonzalez@4leafinc.com; Dana Knight

Junr 04, 2025

Magda Gonzalez, Senior Planner
PO Box 429
Plymouth, CA 95669
mgonzalez@4leafinc.com

Subject: ARCO Commercial Center and Car Wash

Dear Ms. Magda Gonzales,

I'm writing to express my concerns about the proposed Arco Commercial Center and Car Wash Project in historic Plymouth, CA at the corner of Main and Highway 49.

This Landmark site is the gateway to Historic Plymouth and offers the first impression of the downtown business district and is directly adjacent to quiet and charming residential neighborhoods. It is important to the well-being of the business district and to the adjacent residential neighborhoods that the project on this site be a welcoming and pleasant introduction to old town Plymouth values. A gas station in this location is the wrong choice. A gas station/car wash/mini-mart strip as our gateway is definitely the wrong choice and a missed opportunity and would negatively impact business opportunities on Main and the peaceful enjoyment of the adjacent residential neighborhood. A

Mill Street, directly adjacent to the site, is a family friendly, low traffic street without sidewalks and with charming single-family and multi family homes. Children play and ride bikes on Mill Street. Many neighborhood members chat, stroll and walk their dogs in the middle of Mill Street. The residents of Mill Street happily enjoy their views and quiet street. B

A vehicular entrance or exit to the proposed development via Mill St. would destroy this residential neighborhood. Increasing traffic flow on Mill Street would make Mill Street unsafe to walk and play on and thereby extinguish the happy, peaceful enjoyment of the Mill Street neighborhood. C

The gas station development would severely impact the quality of life for the residents on Main and Mill Streets and lower their property values. Imagine a brightly lit gas station, dumpsters, and loud water jets at your front door. The project would destroy D

resident's views from Mill St, add bright light pollution, increase noise pollution, and eliminate the current quiet passive recreational enjoyment found on the street. D

If this unfortunate project were to go forward, it would be in the town's best interest to pay careful attention to streetscape design, traffic patterns and light and noise pollution. The Historic Guidelines must be followed, and the design must mimic and be in harmony with the vernacular architecture and historic charm of Plymouth. A sufficient financial commitment must be formally agreed to by the developers to cover the costs to hire a professional landscape architecture design firm to design and facilitate community design workshops. Additionally, the developer would supply funds to then build the design and also, importantly, provide funds to maintain, in perpetuity, the built landscape on the site, adjacent to the site and in areas impacted by the proposal. E

Particular design focus would be needed on the transitional spaces between the proposed project and adjacent residential Mill Street, and historic downtown. Vehicles should not be allowed to enter or exit via Mill St. or Main Street. F

If the project goes forward, a carefully reviewed and well-designed green wall and linear park on the site and adjacent to the site with rows of big trees, walkways, benches, and subtle lighting to define and beautify the entire length of Mill Street at and beyond the proposed project site. Such streetscape design, if done well, could slow traffic and offer a welcomed buffer to camouflage the gas station, car wash and mini mart. Even with such investments, light and noise pollution would still be issues impacting the residents. G

A better, more suitable use that would benefit the residents and business owners and maintain Plymouth's old world charm can be found for this valuable, landmark site.

Thank you for considering the future of Plymouth carefully.

Francesca S. Levaggi

Plymouth Resident
Plymouth Property Owner
Plymouth Business Owner

Response to Comment Letter 6

Francesca Levaggi
June 4, 2025

A. The commenter states the proposed project site is a critical point of the City and the proposed project would not support existing business and City character. As analyzed in Section 4.11, Land Use and Planning, the proposed project would require a General Plan Amendment from Urban Commercial (UC) to Suburban Commercial (VC) and Zone Change from Village Commercial (VC) to Highway Commercial (HC). The proposed changes would be consistent with the General Plan and Municipal Code. Specifically, the General Plan designates the SC use to be compatible within a neighborhood environment, and the proposed development would fit the development pattern of the area, including commercial uses to the west, north, and east. Furthermore, the Municipal Code intends the HC zone for uses that are automobile-oriented and accommodate commercial areas adjacent to corridors and major intersections. Since the project site is within the City of Plymouth Historic Downtown Overlay District, the proposed project would be required to comply with design and development standards outlined in the "Downtown Plymouth Combined Zone Design Review, Standards, and Guidelines," to ensure consistency with the existing Historic Downtown Overlay District. As such, with approval of the proposed General Plan Amendment and Zone Change, the project would have less than significant impacts related to character. This comment will be provided to City decision makers for consideration. No further environmental review is necessary.

B. The commenter states the project site is adjacent to residential uses and activities associated with residential uses. As analyzed in Section 4.1, Aesthetics, and 4.11, Land Use and Planning, the proposed project is consistent with the policies and development standards established under the General Plan designations and Zoning ordinances that are proposed as part of the project. Additionally, the proposed project would be required to comply with design and development standards within the "Downtown Plymouth Combined Zone Design Review, Standards, and Guidelines." Following the approval of the General Plan Amendment and Zone Change, the proposed project would be a compatible use as determined by existing regulations. The decision whether to approve the project is ultimately a policy and legislative decision of the City Council (based on a recommendation from the Planning Commission). No further environmental review is necessary.

C. The commenter states the proposed project's feature of ingress and egress along Mill Street would negatively impact the project vicinity. The commenter notes the project would result in an increase in traffic within the project vicinity, including the adjacent residential uses. As analyzed in Section 4.17, Transportation, Threshold a), implementation of the proposed project would not negatively affect the performance or safety of existing or planned pedestrian, bicycle, or transit facilities. Additionally, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, and would not result in a significant increase in traffic congestion in the project area. This comment will be provided to the City decision-makers for consideration. No further environmental review is necessary.

D. The commenter states the proposed project would result in impacts to adjacent residential uses related to light pollution, noise pollution, and aesthetic character. As analyzed in Sections 4.1, Aesthetics, Threshold c), the proposed project would have a similar color palette as existing commercial development near the project site, including a mix of white, red, and beige colors. The proposed project includes applications for a General Plan Amendment and Zone Change to change

the land use designation of the proposed southern parcel to Suburban Commercial (SC), and the zoning to Highway Commercial (HC). The project location requires the project to undergo review by the City Planning Commission to determine its consistency with other design styles in the Downtown Historic Overlay District. Further, the proposed project would be required to comply with Municipal Code Section 19.60.020, Commercial and Industrial Districts, design and operational standards. The proposed project has been designed in accordance with these provisions and, therefore, would comply with applicable zoning and other regulations governing scenic quality.

Through compliance with Municipal Code Chapter 19.80, Lighting, project lighting would be limited to fixture types and bulb sizes regulated by the City and would not create significant impacts. Further, exterior lighting would require full downward shielding, to reduce light and glare, and automatic control from dusk to dawn, to turn off or lower reduce brightness.

In regard to noise impacts, Section 4.13, Noise, Threshold a), significant project operational noise sources were determined to include the drying portion of the car wash operation, vacuum equipment, vehicle circulation, truck circulation, truck delivery activities, air/water unit, and mechanical equipment (HVAC). The Plymouth General Plan (General Plan) noise level criteria were applied to these on-site operations individually and cumulatively. These operational noises were determined to be below the General Plan noise level thresholds. To reduce the potential for effects at nearby land uses during construction, Mitigation Measure NOI-1 includes common practices that shall be incorporated into project on-site construction operations.

As defined by CEQA, the commercial building at 9506 Main Street is not a historic resource. CEQA Guidelines Section 15064.5 defines “historic resources” as resources listed in the California Register of Historical Resources (CRHR) or determined to be eligible by the California Historical Resources Commission for listing in the CRHR. The building was evaluated and determined ineligible for inclusion in the California Register and National Register (Marvin and Costello 2004; Campbell and Galvin 2009). 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. Activities related to construction and operation of the proposed project would not change the significance of or otherwise result in impacts to these resources. This comment will be provided to the City decision-makers for consideration. No further environmental review is required.

E. The commenter states the proposed project would result in impacts related to aesthetic character, light pollution, cultural resources, noise pollution, and traffic. The commenter also states the proposed project would be required to comply with Historic Guidelines and fit the historic charm of Plymouth. Further, the commenter recommends that the developer hire a landscape architecture design firm, implement the design, and install landscaping on-site and within the project vicinity. Refer to Response to Comment C regarding traffic and Response to Comment D above regarding noise and cultural resources.

Through compliance with Municipal Code Chapter 19.80, Lighting, project lighting would be limited to fixture types and bulb sizes regulated by the City and would not create significant impacts. Further, exterior lighting would require full downward shielding, to reduce light and glare, and automatic control from dusk to dawn, to turn off or lower reduce brightness.

The project site is located more than 0.5-mile from a designated open space or vegetation area within the City and is not located near any ridgeline. The project site is not a recognized scenic

resource under existing conditions. The project site is within the Downtown area and would be designed with similar colors as existing commercial development near the project site. Furthermore, the project would be subject to specific design standards and guidelines that are intended to maintain the integrity and character of the historic Downtown area. The Planning Commission shall make final decision on compatibility with adopted design standards.

Landscaping associated with the proposed project would include perimeter landscape planers 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. Landscaping would be provided at an overall coverage of 32 percent, or 13,710 square feet. However, no landscaping is proposed off-site as part of this project. This comment will be provided to City decision-makers for consideration. No further environmental review is necessary.

F. The commenter states the proposed project would require increased transitional design focus on adjacent residential designations. The commenter suggests the proposed project should not allow for vehicle circulation from Mill Street or Main Street. This comment is acknowledged; however, future design planning for transitional spaces is not an environmental issue and is governed by separate legal processes and procedures. Moreover, the decision whether to approve the project is ultimately a policy and legislative decision of the City Council (based on a recommendation received from the Plymouth Planning Commission). To that end, while future design planning is not a CEQA environmental impact, the City of Plymouth decision-makers will consider all comments on the proposed project before taking final action. Regarding vehicle circulation, refer to Response to Comment C above. The project would not result in significant impacts related to circulation on adjacent roadways. Additionally, no site access is proposed from Mill Street. No further environmental review is necessary.

G. The commenter recommends the proposed project should include a green wall and linear park within and beyond the project site to improve traffic conditions and create a buffer between the proposed project and existing uses. This comment is acknowledged. No significant impacts regarding traffic, aesthetics, or land use were identified; therefore, these modifications are not required to reduce environmental impacts. The decision whether to approve the project is ultimately a policy and legislative decision of the City Council (based on a recommendation received from the Plymouth Planning Commission). All comments will be provided to City decision-makers for consideration.

Additionally, the commenter notes the proposed project would result in impacts to light and noise pollution. Refer to Response to Comment D regarding noise and Response to Comment E regarding lighting. No further environmental review is required.

Comment Letter 7

RECEIVED
JUN 05 2025
BY: Planning Dept.
11:03 am

Terri Sweet
18210 Burke Drive
Plymouth, CA 95669
707-536-9290 terrisweet@hughes.net

June 5, 2025

VIA EMAIL
City of Plymouth
9426 Main Street
Plymouth, CA 95669

Attn: Ms. Magda Gonzalez, Planning Commission, City Council

Re: Supplement to my letter dated June 2, 2025
ARCO Commercial Center and Car Wash Project
Initial Study/Mitigated Negative Declaration

Dear Ms. Gonzalez, Commissioners, and Councilmen:

Regarding cumulative impacts, my letter of June 2, 2025 referenced the Acorn Ridge Casino, currently under construction.

Attached please find page 63 from the casino's 2024 Mitigated Negative Declaration that is posted on the City of Plymouth's website.

The anticipated traffic to/from the casino is 65 new trip generations per hour at peak AM hours, and 143 new trip generations per hour at peak PM hours. This data should have been included in the ARCO proposal under anticipated cumulative impacts from known future projects.

A

Sincerely,
Terri Sweet
Terri Sweet

Project Trip Generation

The peak-hour trip generation of the proposed casino was reviewed based on information published in Institute of Transportation Engineers (ITE) Trip Generation Manual (Eleventh Edition, 2021). The trip generation forecasts include all traffic in and out of the site including patrons, employees, vendors, and deliveries. The trip generation forecasts are presented in **Table 14**.

TABLE 14: PROJECT TRIP GENERATION CALCULATIONS

Land Use	Size	ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Indian Casino Trip Rates - Trips per Square Feet		98.21	1.78	1.64	3.42	3.10	3.64	6.74
Proposed Casino Expansion Trip Generation	**25,200 sq. ft.**	**2,475**	**45**	**41**	**86**	**78**	**92**	**170**
ITE Hotel Trip Rates - Trips per Room		7.99	0.26	0.20	0.46	0.30	0.29	0.59
Shenandoah Inn Trip Generation (To be demolished)	**46 rooms**	**368**	**12**	**9**	**21**	**14**	**13**	**27**
Net New Project Trip Generation		**2,108**	**33**	**32**	**65**	**64**	**79**	**143**
Source: **Appendix E**, Table 4.								

Question A

Baseline Plus Project Traffic Capacity

The Baseline plus project traffic forecasts were developed by adding traffic from the Project to the baseline traffic volumes. The traffic volumes for each of the study intersections for the Baseline Plus Project scenario are shown in Figure 8 of **Appendix E**. As shown in **Table 15**, all of the study intersections would continue to have acceptable conditions under the Baseline Plus Project scenario during the weekday AM and PM peak hours, with the exception of Jackson Road (SR 16) at Grant Line Road. The intersection of Jackson Road (SR 16) and Grant Line Road is forecast to exceed the LOS standards regardless of whether or not the Reduced Project is implemented and the Project would not increase the average delay by more than five seconds per vehicle.

Response to Comment Letter 7

Terri Sweet
18210 Burke Drive, Plymouth, CA 95669
June 5, 2025

A. The commenter references the 2024 Mitigation Negative Declaration for the Acorn Ridge Casino in the City of Plymouth. The commenter states the Acorn Ridge Casino Project is a cumulative project of the proposed project and should be considered within the cumulative traffic analysis. The commenter states the Acorn Ridge Casino Project would generate 65 peak AM trips and 143 peak PM trips. The Transportation Study prepared for the proposed project accounts for all of the cumulative projects in the vicinity of the project site based on information provided by the City at the start of the environmental review. Cumulative projects considered within the analysis include the Greilich Ranch Subdivision & 49er Village RV Resort Expansion Project located at the southwest City boundary, and a hotel consisting of 88 rooms located at 9702 Main Street. As analyzed in Section 4.17, Transportation, Threshold a), implementation of the proposed project would not negatively affect the performance or safety of existing or planned pedestrian, bicycle, or transit facilities. The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. Additionally, using the calculation of cumulative project trip generations plus proposed project trip generations, the proposed project is not expected to exceed the operational capacities of the adjacent roadways and would be consistent with the General Plan's goals and policies. No further environmental review is required.

Comment Letter 8

Terri Sweet
18210 Burke Drive
Plymouth, CA 95669
707-536-9290 terrisweet@hughes.net

June 5, 2025

VIA EMAIL
City of Plymouth
9426 Main Street
Plymouth, CA 95669

Attn: Ms. Magda Gonzalez, Planning Commission, City Council

Re: Second Supplement to my letter dated June 2, 2025
ARCO Commercial Center and Car Wash Project
Initial Study/Mitigated Negative Declaration
Historic Resources and Air Quality

Dear Ms. Gonzalez, Commissioners, and Councilmen:

HISTORIC RESOURCE

The project site is within the Downtown Historic Overlay District (Plymouth Code section 19.66.020). "The District's purpose was established to help fulfill the City's goal of creating and maintaining the historic village character of the center of Plymouth by ensuring that new development is compatible with it. Overlay districts recognize the distinctive characteristics or special considerations needed for specific land areas, in order to meet the objective or goals of the General Plan. Overlay districts serve the purpose of protecting unique location-specific features and implementing General Plan and other specific City policies. The purpose of zoning districts is to ensure the harmonious development of the City consistent with the General Plan" (quoted language is taken from the City's zoning code). A

The Plymouth General Plan identifies the site of the proposal to be entirely within the Downtown Historic Overlay District. The site is the primary entrance to Plymouth's downtown. It is the first impression of Plymouth that visitors experience; the very first parcel within the Downtown Historic Overlay District that visitors see as they approach the entrance to downtown. The district is supposed to be pedestrian friendly; adding 2,000 car trips per day into the Historic District would be a significant obstacle to that goal. B

Existing trees would be removed. The current ground level of the gravel parking lot is about 12' higher than the adjacent ground where the old 4-plex is located. Imagine the visual approaching from the South on Hwy 16/49. A solid stucco wall (the car wash) 22'9" high and 48' wide with a metal roof, on top of a 12' high retaining wall. What could be more opposite to the purposes of C

the General Plan and Zoning Code? A monstrous solid stucco wall does not elicit images of a quaint historic village.

C

The historic "Post Office," now the "Fig Barn" is shown on Plymouth's General Plan map of historic resources. California Code of Regulations, Title 14, section 15064.5(b): "A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." 15064.5(b)(1): "Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."

D

AIR QUALITY

The Air Quality section (4.3) of the Initial Study is pure fiction. At p.31 it states that the Amador Air District has not adopted an air quality plan. It further states: "Since the project would be consistent with the land use designation and zoning for the site [FALSE], the proposed development would not introduce any uses that would be incompatible with the General Plan [FALSE]. As such, the proposed project's impact on air quality was already analyzed in the City's General Plan [FALSE] and would not interfere with the County's [sic] effort in achieving attainment. No mitigation is required." These conclusions fail to state that the applicant has not yet contacted Amador County to apply for its project, and the Amador Air District knows nothing of this proposal.

On p.38 under Air Quality Health Impacts, it states: "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…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."

E

More false statements from applicant. Please see the attached El Dorado County Air Quality Management District's 2023 Annual Report on the Air Toxics "Hot Spots" Information & Assessment Act. On page C-1 under "Gasoline Dispensing Facilities Evaluated," you will find "Toxic Emissions Summary." A carcinogenic score of less than 1 is considered "low risk." A score of over 10 is considered "high risk." Between 1 and 10 is considered "Intermediate risk." The ARCO AM/PM Mini Mart in Cameron Park which also has 12 fueling stations, the same as applicant, has a carcinogenic score of 5.14, the 2nd highest of all.

The Initial Study claims as to Air Quality Regulatory requirements: "NONE REQUIRED." This is patently false. Please see the Gasoline Service Station Industrywide Risk Assessment Guidance on the California Air Resources Board website at https://ww2.arb.ca.gov/resources/documents/gasoline-service-station-industrywide-risk-assessment-guidance

This proposal would have a significant effect on the environment. It would irreversibly change the character of Plymouth. Can the City afford to legally enforce (or defend) such a development project against ARCO/British Petroleum?

E

Sincerely,

Terri Sweet

El Dorado County
Air Quality
Management
District

EL DORADO COUNTY

AIR QUALITY MANAGEMENT DISTRICT

2023 ANNUAL REPORT

ON THE

AIR TOXICS "HOT SPOTS" INFORMATION & ASSESSMENT ACT

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Appendix D: AB 2588 District Implementation Flow Chart D-1

Executive Summary

Various activities in our daily lives release pollutants into the air, impacting its quality and potentially affecting our health. These pollutants originate from sources such as vehicles, power plants, and industrial facilities, emitting substances like nitrogen oxides and benzene, which can pose health risks.

Understanding the significance of controlling these emissions, the El Dorado County Air Quality Management District (District) administers programs like the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588). Under AB 2588, the District works with facilities to quantify air toxics emissions, assesses the health risks posed by these emissions, reports emissions, and takes necessary measures to mitigate such risks.

Facilities covered by AB 2588 include both large and small sources of emissions. The District publishes annual reports to inform the public about its efforts to control and reduce toxic air emissions. These reports are available online and shared with authorities and the public to ensure transparency and awareness.

AB 2588 Evaluation Process

Toxic Emission Inventory Plans and Reports

Under this act, facilities prepare Toxic Emission Inventory Plans and Reports to establish site-specific air emissions inventories. These plans provide a framework and method for calculating toxic emissions from all stationary sources within the facility, whether permitted or not. Before quantifying emissions, the District reviews and approves these plans. Reports encompass computations of the facility's toxic emissions, employing site-specific process rates and emission factors to facilitate the prioritization of air toxic emissions from the facility.

Prioritization

AB 2588 mandates air districts to prioritize facilities to ascertain their status within the program. In determining priorities, air districts are required to take into account the potency, toxicity, quantity, and volume of hazardous materials released from the facility, as well as its proximity to potential receptors and any other factors deemed relevant by the district indicating potential significant health risks posed by the facility. The District employs the prioritization methodology delineated in the California Air Pollution Control Officers Association (CAPCOA) Facility Prioritization Guidelines to rank facilities under AB 2588, utilizing the facility's approved Plan and Report as referenced in Table 1.

Table 1: AB 2588 Prioritization Thresholds and Categories

Prioritization Thresholds	Priority Category	Category Requirements
≤ 1	Low Priority	The facility is conditionally exempt from further AB 2588 requirements
>1 and ≤ 10	Intermediate Priority	The facility is required to provide an update summary on a quadrennial basis
> 10	High Priority	The facility is required to perform a Health Risk Assessment

Health Risk Assessment

Facilities designated as "High" priority must conduct a Health Risk Assessment (HRA) to evaluate whether their toxic emissions are likely to pose a significant risk to nearby residents and workers. Under AB 2588, both the District and the Office of Environmental Health Hazard Assessment (OEHHA) review each HRA. HRAs conducted within the program must adhere to the methodologies and procedures outlined in District guidelines and OEHHA's 2015 Air Toxic Hot Spots Program "Guidance Manual for Preparation of Health Risk Assessments." A facility's standing within the program is determined based on established health risk thresholds, as referenced in Table 2:

Table 2: AB 2588 Health Risk Assessment Thresholds

Health Risk Thresholds	Risk Category
Cancer risk < 1 in a million, and Total hazard index of < 0.1	Low Risk
1 ≤ Cancer risk <10 in a million, or 0.1 ≤ Total hazard index ≤ 1.0	Intermediate Risk
Cancer risk > 100 in a million, or Total hazard index of > 10.0	Risk Reduction

Update Summary Facilities

Intermediate Priority and Intermediate Risk facilities are subject to a four-year update summary reporting procedure; these facilities are required to provide their annual activity and associated emissions inventory. This provides the District with updated facility data and assesses whether any operational alterations might impact the facility's health risk status under the program. It's imperative to emphasize that any facility changes necessitating a District permit or permit modification must gain District approval before implementation.

Industrywide and Small Single Source Facilities

According to the state's regulations, certain smaller commercial facilities fall under a streamlined assessment process known as "industrywide" assessment. These facilities, such as gasoline dispensing facilities, dry cleaning operations, and automotive coating facilities, are characterized by easily calculable and generic air toxics emissions at the individual facility Level.

Gasoline Service Station Industrywide Risk Assessment Guidance

To support air districts in fulfilling their obligations under AB 2588 regarding Gasoline Dispensing Facilities (GDF), CARB and the California Air Pollution Control Officers Association (CAPCOA) collaborated to develop an updated standardized Gasoline Service Station Industrywide Risk Assessment Guidance in 2022. This guidance furnishes a structured approach for air districts to assess public health risks associated with GDFs, replacing the outdated 1997 Gasoline Service Station Industrywide Risk Assessment Guidelines previously utilized for health risk evaluations. The 2022 technical guidance incorporates new health risk methodologies, updated emission factors specific to gas stations, and updated information regarding the toxic chemicals in gasoline. Given the substantial changes in methodology and the statewide initiative to evaluate GDFs under AB 2588, the District recently assessed permitted GDF facilities in El Dorado County, utilizing the maximum allowable permitted gallonage in the assessment. A detailed list of the facilities evaluated and their current status under AB 2588 can be found in Appendix C.

Air Toxics Hot Spot Assessments Summary

The District has finalized 77 AB 2588 facility assessments from 2019 - 2023. Table 3 below identifies the number of facilities assessed through a prioritization analysis (after completion of a Plan and Report), applicability exemption determination, or a health risk assessment (after completion of a prioritization).

Table 3: Summary of Facilities Assessed Under AB 2588

AB 2588 Category	Number of Facilities Assessed in 2023
Low/Exempt Priority	32
Low/Exempt Risk	0
Intermediate Priority	43

Intermediate Risk	0
High Priority	2
Public Notification	0
Total	**77**

Appendices

Appendix A: Facilities Assessed Under AB 2588 in 2023
Appendix B: Update Summary Facilities Evaluated
Appendix C: Gasoline Dispensing Facilities Evaluated
Appendix D: AB 2588 District Implementation Flow Chart

Appendix A.
Facilities Assessed under AB 2588 in 2023

Appendix A includes a detailed list of the facilities assessed under AB 2588 in 2023.

Table A1. Facilities Prioritized in 2023

285	Barton Memorial Hospital	South Lake Tahoe	92.3	0.2	High

Table A2. Facilities with Health Risk Assessments Approved in 2023

450	ITW Rippey Corporation	El Dorado Hills	1.11E-06	11.3	High

Appendix B.
Update Summary Facilities Evaluated

Appendix B includes facilities that were re-evaluated as an update summary project.

Table B1. Facilities with Assessed AB 2588 Prioritization Scores

21	EID El Dorado Hills WWTP	El Dorado Hills	0.027	4.18	Intermediate
448	Green Valley Mortuary	Placerville	1.022	3.81	Intermediate
1	Marshall Medical	Placerville	18.8	1.3	High
450	ITW Rippey Corporation	El Dorado Hills	45	45	High

Table B2. Facilities with Health Risk Assessments Performed

1	Marshall Medical	Placerville	2.52E-06	0.0004	Intermediate

* ARCO with 12 fueling stations, HAS HIGHEST CARCINOGENIC SCORE 5.14

Appendix C.

Gasoline Dispensing Facilities Evaluated

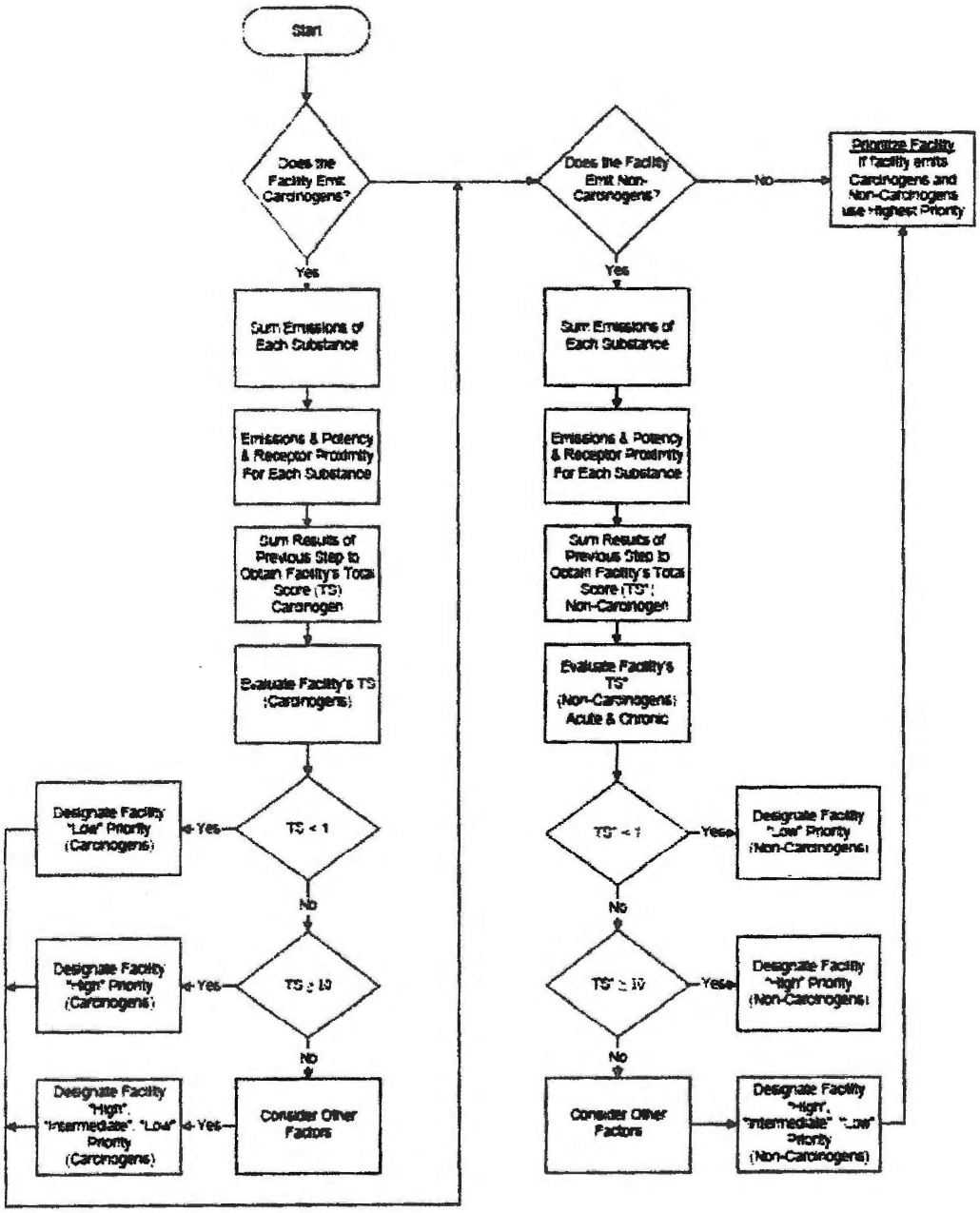
Table C1. Gasoline Dispensing Facilities Evaluated Toxic Emissions Summary

SPEEDWAY NO. 1495	PLACERVILLE	1.60	0.58	Intermediate
KB CAMINO	CAMINO	0.39	0.55	Low/Exempt
VINEYARD MARKET	CAMERON PARK	0.76	0.56	Low/Exempt
FALLEN LEAF MARINA	SO LAKE TAHOE	0.22	0.01	Low/Exempt
SAFEWAY #1724	PLACERVILLE	8.36	0.70	Intermediate
SKI RUN MARINA	SO LAKE TAHOE	3.21	0.17	Intermediate
GREEN VALLEY FOOD & FUEL	EL DORADO HILLS	2.01	0.58	Intermediate
ROBINSON ENTERPRISES INC	GEORGETOWN	1.17	0.57	Intermediate
FUEL 4 LESS	PLACERVILLE	1.67	0.57	Intermediate
KIRKWOOD STATION	KIRKWOOD	2.23	0.12	Intermediate
SOUTH TAHOE CHEVRON	SO LAKE TAHOE	0.39	0.55	Low/Exempt
CAMP RICHARDSON RESORT	SO LAKE TAHOE	0.47	0.02	Low/Exempt
TAHOE ROADRUNNER	SO LAKE TAHOE	0.84	0.56	Low/Exempt
AMERICAN GASOLINE	SO LAKE TAHOE	0.50	0.55	Low/Exempt
BONFARE MARKETS #46	DIAMOND SPRINGS	1.67	0.58	Intermediate
FRESH POND PETRO INC	POLLOCK PINES	0.10	0.14	Low/Exempt
SAFEWAY #2683	EL DORADO HILLS	6.42	0.70	Intermediate
* ARCO AM/PM MINI MARKET	CAMERON PARK	5.14	0.67	Intermediate
SHELL AT PLACERVILLE	PLACERVILLE	1.28	0.58	Intermediate
SHELL CRYSTAL VIEW STATION	POLLOCK PINES	1.16	0.57	Intermediate
QUIK STOP MARKET #161	DIAMOND SPRINGS	2.77	0.61	Intermediate
H&S ENERGY #3064	SO LAKE TAHOE	1.22	0.57	Intermediate
LIQUOR SHACK	SO LAKE TAHOE	0.50	0.55	Low/Exempt
ROCKET #7237	SHINGLE SPRINGS	3.85	0.64	Intermediate
H&S ENERGY #3073	CAMERON PARK	1.99	0.59	Intermediate
AISLE 1 #2177	SO LAKE TAHOE	4.60	0.63	Intermediate
TAHOE PETROLEUM	SO LAKE TAHOE	0.39	0.55	Low/Exempt
SEERAT INC AMERICAN GAS	SO LAKE TAHOE	0.50	0.55	Low/Exempt
CHEVRON WINE COUNTRY STATION	CAMINO	0.64	0.56	Low/Exempt

PLACERVILLE CHEVRON	PLACERVILLE	0.54	0.56	Low/Exempt
HANGTOWN FUEL STOP	PLACERVILLE	0.50	0.55	Low/Exempt
EDH - 76	EL DORADO HILLS	1.60	0.58	Intermediate
SAFEWAY #1824 FUEL CENTER	SO LAKE TAHOE	5.14	0.67	Intermediate
U.S. GASOLINE	SO LAKE TAHOE	0.50	0.55	Low/Exempt
CAMERON PARK CHEVRON	CAMERON PARK	2.12	0.60	Intermediate
GREEN VALLEY CONVENIENCE CENTER	EL DORADO HILLS	5.02	0.64	Intermediate
MOTHER LODE MINI MART	PLACERVILLE	0.51	0.55	Low/Exempt
KWIK SERV	CAMERON PARK	1.60	0.58	Intermediate
SAFEWAY #0748 FUEL CENTER	EL DORADO HILLS	3.08	0.62	Intermediate
AVORY'S 13 MILE POST	POLLOCK PINES	0.96	0.57	Low/Exempt
HASSAN #1006	CAMERON PARK	3.21	0.62	Intermediate
7-ELEVEN #42085	PLACERVILLE	1.25	0.57	Intermediate
PLACERVILLE VALERO	PLACERVILLE	1.67	0.58	Intermediate
KWIK SERV	PLACERVILLE	3.34	0.61	Intermediate
CAMERON PARK SINCLAIR	CAMERON PARK	2.51	0.59	Intermediate
H&S ENERGY #3032	DIAMOND SPRINGS	1.59	0.57	Intermediate
HUNT & SONS	SHINGLE SPRINGS	0.50	0.55	Low/Exempt
SILVER FORK STORE	KYBURZ	0.50	0.55	Low/Exempt
RIVERSIDE MINI MART	LOTUS	0.50	0.55	Low/Exempt
7-ELEVEN #42084	COOL	0.92	0.56	Low/Exempt
VP RACING FUELS	PLACERVILLE	0.96	0.57	Low/Exempt
GOLD HARVEST MARKET	SHINGLE SPRINGS	0.96	0.57	Low/Exempt
CAMERON PARK AIRPORT DISTRICT	CAMERON PARK	0.18	0.59	Low/Exempt
ROCKET #7966	CAMERON PARK	0.96	0.57	Low/Exempt
JIFFY MART	DIAMOND SPRINGS	1.84	0.57	Intermediate
SEERAT INC SWISS MART	SO LAKE TAHOE	0.80	0.56	Low/Exempt
MT AUKUM GENERAL STORE	MT. AUKUM	0.02	0.02	Low/Exempt
13 FUEL & FOOD	CAMINO	0.51	0.55	Low/Exempt
PLEASANT VALLEY CHEVRON	PLACERVILLE	0.50	0.55	Low/Exempt
7-ELEVEN #42031	GARDEN VALLEY	0.50	0.55	Low/Exempt
GRAYS MART & GAS	SOMERSET	0.39	0.55	Low/Exempt
SLY PARK RESORT	POLLOCK PINES	0.42	0.55	Low/Exempt
CAMP RICHARDSON RESORT	SO LAKE TAHOE	2.23	0.12	Intermediate
EDH - SHELL	EL DORADO HILLS	2.57	0.61	Intermediate

7-ELEVEN #41230	EL DORADO HILLS	4.01	0.62	Intermediate
KB TAHOE	SO LAKE TAHOE	1.93	0.59	Intermediate
EDH - VALERO	EL DORADO HILLS	1.60	0.58	Intermediate
TAHOE KEYS MARINA	SO LAKE TAHOE	2.69	0.14	Intermediate
RANCHO CONVENIENCE CENTER	PLACERVILLE	2.89	0.61	Intermediate
HUNT & SONS	PLACERVILLE	2.21	0.12	Intermediate
FLYERS #751	SO LAKE TAHOE	3.12	0.17	Intermediate
DAWSON OIL CARDLOCK	DIAMOND SPRINGS	4.36	0.23	Intermediate

Appendix D.
AB 2588 District Implementation Flow Chart



Response to Comment Letter 8

Terri Sweet
18210 Burke Drive, Plymouth, CA 95669
June 5, 2025

A. The commenter states the project site is within the Downtown Historic Overlay District. This comment is acknowledged and confirmed. The project site is located more than 0.5-mile from a designated open space or vegetation area within the City and is not located near any ridgeline. The project site is not a recognized scenic resource under existing conditions. 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 designed with similar tones of gold, cream, blue, red, brown, and white as existing commercial developments in the project vicinity. To ensure that the project is compatible with the Downtown Historic Overlay District, the project would be required to seek Design Review approval from the Planning Commission and follow all development standards and design guidelines. The Planning Commission shall make the final decision on compatibility with the adopted design standards. No further environmental review is required.

B. The commenter states the project site is within the Downtown Historic Overlay District. The commenter notes that the site is a primary entrance to Plymouth's Downtown and should be pedestrian-oriented and not add 2,000 car trips per day to the District. As discussed in Section 4.17, Transportation, a large portion of gas station trips are considered pass-by trips and are not considered new trips generated by a gas station. Additionally, all study area intersections are anticipated to operate at an acceptable level of service during peak hours; the highest level of service that would result from implementation of the proposed project would be LOS C, which is well within the acceptable levels designated by the City of Plymouth. As such, the proposed project would be consistent with the General Plan and the proposed project is not expected to negatively affect the performance or safety of existing or planned pedestrian, bicycle, or transit facilities.

Additionally, with approval of the proposed General Plan Amendment and Zone Change included as part of the project, the project would be consistent with the allowable uses of the project site. The decision whether to approve the project is ultimately a policy and legislative decision of the City Council (based on a recommendation from the Planning Commission). No further environmental review is required.

C. The commenter states the proposed project includes the removal of on-site trees and the development of a car wash which would conflict with the existing character of the vicinity. The project site is located more than 0.5-mile from a designated open space or vegetation area within the City and is not located near any ridgeline. The project site is not a recognized scenic resource under existing conditions. The project site is within the Downtown area and would be designed with similar colors as existing commercial development near the project site. Furthermore, the project would be subject to specific design standards and guidelines that are intended to maintain the integrity and character of the historic Downtown area. The Planning Commission shall make final decision on compatibility with adopted design standards. As analyzed in Section 4.1, Aesthetics, implementation of the project would not impact any designated scenic resources in the project vicinity. The existing trees on-site are not recognized scenic resources and therefore do not constitute a protected scenic

quality of the site. This comment is acknowledged and City decision-makers will be provided all comments for consideration. No further environmental review is necessary.

D. The commenter states the adjacent structure (the Fig Barn) is designated as a historic resource and would be impacted by the proposed project. As defined by CEQA, the commercial building at 9506 Main Street is not a historic resource. CEQA Guidelines Section 15064.5 defines “historic resources” as resources listed in the California Register of Historical Resources (CRHR) or determined to be eligible by the California Historical Resources Commission for listing in the CRHR. The building was evaluated and determined ineligible for inclusion in the California Register and National Register (Marvin and Costello 2004; Campbell and Galvin 2009). 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. Activities related to construction and operation of the proposed project would not change the significance of or otherwise result in impacts to these resources. No further environmental review is necessary.

E. The commenter asserts that the Draft IS/MND's air quality analysis is inadequate and contains unsupported conclusions. Specifically, the commenter claims the following:

E.1 The air quality analysis is inaccurate because it states that the Amador Air District (AAD) has not adopted an air quality plan, that the project is consistent with applicable land use designations and zoning, and that the project would not interfere with attainment efforts. The commenter further states that the applicant has not yet contacted Amador County regarding the project and that the AAD is unaware of the proposal.

E.2 The Draft IS/MND inadequately evaluates potential human health impacts from project-generated emissions. Specifically, the commenter contends that the analysis improperly dismisses health effects associated with criteria pollutant emissions and fails to adequately evaluate toxic air contaminant and cancer risks associated with the proposed gasoline dispensing facility. The commenter cites health risk information for a different gasoline station and argues that additional analysis of cancer and other health risks should have been conducted.

E.3 The Draft IS/MND incorrectly states that no air quality regulatory requirements apply and should instead address CARB gasoline service station risk assessment guidance.

E.4 The project would result in significant environmental impacts, including changes to community character, and should not be approved without additional analysis.

The commenter’s claims are incorrect. Regarding Comment E.1, Amador County is designated as a marginal nonattainment area for ozone and is not currently required to prepare a formal ozone attainment plan. Therefore, AAD has not adopted an ozone attainment plan. Although the project would require a General Plan Amendment to designate the proposed southern parcel from Urban Commercial to Suburban Commercial, this land use change would not result in substantial population growth beyond that anticipated in the General Plan. Further, as discussed in Draft IS/MND Section 4.3(b), project construction and operational emissions would not exceed the applicable AAD significance thresholds for ozone precursors or any other criteria pollutant. Therefore, the project would not generate emissions that could interfere with attainment of the ozone standards. This has been clarified in Final IS/MND Section 3, Errata. The commenter is also incorrect in claiming that the AAD is unaware of the proposed project. The AAD has been provided the opportunity to review and comment on the Draft IS/MND as part of the public review process. Any permits, approvals, or

consultations required by the AAD would occur through the AAD regulatory review process following project approval.

Regarding Comment E.2, the commenter incorrectly conflates criteria air pollutants and toxic air contaminants, which are evaluated under different regulatory frameworks and using different methodologies. The statement cited from Draft IS/MND page 38 pertains to regional criteria pollutant emissions and explains that currently available models cannot reliably translate a project's incremental criteria pollutant emissions into specific health outcomes. In comparison, toxic air contaminant-related health risks are evaluated using health risk assessment methodologies that estimate potential exposure and cancer risk from specific toxic compounds, such as benzene. Human health effects associated with project-generated criteria pollutant emissions are discussed in detail on Draft IS/MND page 38. Additionally, human health effects associated with project-generated toxic air contaminants are discussed on Draft IS/MND pages 39 through 40. Regarding cancer risks associated with gasoline dispensing facilities, the commenter cites the *El Dorado County Air Quality Management District 2023 Annual Report on the Air Toxics "Hot Spots" Information & Assessment Act* (Air Toxics Report) noting that a fueling station in Cameron Park with 12 fueling positions has a carcinogenic score, or cancer risk, of 5.14 in a million. As shown on Draft IS/MND page 40, the AAD significance threshold for toxic air contaminant cancer risk is 10 in a million. Therefore, because the Cameron Park fueling station has the same number of fueling positions as the proposed project, the commenter is supporting the Draft IS/MND conclusion that the project would not exceed the AAD significance threshold for toxic air contaminant cancer risk.

Pertaining to Comment E.3, the proposed gasoline dispensing facility would be subject to review and permitting requirements of the AAD, including applicable Authority to Construct and Permit to Operate requirements and compliance with CARB-certified gasoline vapor recovery regulations. Compliance with these regulatory requirements would be verified through the AAD's permitting process and would occur independently of the CEQA analysis. Applicable regulatory requirements have been clarified in Final IS/MND Section 3, Errata.

Regarding Comment E.4, as summarized in the above responses to Comments E.1 through E.3, the project adequately addressed potential air quality impacts, would comply with applicable regulatory requirements, and would not result in significant environmental impacts based on the substantial evidence presented in the Draft IS/MND. Therefore, the commenter has not provided substantial evidence demonstrating that additional environmental analysis is warranted.

Comment Letter 9

RECEIVED
JUN 05 2025
BY: Planning Dept.
8:04 am
DK

Comment Letter Opposing the Proposed ARCO Commercial Center & Car Wash (Project No. 2022-09)

June 5, 2025

To: Magda Gonzalez, Senior Planner, City of Plymouth

(via email: mgonzalez@4leafinc.com)

From: JoAnn Sturgeon, on behalf of the owner of the multifamily property immediately south of the project site (18635 CA-49, Plymouth, CA).

Re: Initial Study / Mitigated Negative Declaration ("ISMND") – Public Review Draft (posted 5 May 2025)

1. Introduction & Summary

We respectfully but firmly oppose approval of the ARCO Commercial Center and Car Wash at 18725 State Route 49. The ISMND fails to disclose, analyze, and mitigate multiple potentially significant impacts—especially to the adjoining apartment community our family owns. These unaddressed impacts include hazardous air toxics (benzene), excessive operational noise, traffic safety conflicts, light trespass, storm-water contamination, excessive water consumption, and measurable losses in residential property value. Because substantial evidence supports a fair argument that the project may have significant effects, the City must prepare a full Environmental Impact Report (EIR) pursuant to CEQA Guidelines §§15064, 15073.5, and Appendix G. Absent that analysis, we urge the Planning Commission and City Council to deny the applications. A

2. Land-Use Incompatibility

The project clusters a 12-pump 24-hour gas station, 3,400 sf am/pm store, automated car wash, and three underground storage tanks ("USTs") on a narrow parcel abutting existing multifamily housing to the south. Such high-intensity commercial use is fundamentally incompatible with established residential use and violates General Plan policies seeking to "protect existing neighborhoods from encroachment of incompatible development." The required General Plan Amendment and re-zone merely underscore this inconsistency; land-use conflicts are unavoidable, not mitigated, by paperwork. B

3. Air-Quality & Health Hazards

- Benzene exposure: Peer-reviewed research links residential proximity to gas stations with elevated childhood leukemia risk due to benzene and BTEX emissions.
- UST leak risk: State Water Board data confirm leaking USTs are a leading source of groundwater contamination and vapor intrusion hazards. Ten gallons of leaked fuel can foul 12 million gallons of groundwater.

The ISMND contains no quantitative dispersion modeling, cumulative toxic-air-contaminant analysis, or health-risk assessment; therefore it understates potentially significant air-quality impacts. C

4. Noise Impacts

Field measurements of comparable tunnel car washes document exit noise peaks near 93 dBA at the wash mouth—roughly nine times louder than typical ambient nighttime levels. Even with distance attenuation, levels would exceed the City's 55 dBA nighttime residential standard at our property line, particularly when blowers operate after 10 p.m. The ISMND relies on generalized tables rather than site-specific acoustical modeling and ignores CEQA Appendix G criteria for substantial increase or exposure to excessive noise.

D

5. Traffic & Safety

Institute of Transportation Engineers (ITE) Trip Generation Manual (10th ed.) assigns 13.94 peak-hour trips per fueling position for a gas station with convenience market and car wash. With 12 fueling positions that equates to roughly 167 trips in the peak hour—far higher than the ISMND's estimate. Queue spill-back onto SR-49 will jeopardize motorist and pedestrian safety and block our driveway entrance. No queueing analysis or sight-distance evaluation has been provided.

E

6. Water Resources & Drought Consistency

Typical tunnel car-wash technology uses 30–80 gallons of fresh water per vehicle. At a modest 300 cars per day the facility could consume up to 24,000 gallons daily—roughly equal to the indoor demand of 80 two-bedroom apartments. The ISMND lacks any water-supply assessment or recycling commitment and therefore conflicts with City and regional drought-management policies.

F

7. Storm-Water Pollution

Spills during fueling, brake-dust, and residual detergents wash into paved areas and thence into the MS4 system, carrying hydrocarbons, PAHs, and heavy metals. The draft MMRP omits oil–water separators, lined fueling aprons, or third-party monitoring—an inadequate response under Appendix G questions regarding water-quality degradation.

G

8. Light Trespass & Human Health

Gas-canopy and building lighting designed to attract motorists typically emits intense horizontal glare that trespasses onto adjacent residences, disrupting circadian rhythms and sleep quality. Chronic exposure to artificial light at night is statistically linked to higher rates of sleep disturbance and even certain cancers. The ISMND offers no photometric study or Dark-Sky compliant fixtures.

H

9. Property-Value Degradation

Multiple empirical studies show homes within 100 meters of gasoline stations suffer 16 %–50 % loss in market value and slower appreciation. Such economic harm to the existing multifamily community is a reasonably foreseeable consequence that must be analyzed under CEQA's "social and economic effects" where linked to physical changes (§15131).

I

10. Inadequacy of the ISMND & Need for an EIR

Because substantial evidence indicates the project may cause significant impacts in at least five CEQA checklist topic areas—Air Quality, Hazards, Noise, Transportation, and Hydrology/Water Quality—the "fair-argument" standard is met. Mitigated Negative Declarations are impermissible when feasible

J

mitigation has not been committed or when impacts remain uncertain (Laurel Heights v. Regents). A full EIR is legally required to evaluate alternatives, cumulative effects, and enforceable mitigation. J

11. Requested Actions

1. Reject the ISMND and prepare an EIR that includes:

   - A refined site plan or alternative location more than 500 ft from residential uses;
   - Comprehensive health-risk assessment (benzene & BTEX);
   - Site-specific noise study with barriers and restricted hours;
   - Photometric plan with full-cutoff LED fixtures;
   - Water-recycling system achieving ≤15 gal/vehicle;
   - Certified storm-water treatment train and LID measures;
   - Traffic impact study with peak-hour queue analysis and driveway safety treatments.

2. Suspend all discretionary approvals until the EIR is certified.
3. Provide written confirmation that this comment letter and supporting citations are included in the administrative record.

K

12. Conclusion

The proposed ARCO Commercial Center threatens the health, safety, and welfare of our residents and undermines the City's long-term planning goals. We urge the City to uphold CEQA's mandate for informed decision-making and either deny the project or require a complete Environmental Impact Report. L

Please acknowledge receipt of these comments. We look forward to continued participation in the review process.

Respectfully submitted,

JoAnn Sturgeon

Authorized Representative on behalf of Aurora Sturgeon, owner of 18635 CA-49, Plymouth, CA.

209.969.2778

Attachments available upon request: copies of studies and exhibits cited herein.

Response to Comment Letter 9

JoAnn Sturgeon
Authorized Representative on behalf of Aurora Sturgeon,
owner of 18635 CA-49, Plymouth, CA
June 5, 2025

A. The commenter states the prepared IS/MND does not sufficiently analyze benzene release from project operations, excessive operational noise, transportation, lighting, stormwater contamination, and water consumption impacts under CEQA. The commenter also states the proposed project would impact residential property value. The commenter notes the potential project impacts would result in the preparation of an EIR.

As analyzed in Section 4.3, Air Quality, Threshold c), the proposed use of the project would result in the release of benzene into the air from gasoline dispensing. However, the estimated throughput of the proposed project would be significantly below the Sacramento Metropolitan Air Quality Management District (SMAQMD) significance threshold for health risk when considering the population size, pass-by trips, and location of the proposed project. No further environmental review is required.

As analyzed in Section 4.13, Noise, Threshold a), significant project operational noise sources were determined to include the drying portion of the car wash operation, vacuum equipment, vehicle circulation, truck circulation, truck delivery activities, air/water unit, and mechanical equipment (HVAC). The Plymouth General Plan (General Plan) noise level criteria were applied to these on-site operations individually and cumulatively. These operational noises were determined to be below the General Plan noise level thresholds. To reduce the potential for effects at nearby land uses during construction, Mitigation Measure NOI-1 includes common practices that shall be incorporated into project on-site construction operations. No further environmental review is required.

As discussed in Section 4.17, Transportation, implementation of the proposed project would have a less than significant impact on roadway circulation. Using the calculation of cumulative project trip generations plus proposed project trip generations, the proposed project is not expected to exceed the operational capacities of the adjacent roadways and would be consistent with the General Plan's goals and policies.

As analyzed in Section 4.1, Aesthetics, through compliance with Municipal Code Chapter 19.80, Lighting, project lighting would be limited to fixture types and bulb sizes regulated by the City and would not create significant impacts. Further, exterior lighting would require full downward shielding, to reduce light and glare, and automatic control from dusk to dawn, to turn off or lower reduce brightness. No further environmental review is required.

As discussed in Section 4.10, Hydrology and Water Quality, Threshold c), the project would be required to obtain an NPDES permit for construction activities or coverage under the NPDES Construction General Permit to prevent erosion and runoff. The proposed project would include a storm drain system consisting of a series of inlets and pipes that would convey runoff to a stormwater quality treatment device on-site and then discharge off-site, adjacent to the public right-of-way, and would reduce post-development flows for all storm events. Stormwater runoff conditions would be improved compared to existing conditions. No further environmental review is required.

As analyzed in Section 4.19, Utilities and Service Systems, upon project approval, the project applicant would be required to obtain a will-serve letter from the Amador Water Agency (AWA), and the proposed project would be subject to conditions of approval as established by the AWA. Furthermore, the proposed project would have a reclamation system that would reduce its demand on the local water supply. Additionally, the proposed project would be required to comply with all local, State, and federal regulations. No further environmental review is required.

Impact on residential property value is not an environmental issue and is governed by separate legal processes and procedures. Moreover, the decision whether to approve the project is ultimately a policy and legislative decision of the City Council (based on a recommendation received from the Plymouth Planning Commission). To that end, while residential property value is not a CEQA environmental impact, the City of Plymouth decision makers will consider all comments on the proposed project before taking final action. No further environmental review is necessary, and an EIR is not required.

B. The commenter states the proposed project would not comply with General Plan policies due to proximity to residential uses. As analyzed in Section 4.11, Land Use and Planning, the proposed project would require a General Plan Amendment from Urban Commercial (UC) to Suburban Commercial (VC) and a Zone Change from Village Commercial (VC) to Highway Commercial (HC). The proposed changes would be consistent with the General Plan and Municipal Code. Specifically, the General Plan designates the SC use to be compatible within a neighborhood environment, and the proposed development would fit the development pattern of the area, which includes commercial uses to the west, north, and east. Furthermore, the Municipal Code intends the HC zone for uses that are automobile-oriented and accommodate commercial areas adjacent to corridors and major intersections. Following approval of the General Plan Amendment and Zone Change as part of the proposed project, the project would be consistent with relevant policies. However, the decision whether to approve the project, including the proposed General Plan Amendment and Zone Change, is ultimately a policy and legislative decision of the City Council. Additionally, since the project site is within the City of Plymouth Historic Downtown Overlay District, the proposed project would be required to comply with design and development standards outlined in the “Downtown Plymouth Combined Zone Design Review, Standards, and Guidelines,” to ensure consistency with the existing Historic Downtown Overlay District. No further environmental review is necessary.

C. The commenter contends that the Draft IS/MND inadequately evaluates potential toxic air contaminant and groundwater-related impacts associated with the proposed gas station. Specifically, the commenter cites studies concerning benzene and BTEX emissions from gasoline dispensing facilities, raises concerns regarding potential leaks from underground storage tanks (USTs), and asserts that the Draft IS/MND should have included quantitative air dispersion modeling, a health risk assessment (HRA), and a cumulative toxic air contaminant analysis.

As discussed on Draft IS/MND page 40, operation of gasoline dispensing facilities can result in emissions of benzene, which is a toxic air contaminant. The Draft IS/MND evaluated the potential for health risks associated with operation of the proposed gas station. The Draft IS/MND notes that a gasoline dispensing facility with a throughput of 3.6 million gallons per year would result in a cancer risk of approximately 10 in one million at a distance of 50 feet, which is the suggested Amador Air District (AAD) significance threshold for cancer risk. The Draft IS/MND further evaluated available fuel sales data for comparable facilities and concluded that the proposed facility's annual throughput would be substantially below 3.6 million gallons per year due to the size of the City of Plymouth and the project's location. In addition, the project would replace an existing gas station and would

incorporate modern vapor recovery and emission control systems that reduce benzene emissions by more than 90 percent compared to uncontrolled facilities. Based on these factors, the Draft IS/MND concluded that operation of the proposed project would not result in an elevated cancer risk to nearby sensitive receptors and that impacts would be less than significant.

Because the Draft IS/MND demonstrated that cancer risk would remain below the AAD significance threshold, the Draft IS/MND appropriately concluded that preparation of additional dispersion modeling or a project-specific HRA was not required to support the impact determination. The commenter has not provided substantial evidence demonstrating that the project would generate toxic air contaminant emissions at levels that would result in a significant health risk.
The commenter also raises concerns regarding groundwater contamination and vapor intrusion associated with potential UST leaks. Proposed USTs would be subject to California Health and Safety Code Sections 25290.1 and 25291 and California Code of Regulations Title 23, Division 3, Chapter 16, which require primary and secondary containment (e.g., double-walled tank systems), continuous leak detection/interstitial monitoring, spill and overfill prevention equipment, and periodic testing and inspection requirements. These regulatory requirements are enforced locally by the Amador County Environmental Health Department. The required secondary containment and continuous leak detection systems are specifically intended to identify and contain releases before fuel can migrate into surrounding soils or groundwater, thereby substantially reducing the potential for groundwater contamination. In the unlikely event that a release were to occur, applicable regulatory agencies would require investigation, corrective action, and remediation of affected soil and groundwater. Because vapor intrusion occurs as a result of petroleum contamination in soil or groundwater, the regulatory requirements designed to prevent, detect, and remediate releases also substantially reduce the potential for vapor intrusion to occur. Therefore, existing State and local UST regulations provide multiple layers of prevention, monitoring, and corrective action that minimize the likelihood of groundwater contamination or vapor intrusion associated with operation of the proposed gas station.

In summary, the Draft IS/MND adequately evaluated potential toxic air contaminant, groundwater contamination, and vapor intrusion impacts associated with the proposed gas station. Therefore, no changes have been made in this regard. No further environmental review is required.

D. The commenter states that noise levels associated with the proposed car wash drying system have been underestimated, that project-generated noise would exceed applicable residential noise standards, that the analysis did not utilize site-specific acoustical modeling, and that the assessment is inconsistent with Appendix G of the CEQA Guidelines. The Noise Study prepared for the project and included in Draft IS/MND Appendix F was prepared consistent with Appendix G of the CEQA Guidelines and the applicable noise standards established in the City of Plymouth General Plan. The assessment evaluated both project-generated increases in ambient noise levels and compliance with the applicable General Plan operational noise standards using accepted acoustical analysis methods. Refer to Response to Comment 3-C for additional discussion of the assessment methodology.

With respect to the proposed car wash drying system, the assessment utilized manufacturer-provided reference noise level data specific to the proposed equipment together with project-specific operational assumptions, receptor locations, equipment orientation, operational duration, and accepted acoustical propagation methods to predict project-generated noise exposure at the nearest existing residential and commercial land uses. The analysis did not rely solely on generalized reference tables. Rather, reference source levels were used as model inputs to calculate site-specific noise exposure at nearby receptors. The analysis concluded that predicted car wash drying system

noise would satisfy the applicable City of Plymouth General Plan noise standards and would result in project-generated increases in ambient noise levels well below the applicable significance criteria. Accordingly, operational noise impacts associated with the proposed car wash drying system were determined to be less than significant. No further environmental review is required.

E. The commenter states the calculations using the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th edition) would differ from the analysis provided. Additionally, the commenter notes that queueing for the proposed gas station would result in vehicle and pedestrian safety impacts. The Transportation Study prepared for the project and included in Appendix G utilized the latest edition of the ITE trip generation manual. As analyzed on Draft IS/MND page 150, the study included vehicular queueing and sight distance analysis at key locations. No significant impacts were determined to result from project implementation. Additionally, the Transportation Study, including the trip generation utilized, the scope, and the findings have been reviewed by the City and Caltrans District 10 staff and have been found to be appropriate for the project. Refer to Response to Comment Letter 3-A regarding trip generation. No further environmental review is required.

F. The commenter states the proposed car wash facility would use 30-80 gallons of fresh water per vehicle and would use up to 24,000 gallons per day. The commenter notes there is insufficient analysis of water impacts within the IS/MND. As analyzed in Section 4.19, Utilities and Service Systems, the proposed project would include a reclamation system to limit the site's demand on local water supply. With implementation of the reclamation system, the site would use approximately 3,800 gallons of water per day, which equates to approximately 0.068 percent of the existing capacity of the Tanner Water Treatment Plant (TWTP). TWTP transmits potable water to regional customers, including the City of Plymouth. Additionally, the proposed project would be subject to conditions of approval to be granted via a will-serve letter from the Amador Water Agency (AWA), which may include several applications, meeting requirements of the AWA, fees, and inclusion of a water recycling system of at least 90 percent. Furthermore, the project would be required to comply with the CalGreen Code (as adopted by the City), which requires indoor and outdoor conservation measures. The estimated water demand of the project is not expected to individually exceed available supplies. No further environmental review is required.

G. The commenter states the proposed project would result in stormwater pollution. As analyzed in Section 4.9, Hazards and Hazardous Materials, and Section 4.10, Hydrology and Water Quality, impacts from stormwater runoff would be less than significant with compliance with the Storm Water Pollution Prevention Plan (SWPPP) as part of the National Pollutant Discharge Elimination System (NPDES) permit and implementation of best management practices (BMPs) to reduce pollutants. Additionally, the proposed project would include a storm drain system consisting of a series of inlets and pipes that would convey runoff to a stormwater quality treatment device on-site and then discharge off-site, adjacent to the public right-of-way. Therefore, the on-site stormwater drainage would be improved compared to existing conditions. Through compliance with the NPDES permit and implementation of the stormwater quality treatment device, the project would not result in significant stormwater pollution. No further environmental review is required.

H. The commenter states the proposed project contains design elements that would create light impacts. The commenter notes the IS/MND does not include a photometric study. As analyzed in Section 4.1, Aesthetics, the proposed project would not adversely affect day or nighttime views in the area, and the project would not result in significant impacts to night sky pollution through compliance with Municipal Code Chapter 19.80. All proposed light fixtures would be required to comply with local regulations, including preventing light spillage onto adjacent properties, and no

upward facing fixtures are proposed. No photometric study is required, and no further environmental review is required.

I. The commenter states the proposed project would result in degraded property value. This comment is acknowledged; however, property value is not an environmental issue and is governed by separate legal processes and procedures. Moreover, the decision whether to approve the project is ultimately a policy and legislative decision of the City Council (based on a recommendation received from the Plymouth Planning Commission). To that end, while property value planning is not a CEQA environmental impact, the City of Plymouth decision-makers will consider all comments on the proposed project before taking final action. No further environmental review is required.

J. The commenter states the proposed project would result in significant impacts to air quality, noise, transportation, and hydrology and water quality. As analyzed throughout this IS/MND, several thresholds were determined to have potentially significant impacts; however, implementation of mitigation measures would reduce all impacts to less than significant. The project would not result in any significant impacts following compliance with existing regulations and/or mitigation measures. Refer to Response to Comment 3-A for a discussion of transportation impacts, Response to Comment C above and Response to Comment 8-E for a discussion of air quality impacts, Response to Comment 3-C for a discussion of noise impacts, and Response to Comment G above for a discussion of hydrology and water quality impacts.

The decision whether to approve the project is ultimately a policy and legislative decision of the City Council (based on a recommendation from the Planning Commission). This comment is acknowledged and City decision-makers will be provided all comments for consideration. No further environmental review is necessary.

K. The commenter provides a list of requested actions, including rejecting the IS/MND to prepare an Environmental Impact Report (EIR), approve the proposed project after the Final EIR is approved, and ensure the letter is included in the administrative record. As analyzed throughout the Draft IS/MND, the proposed project would not result in any significant impacts following compliance with existing regulations and/or mitigation measures. Because no potentially significant impacts were identified, the preparation of an EIR is not required. This comment is acknowledged and City decision-makers will be provided all comments for consideration. No further environmental review are required

L. The commenter states the proposed project's environmental impacts have not been adequately analyzed for health, safety, and welfare of the residents. The commenter requests City decision-makers to maintain CEQA guidelines or prepare an EIR. As analyzed throughout the Draft IS/MND, potentially significant impacts as a result of this project would be reduced to less than significant with compliance with State and local regulations and the implementation of mitigation measures. The decision whether to approve the project is ultimately a policy and legislative decision of the City Council (based on a recommendation from the Planning Commission). This comment is acknowledged and City decision-makers will be provided all comments for consideration. No further environmental review is necessary.

Comment Letter 10

From: Jolinda Sim
To: Magda Gonzalez
Date: Wednesday, May 28, 2025 3:32:32 PM

To: mgonzalez@4leafinc.com

Cc: Plymouth Planning Commission

From: Douglas and Jolinda Sim

Date: May 28, 2025

Re: Project ARCO Commercial Center and Car Wash – Project No, 2022-09

As residents of Plymouth and business owners on Main Street, we have the following concerns with the proposed plan for the above-referenced project:

--Scale of the project – a 4,606 square foot awning over the fuel pumps is way out of scale with the surrounding area. A

--Aesthetic of the project – The AMPM market has a generic look that does not lend itself to the small-town style of Plymouth and the foothills. B

Douglas and Jolinda Sim

Response to Comment Letter 10

Douglas and Jolinda Sim
May 28, 2025

A. The commenter states the proposed project's scale is not consistent with surrounding structures. As analyzed in Section 4.1, Aesthetics, Threshold c), the proposed project is compatible with surrounding land uses and would be required to comply with Historic Downtown Overlay District design standards and guidelines in addition to Municipal Code Section 19.60.020, which regulates design and operational standards within the Commercial zones. The project would be subject to Design Review approval by the Planning Commission to ensure it is compatible with the scale and character of the area. No further environmental review is necessary.

B. The commenter states the proposed project's design is not consistent with the small-town style of the City and surrounding landscape. As discussed in Section 4.1, Aesthetics, the proposed project is designed with similar color tones as the existing commercial development in the project vicinity, including a mix of white, red, and beige colors. The proposed project would also be required to comply with Historic Downtown Overlay District design standards and guidelines to maintain integrity and character of the historic Downtown area. The design of the project would be subject to review and approval by the Planning Commission for consistency with the surrounding area. Further, as analyzed in Section 4.1, Aesthetics, Threshold a) there are no recognized scenic resources, vistas, or ridgelines, as identified in the General Plan, in the vicinity of the project site; therefore, project implementation would not have a significant impact on protected scenic resources or quality. The decision whether to approve the project is ultimately a policy and legislative decision of the City Council (based on a recommendation from the Planning Commission). All comments will be provided to City decision makers for consideration. No further environmental review is necessary.

Comment Letter 11

Jennifer French

Subject: RE: Arco station and historic Chinese store

-----Original Message-----
From: Matt Goddard <mattwgoddard@yahoo.com>
Sent: Thursday, June 5, 2025 7:22 AM
To: Information <info@cityofplymouth.org>
Subject: Arco station and historic Chinese store

I think we need to preserve the quaint look of our Main Street. I am against a big arco station going in at the roundabout. Not only will it shut down an existing business in the stp, it will also take business away from the existing shell that is already appropriately placed in the town. The only benefit would be a handful of low paying jobs. In regards to the old Chinese store I think people will show up with pitch forks if at any time the plan becomes demolition. A

Thanks for your time.
Matt Goddard

Sent from my iPhone

Response to Comment Letter 11

Matt Goddard
June 5, 2025

A. The commenter generally opposes the proposed project. The decision whether to approve the project is ultimately a policy and legislative decision of the City Council (based on a recommendation from the Planning Commission). This comment is acknowledged and City decision-makers will be provided all comments for consideration. No further environmental review is necessary.

Comment Letter 12

Jennifer French

Subject: RE:

From: mmsh@volcano.net <mmsh@volcano.net>
Sent: Thursday, June 5, 2025 8:44 AM
To: Information <info@cityofplymouth.org>
Subject:

The gas station/car wash is A HORRIBLE IDEA. We already have the hideous casino which has gouged a massive hole in the entrance to Plymouth. Now you want to add another ugly eyesore. We already have two gas stations on 49. Traffic will become unbearable if you allow this. We read all the paperwork on design, etc. and it is a ridiculous slant in favor of the project. A

Does anyone care about the rapidly vanishing character of this area?
Every visitor that comes to our home comments on what an ugly change has happened to this small city.
Michael Martin
Stefanie Hogan
Zinfandel Ridge

Response to Comment Letter 12

Michael Martin
Stephanie Hogan
Zinfandel Ridge
June 5, 2025

A. The commenter generally opposes the proposed project. The decision whether to approve the project is ultimately a policy and legislative decision of the City Council (based on a recommendation from the Planning Commission). This comment is acknowledged and City decision-makers will be provided all comments for consideration. No further environmental review is necessary.

Comment Letter 13

Jennifer French

From: Donna Hall <drhall2010@yahoo.com>
Sent: Thursday, June 5, 2025 11:01 AM
To: Magda Gonzalez
Subject: Project 2022-09 Arco commercial Center and Car Wash

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I have concerns about this project for the following reasons:

1. Water for the car wash - how will this be obtained and managed A
2. Impact on traffic B
3. How was the need for this project determined? What factors led the commission to decide a gas station/mart of this size was a good fit for the community? C

Thank you,

Donna Hall
drhall2010@yahoo.com
530-313-0060

Response to Comment Letter 13

Donna Hall
drhall2010@yahoo.com
530-313-0060
June 5, 2025

A. The commenter requests information on how the proposed project would obtain and manage water for the carwash feature included in the proposed project. As analyzed in Section 4.19, Utilities and Service Systems, upon project approval, the project applicant would be required to obtain a will-serve letter from the Amador Water Agency (AWA), and the proposed project would be subject to conditions of approval as established by the AWA. Furthermore, the proposed project would have a reclamation system that would reduce its demand on the local water supply. Additionally, the proposed project would be required to comply with all local, State, and federal regulations related to water conservation. No further environmental review is required.

B. The commenter requests information on how the proposed project would result in traffic impacts. As discussed in Section 4.17, Transportation, a large portion of gas station trips are considered pass-by trips and are not considered new trips generated by a gas station. Based on the Transportation Study prepared for the project, all study area intersections would operate at an acceptable level of service during peak hours, and the highest level of service as a result of project implementation would be LOS C, which is well within the acceptable levels designated by the City of Plymouth. As such, the proposed project would be consistent with the General Plan and is not expected to negatively affect the performance or safety of existing or planned roadway, pedestrian, bicycle, or transit facilities. No further environmental review is required.

C. The commenter requests information on how the need for this project was determined and what factors led the Planning Commission to decide on a gas station and market for the community. The Applicant applied with the City to develop this project. The project has not been presented to Planning Commission nor City Council. At this time, there is no established date for these hearings. No further environmental review is required.

Comment Letter 14

Jennifer French

From: Mike Sullivan <msullivan@cityofplymouth.org>
Sent: Thursday, June 5, 2025 12:33 PM
To: Francine
Cc: Magda Gonzalez; Dana Knight
Subject: Re: Arco Station

Hi Francine. Thank you so much for reaching out. I've received this and I am also passing it along. I really appreciate you writing and being engaged.

Mike

On Jun 5, 2025 9:45 AM, Francine <francine.m.ramos@gmail.com> wrote:

> Hi Mike,
>
> I write to express concerns regarding the proposed construction of a large arco station in our charming town of Plymouth. While we understand the need for development, we believe the current plan is too large and risks disrupting the unique character of Plymouth, known for its Gold Rush history and being a part of wine country.
>
> We propose a revision of the station's size to better align with the town's aesthetic and community values. We seek a design that respects Plymouth's rich heritage and contributes to its long-term prosperity.
>
> If the current plan proceeds, we trust the Commission will ensure compliance with all legal requirements and community standards, including its visual design, as the current design looks very generic.
>
> We appreciate your attention and look forward to a resolution that honors Plymouth's unique town.
>
> Not sure if I should send this to another address? Someone suggested a Ms Magda Gonzalez?
>
> Anyway, thanks for hearing me.
>
> -Francine Ramos

A

Response to Comment Letter 14

Francine Ramos
June 5, 2025

A. The commenter states the proposed development would disrupt the character of the City due to the size of the project. The commenter notes the City's existing unique character associated with the California Gold Rush and wine country. The decision whether to approve the project is ultimately a policy and legislative decision of the City Council (based on a recommendation from the Planning Commission). As discussed in Section 4.1, Aesthetics, the proposed project, upon approval of the proposed General Plan Amendment and Zone Change, would be compatible with surrounding land uses and relevant land use regulations. Additionally, the proposed project would be required to comply with the Historic Downtown Overlay District design standards and guidelines. This comment is acknowledged and the City of Plymouth decision-makers will consider all comments on the proposed project. No further environmental review is required.

Comment Letter 15

Jennifer French

From: Dana Knight <dknight@cityofplymouth.org>
Sent: Thursday, June 5, 2025 2:42 PM
To: Magda Gonzalez
Cc: Erica Fraser
Subject: FW: Prospective ARCO gas station in Plymouth

Hi Magda,
Please see the public comment below for the ARCO project.

Thank you,
Dana
Dana Knight
Planning Clerk/
Administrative Analyst
209-245-6941 Ext. 254

-----Original Message-----
From: D. Jeanne Lucas <djeanne.lucas@icloud.com>
Sent: Thursday, June 5, 2025 1:35 PM
To: Information <info@cityofplymouth.org>
Subject: Prospective ARCO gas station in Plymouth

Hi, I am writing this to you to express my concerns about a potential ARCO gas station being located on highway 49 at the roundabout in Plymouth.

Do we really need this? This state is in the process of eliminating gas fueled vehicles. Yes, there will still be a need for fuel for some years. But with decreased fuel production due to the closure of two refineries in California, stricter regulations related to clean air requirements all causing a potential increase of fuel prices,who will be able to afford fuel in the long term. A

ARCO is no longer known for their lower fuel prices… they are not a deal, but are competitively priced only.

Will the Ranncheria have its own gas station? They will most likely be able to provide fuel at a lower price. B

Additionally, what will building an ARCO or any other gas station in that location do for the Main Street of Plymouth? It will certainly destroy any historic quaintness of the Main Street. This area does need vitalization, but restaurants and other venues that attract the locals as well as passerby's into the area. A large gas station will have a negative impact on the old town area. C

These are just a few thoughts I have on this issue… seems like you would want to attract more locals into the area. Plymouth should do better to attract people into the old town area.

Jeanne Lucas
14994 muller rd
Plymouth, ca.

Sent from my iPhone

Response to Comment Letter 15

Jeanne Lucas
14994 Muller Rd
Plymouth, CA
June 5, 2025

A. The commenter states that, due to increased restrictions on gas-powered vehicles in California, the proposed project would not be feasible for future use. This comment is acknowledged; however, market feasibility is not an environmental issue. Moreover, the decision whether to approve the project is ultimately a policy and legislative decision of the City Council (based on a recommendation received from the Plymouth Planning Commission). To that end, while market feasibility is not a CEQA environmental impact, the City of Plymouth decision makers will consider all comments on the proposed project before taking final action. No further environmental review is required.

B. The commenter requests information on whether the Rancheria will have its own gas station. At this time, no gas station projects at the Rancheria are known to be proposed. The Draft IS/MND evaluated impacts of the proposed gas station at the southwest corner of Main Street and State Route 49. Any other potential future gas stations would be required to undergo separate, project-specific environmental review. No further environmental review related to the proposed gas station project is required.

C. The commenter requests information on the impact of the proposed project on Main Street. The commenter notes recommended uses for the project area, including restaurants and other attractions for locals and passersby. The commenter states the proposed project would result in negative impacts to the project area. This comment is acknowledged. As analyzed in Section 4.1, Aesthetics, the proposed project would be compatible with surrounding land uses and would be required to comply with Historic Downtown Overlay District design standards and guidelines. As analyzed throughout this IS/MND, impacts would be less than significant with mitigation incorporated. Pursuant to CEQA, the IS/MND is not required to analyze alternative uses or projects for the project site. This comment will be provided to City decision-makers for consideration. No further environmental review is required.

Comment Letter 16

Comment letter opposing the proposed Arco center and carwash

June 5, 2025

To: Magda Gonzalez, senior planner, city of Plymouth

I am writing to voice strong opposition to the rezoning proposal for the construction of an Arco station in Plymouth, California. The scale and nature of this development are incompatible with the historical and cultural essence of our town. A

Plymouth's identity as a Gold Rush and wine country destination is a unique asset that would be compromised by the introduction of a large-scale gas station. B

I urge the Planning Commission to reject this rezoning request and consider development that aligns with preserving Plymouth's historical character and community values.

Thank you for considering the voices of those who cherish Plymouth.

Sincerely,

Todd Ramos

Response to Comment Letter 16

Todd Ramos
June 5, 2025

A. The commenter generally opposes the proposed project due to the incompatible size and use for the historical area of the City. This comment is acknowledged. The decision whether to approve the project is ultimately a policy and legislative decision of the City Council (based on a recommendation received from the Plymouth Planning Commission). All comments will be provided to City decision-makers for consideration. No further environmental review is required.

B. The commenter states the proposed project would compromise the unique assets of the City, which are associated with the Gold Rush and wine country. This comment is acknowledged. As analyzed in Section 4.1, Aesthetics, the proposed project would not result in a significant impact on any designated scenic resources within the project area. The decision whether to approve the project is ultimately a policy and legislative decision of the City Council (based on a recommendation received from the Plymouth Planning Commission). The City of Plymouth decision-makers will consider all comments on the proposed project before taking final action. No further environmental review is necessary.

3 Errata

Changes to the Draft IS/MND are depicted below. A double-underline depicts text additions, while ~~strikethrough~~ depicts deletions to the text. The changes depicted in Section 3.0, Errata, include responses to input from the public within Section 2.0, Responses to Comments. These changes do not affect the overall conclusions established in the Draft IS/MND and consist of minor changes only.

Draft IS/MND Section 5.3, Air Quality, Impact Analysis, Page 31:

The project site is located in the Mountain Counties Air Basin in the City of Plymouth, Amador County, and is under the jurisdiction of the 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.~~ Although Amador County is designated nonattainment for ozone, the County is classified as a marginal ozone nonattainment area and is not currently required to prepare a formal ozone attainment plan. Notwithstanding, AAD air quality planning efforts focus on reducing emissions of ozone precursors, including reactive organic gases (ROG) and oxides of nitrogen (NO_X).

Although the AAD is not required to have an ozone attainment plan, the general criteria for determining if a project would conflict or obstruct implementation of an air quality plan can still be applied, which are (1) whether the project would exceed the AAD suggested CEQA thresholds of significance for ozone precursors (ROG and NO_X), and/or (2) whether the project would result in demographic growth that would exceed the forecasts included in the ozone attainment plan.

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.

Because the project would be consistent with the commercial land use designations for the site, the project would not result in substantial population growth or other development beyond that anticipated in the General Plan. ~~Since the project would be consistent with the land use designation and zoning for the site, the proposed development would not introduce any uses that would be incompatible with the General Plan. As such, the proposed project's impact on air quality was already analyzed in the City's General Plan and would not interfere with the County's effort in achieving attainment.~~ Additionally, as discussed in ~~3~~4.3(b) ~~the~~ project construction and operational emissions would not exceed the applicable AAD significance thresholds for ozone precursors or any other criteria pollutant. ~~would be under the relevant emissions thresholds during construction and operation~~. Therefore, the project would not generate emissions that could hinder implementation of air quality planning efforts or delay attainment of the ozone standards. Thus, the project would not conflict with or obstruct implementation of the applicable air quality plan, policy, or regulation adopted for the purpose of attaining or maintaining ambient air quality standards. Impacts would be less than significant, and no mitigation is required.

Draft IS/MND Section 5.3, Air Quality, Regulatory Requirements, Page 41:

Regulatory Requirements

Draft IS/MND Section 5.3, Air Quality, Regulatory Requirements, Page 41:

~~None required.~~

State

Gasoline Dispensing Facility Vapor Recovery Regulations

The California Air Resources Board (CARB) regulates vapor recovery systems at gasoline dispensing facilities to reduce emissions of gasoline vapors generated during fuel delivery, storage, and vehicle refueling activities. Vapor recovery systems capture vapors that would otherwise be released to the atmosphere during fuel transfers to underground storage tanks (Phase I) and vehicle fueling operations (Phase II). CARB's Enhanced Vapor Recovery (EVR) program, adopted in 2001, established more stringent performance standards, equipment specifications, testing requirements, and maintenance procedures to ensure the effective control of gasoline vapor emissions.

CARB Air Quality and Land Use Handbook – Gasoline Dispensing Facilities

The CARB *Air Quality and Land Use Handbook: A Community Health Perspective* recommends avoiding siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities. CARB notes that most gasoline dispensing facilities in California dispense less than 3.6 million gallons of gasoline annually. The cancer risk for a typical facility is likely to be less than 10 in a million at the fence line under urban air dispersion conditions. The proposed project would dispense less than 3.6 million gallons of gasoline annually, and therefore, would have a cancer risk below 10 in a million.

Gasoline Service Station Health Risk Assessment Guidance

CARB and the California Air Pollution Control Officers Association (CAPCOA) developed the *2022 Gasoline Service Station Industrywide Risk Assessment Technical Guidance Manual* (2022 Guidance Manual) to provide recommended methodologies for evaluating health risks associated with gasoline dispensing facility emissions. The guidance updates previous statewide health risk assessment procedures and includes recommendations for preparing emission inventories and health risk assessments for facilities subject to applicable air toxics regulations, including the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588). However, it should be noted that the 2022 Guidance Manual was developed primarily for regulatory (AB 2588 "Hot Spots") purposes, not CEQA. The 2022 Guidance Manual was created by CARB and CAPCOA to help air districts conduct standardized health risk assessments for gasoline service stations under the Air Toxics "Hot Spots" Information and Assessment Act. It specifically addresses what evaluations gas stations may be subject to under AB 2588 and provides tools for conducting screening health risk assessments.

Local

Amador Air District Gasoline Dispensing Facility Requirements

Gasoline dispensing facilities within Amador County are subject to the permitting requirements of the Amador Air District (AAD), including Authority to Construct and Permit to Operate requirements for fuel storage and dispensing equipment. Facilities must comply with applicable CARB-certified vapor recovery requirements and are subject to inspection, testing, maintenance, and recordkeeping requirements to minimize emissions associated with gasoline storage and dispensing operations. Compliance with these requirements is administered through the AAD permitting and enforcement programs.

4 Revisions to Information Presented in the Draft IS/MND

4.1 Introduction

On May 7, 2025, the City of Plymouth circulated the Draft IS/MND for a 30-day public review period from May 7, 2025, to June 7, 2025, to responsible and trustee agencies, interested parties, and the general public. Since the circulation, the Applicant has proposed minor modifications to the project. As such, potential impacts resulting from the minor modification to the Draft IS/MND are discussed herein. As presented within Section 4.0, Revisions to Information Presented in the Draft IS/MND, these revisions represent minor modifications to the Draft IS/MND. Based on the analysis presented below, these revisions to the project do not change the conclusions presented in the Draft IS/MND. These modifications are not considered to result in any new or substantially greater significant impacts as compared to those identified in the Draft IS/MND. As a result, pursuant to CEQA Guidelines Section 15073.5, a recirculation of the Draft IS/MND is not required.

4.2 Minor Modifications to the Draft IS/MND

Table 4-1, Minor Modifications to the Draft IS/MND, details the proposed modifications to the analysis presented in the Draft IS/MND.

Table 4-1
Minor Modifications to the Draft IS/MND

Project Component	Draft IS/MND Analysis	Minor Modifications
Section 3.0, Project Description		
Height	The convenience store would be 3,400 square feet (SF), with a height of 30 feet, and the automatic car would be 22 feet 9 inches in height.	The convenience store would be 3,400 square feet (SF), with a height of 25 feet, and the automatic car would be 19 feet in height.
Height	The gas station would include a 49-by-94 foot fuel canopy (4,606 SF) with a height of 18 feet 6 inches.	The gas station would include a 49-by-94 foot fuel canopy (4,606 SF) with a height of 20 feet 6 inches.
Architecture	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.	The proposed buildings' architecture would reflect the character of the historic downtown area, with exterior building materials consisting of stucco, aluminum composite material in Rustic Walnut behind the AM/PM sign, panelized stone veneer in Andante, clear anodized aluminum storefront, a covered entry shed roof awning with painted heavy timber beams and posts, wood lap siding, and pre-finished metal cornice. 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, rustic walnut, and "Andante". The fueling station would include a standing seam metal roof for consistency with the covered entry shed roof on the main building, stucco with stone veneer wainscot on the canopy columns, and pearl, warm gray, and white, with a printed bullnose decal, with blue LED light.
Design	Vinyl letters would be displayed to label the car wash on the west and east sides, and the	Vinyl letters on wood grain aluminum composite material would be displayed to label the car wash

	entrance and exist on the south and north sides, respectively. A blue vinyl decal would be applied behind the letters and around the trim of the structure.	on the west and north sides. A white vinyl decal would be applied at the entrance and exits.
Design	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.	An "Exit" sign would be installed on the north side, and an instructional sign panel would be installed at the entrance on the south side.
Design	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.	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. A portable propane tank display would be located at the east side of the building. Four faux windows would be installed on the south elevation. The main entrance would be located on the north side, and one additional door would be installed on the west side.

Overall, the proposed modifications would result in no new significant impacts, would not increase in severity any environmental impacts of the project, and would not require any new mitigation measures that were not previously analyzed in the Draft IS/MND. The revisions to the project do not substantially or fundamentally alter the conclusions or findings of the Draft IS/MND relative to the project's potential environmental effects or proposed mitigation measures. Therefore, in accordance with the standards set forth in CEQA Guidelines Section 15073.5, a recirculation of the Draft IS/MND is not required.

Implementation of these project modifications would not result in any new improvements outside of the project site analyzed in the Draft IS/MND. Construction activities (e.g., demolition, grading, and building) and operational activities (e.g., standard operations, deliveries, and landscaping maintenance) under the revised project would be similar to those analyzed in the Draft IS/MND. As such, the impacts associated with the Draft IS/MND on the following environmental topical areas would not change as a result of the project modifications: Aesthetics/Light and Glare, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, Wildfire, and Mandatory Findings of Significance (Sections 4.1 through 4.21).

Exhibit C

SECTION 1: AUTHORITY

This environmental Mitigation Monitoring and Reporting Program has been prepared pursuant to Section 21081.6 of the *California Environmental Quality Act*, known as CEQA (Public Resources Code Section 21000 et seq.), and CEQA Guidelines 15091(d) and 15097, to ensure implementation of and provide for the monitoring of mitigation measures required of the ARCO Commercial Center and Car Wash (Project), as set forth in the Final Mitigated Negative Declaration (Final MND) prepared for the Project. This report will be kept on file in the offices of the CEQA Lead Agency, City of Plymouth Planning Department. For all mitigation measures noted below, the City may assign responsibility for implementation or monitoring to appropriate designees such as a construction manager or third-party monitor.

SECTION 2: CHANGES TO MITIGATION MEASURES

Any substantive change in the monitoring and reporting plan made by City staff shall be reported in writing to the Planning Director. Modifications to the mitigation measures may be made by City staff subject to one of the following findings, documented by evidence included in the record (any changes in the Project or mitigation measures must be evaluated by City staff in light of CEQA Guidelines §15162):

a. The mitigation measure included in the Final MND and the Mitigation Monitoring and Reporting Program is no longer required because the significant environmental impact identified in the Final MND has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the Project, changes in conditions of the environment, or other factors; OR

b. The modified or substitute mitigation measure to be included in the Mitigation Monitoring and Reporting Program either provides corrections to text without any substantive change in the intention or meaning of the original mitigation measure or provides a level of environmental protection equal to or greater than that afforded by the mitigation measure included in the Final MND and the Mitigation Monitoring and Reporting Program. In addition, the modified or substitute mitigation measure must not have significant adverse effects on the environment that are new or substantially more severe than those which were considered by the Planning Commission in its decision on the Final MND and the proposed Project; and

c. The modified or substitute mitigation measure is feasible, and the City, through measures included in the Mitigation Monitoring and Reporting Program or other procedures, can assure its implementation.

SECTION 3: FORMAT OF MITIGATION MONITORING MATRIX

The mitigation monitoring matrix on the following pages identifies the environmental issue areas for which monitoring is required, the required mitigation measures, the time frame for monitoring, and the responsible implementing and monitoring agencies.

Mitigation Measure		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Verifying Individual and Date of Compliance)
Biological Resources					
MM BIO-1	**Bird Nesting Season**. If project-related activities are to be initiated during the bird nesting season (January 15 to August 31), a pre-construction nesting bird clearance survey shall be conducted by a qualified biologist no more than three days prior to the start of any vegetation removal or ground disturbing activities to confirm if active bird nests are present to avoid and minimize impacts to any nesting bird species. The qualified biologist shall survey all suitable nesting habitat within the project's area of disturbance plus a 300-foot buffer zone. Each time work ceases for a period of seven days or	Project Applicant.	Less than 30 days prior to construction.	City of Plymouth's Planning Department, California Department of Fish and Wildlife (CDFW).	City of Plymouth Planning Department

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Verifying Individual and Date of Compliance)
more during nesting season, a new nesting bird clearance survey shall be conducted. • If no active bird nests are detected during the clearance survey, project activities may begin, and no additional avoidance and minimization measures shall be required. • If an active bird nest is found, the species shall be identified, and a "no-disturbance" buffer shall be established around the active nest. The distance of the no-disturbance buffer around active bird nests would be a minimum of 100 feet for non-special status species, and 300 feet for special-status passerine species, and 500 feet for raptor species. These distances may be greater depending on the bird species and construction activity, as determined by the qualified biologist. • The qualified biologist shall periodically monitor any active bird nests to determine if project-related activities occurring outside the "no-disturbance" buffer disturb the birds and if the buffer should be increased. No construction or ground disturbance				

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Verifying Individual and Date of Compliance)
shall occur within these buffers until the qualified biologist confirms that the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions.				
Cultural and Tribal Resources				
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 who meets the Secretary of the Interior's Professional Qualifications Standards for archaeology to evaluate the find. All construction work occurring within a 50-foot buffer of the find shall immediately stop and the qualified archaeologist must assess the significance of the find and determine whether or not additional study is warranted. Depending on the significance of the find under CEQA, the archaeologist may simply record the find and allow work to continue. If the	Project Applicant/Contractor.	During Project construction.	City of Plymouth Planning Department.	City of Plymouth Planning Department.

Mitigation Measure		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Verifying Individual and Date of Compliance)
	discovery proves significant under CEQA, additional work (e.g., preparation of an archaeological treatment plan, testing, or data recovery) may be warranted, as determined by the qualified archaeologist. If Native American resources are discovered or are suspected, the consulting tribe for the project shall be notified, as dictated by California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and CEQA Guidelines Section 15064.5(e).				
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.	Project Applicant/Contractor.	During Project construction.	City of Plymouth Planning Department.	City of Plymouth Planning Department.
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	Project Applicant/Contractor.	During project construction.	City of Plymouth Planning Department.	City of Plymouth Planning Department.

Mitigation Measure		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Verifying Individual and Date of Compliance)
	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.				
Geology & Soils					
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	Project Applicant.	Prior to issuance of any grading or building permits for the project.	City of Plymouth Planning Department.	City of Plymouth Planning Department.

Mitigation Measure		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Verifying Individual and Date of Compliance)
	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.	Project applicant.	On-going, during grading and final grading.	City of Plymouth Planning Department.	City of Plymouth Planning Department.

Mitigation Measure		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Verifying Individual and Date of Compliance)
	• 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.				
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	Project applicant.	During earthwork and construction.	City of Plymouth Planning Department.	City of Plymouth Planning Department.

Mitigation Measure		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Verifying Individual and Date of Compliance)
	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.				
Hazards and Hazardous Materials					
MM HAZ-1	Prior to the issuance of 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.	Project Applicant.	Prior to the issuance of a Building Permit.	City of Plymouth Planning Department.	City of Plymouth Planning Department.
MM HAZ-2	Prior to the issuance of grading permits, the Applicant shall prepare and submit a hazardous materials contingency plan to Amador County.	Project Applicant.	Prior to the issuance of a Building Permit.	City of Plymouth Planning Department.	City of Plymouth Planning Department.

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Verifying Individual and Date of Compliance)
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				

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Verifying Individual and Date of Compliance)
	contingency plan, and obligations to abide by and implement the plan, shall be incorporated into the construction and contract specifications of the project.				
Noise					
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 (between 7:00 AM and 6:00 PM). • 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	Project Applicant.	Prior to the issuance of a Building Permit.	City of Plymouth Planning Department.	City of Plymouth Planning Department.

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Verifying Individual and Date of Compliance)
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.				

Attachment 2

PLANNING COMMISSION RESOLUTION NO. 2026-07

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLYMOUTH RECOMMENDING THE CITY COUNCIL APPROVE AN AMENDMENT TO THE GENERAL PLAN LAND USE MAP FOR THE PROPERTIES LOCATED AT 18725 HWY 49 (APN 010-062-001 AND -002) FOR THE ARCO PROJECT (PA 2022-09)

WHEREAS, the Applicant, Gupta Gasoline LLC, has requested approval of a General Plan Amendment to amend the land use designation of a portion of the project site from Urban Commercial (UC) to Suburban Commercial (SC); and

WHEREAS, the Applicant has also requested a rezone of a portion of the existing site from Village Commercial (VC) to Highway Commercial (HC); and

WHEREAS, the proposed General Plan Amendment is for reconfigured parcels (for which a Lot Line Adjustment is proposed and which will be approved by Staff upon approval of this project by the City Council) located at 18725 HWY 49 and which is currently vacant; and

WHEREAS, the proposed General Plan Amendment is necessary to allow for the construction of the proposed ARCO Project which will be reviewed by the Planning Commission in conjunction with this request; and

WHEREAS, Section 2.60.090 of the Municipal Code requires the Planning Commission to hold a Public Hearing to discuss general plan amendments and make a recommendation to the City Council on those amendments; and

WHEREAS, a Staff Report was submitted to the Planning Commission of the City of Plymouth recommending approval of the General Plan Amendment; and

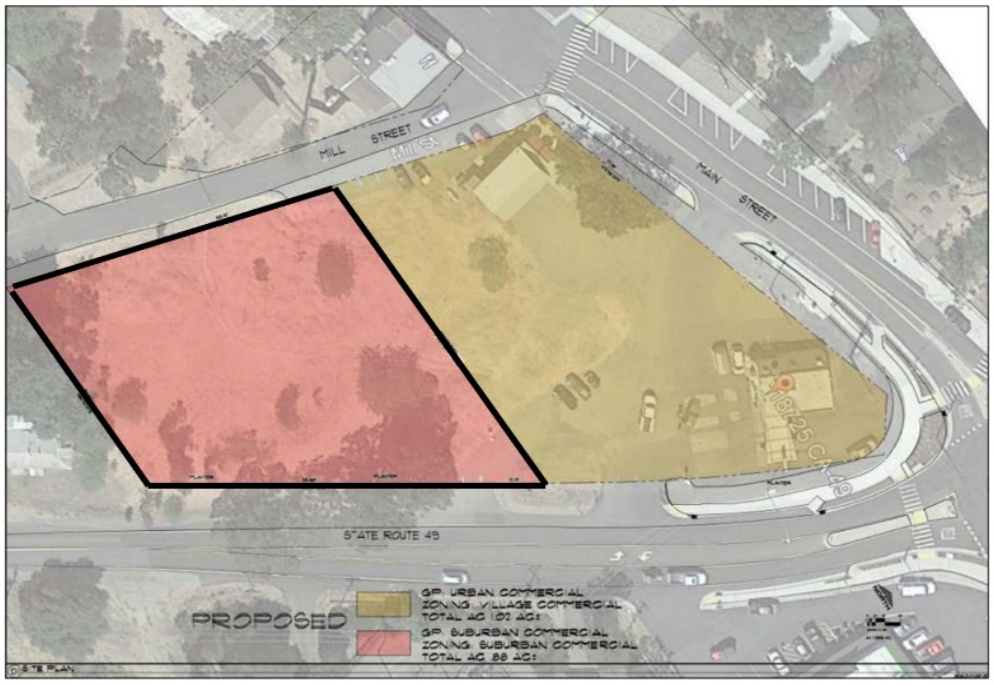
WHEREAS, the Planning Commission held a duly noticed public hearing on October 20, 2026 to consider the proposed General Plan Amendment at which time all interested parties had the opportunity to be heard; and

WHEREAS, pursuant to CEQA and the state CEQA Guidelines, a Mitigated Negative Declaration was prepared for the project and circulated for review; and

WHEREAS, at its October 20, 2026 hearing, the Planning Commission adopted Resolution No. 2026-06 incorporated herein by reference, recommending the City Council adopt a Mitigated Negative Declaration for the Project; and

NOW THEREFORE BE IT RESOLVED that the Planning Commission of the City of Plymouth, recommends that the City Council approve an amendment to the City of

Plymouth General Plan to amend the land use designation of the Project site as shown below:



PASSED AND ADOPTED by the Planning Commission of the City of Plymouth on the 20th day of October 2026 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Michael Sullivan, Chair

ATTEST:

_____
Victoria McHenry, City Clerk

Attachment 3

PLANNING COMMISSION RESOLUTION NO. 2026-08

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLYMOUTH RECOMMENDING THE CITY COUNCIL REZONE THE PROPERTIES LOCATED AT 18725 HWY 49 (APN 010-062-001 AND -002) FOR THE ARCO PROJECT (PA 2022-09)

WHEREAS, the Applicant, Gupta Gasoline LLC, has requested approval of a rezone from Village Commercial (VC) to Highway Commercial (HC) on a portion of the project site; and

WHEREAS, the Applicant has also requested approval of a General Plan Amendment to amend a portion of the site from Urban Commercial (UC) to Suburban Commercial (SC); and

WHEREAS, the proposed Rezone is for reconfigured parcels (for which a Lot Line Adjustment is proposed and which will be approved by Staff upon approval of this project by the City Council) located at 18725 HWY 49 and which is currently vacant; and

WHEREAS, the proposed Rezone is necessary to allow for the construction of the proposed ARCO Project which will be reviewed by the Planning Commission in conjunction with this request; and

WHEREAS, Section 2.60.090 of the Municipal Code requires the Planning Commission to hold a Public Hearing to discuss rezone requests and make a recommendation to the City Council on those amendments; and

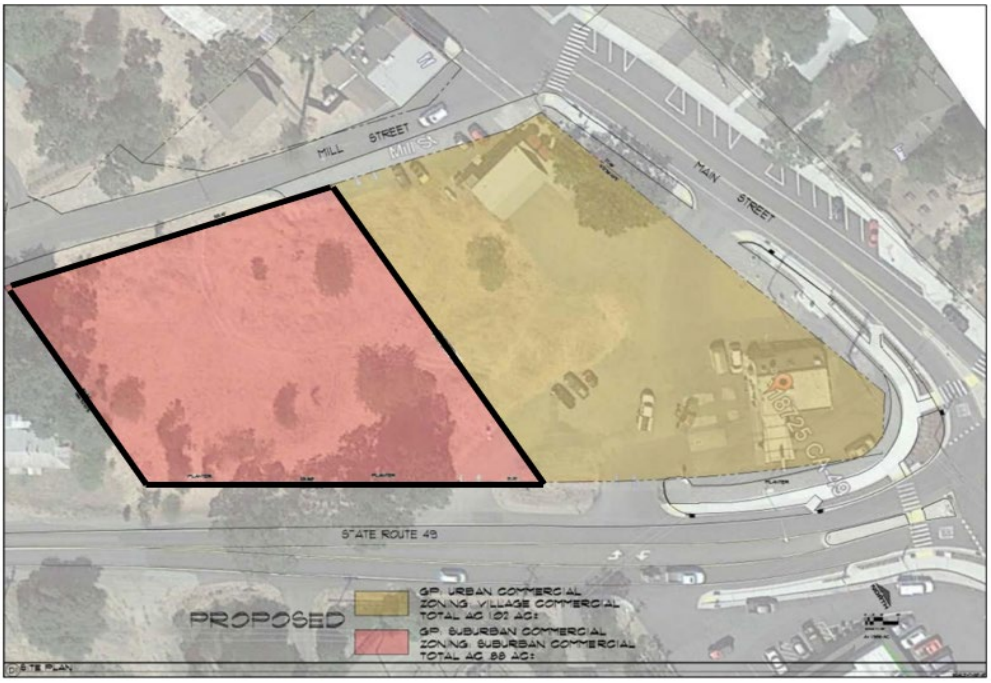
WHEREAS, a Staff Report was submitted to the Planning Commission of the City of Plymouth recommending approval of the Rezone; and

WHEREAS, the Planning Commission held a duly noticed public hearing on October 20, 2026 to consider the proposed General Plan Amendment at which time all interested parties had the opportunity to be heard; and

WHEREAS, pursuant to CEQA and the state CEQA Guidelines, a Mitigated Negative Declaration was prepared for the project and circulated for review; and

WHEREAS, at its October 20, 2026 hearing, the Planning Commission adopted Resolution No. 2026-06 incorporated herein by reference, recommending the City Council adopt a Mitigated Negative Declaration for the Project; and

NOW THEREFORE BE IT RESOLVED that the Planning Commission of the City of Plymouth, recommends that the City Council approve a Rezone of the Project site as shown below, with the Draft Ordinance included as Exhibit A.



PASSED AND ADOPTED by the Planning Commission of the City of Plymouth on the 20th day of October 2026 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Mike Sullivan, Chair

ATTEST:

_____
Victoria McHenry, City Clerk

Attachment 4

PLANNING COMMISSION RESOLUTION NO. 2026-09

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLYMOUTH RECOMMENDING CITY COUNCIL APPROVAL OF A MAJOR DESIGN REVIEW FOR THE ARCO PROJECT LOCATED AT 18725 HWY 49 (APN 010-062-001 AND -002) (PA 2022-09)

WHEREAS, the Applicant, Gupta Gasoline LLC, has requested approval of a Major Design Review to construct the ARCO Commercial Center and Car Wash comprised of a 3,400 square foot convenience store, a 6 multi-product dispenser gas station with a 4,606 square foot canopy, a 1,152 square foot car wash, signage, landscaping, parking, and related improvements located at 18725 HWY 49; and

WHEREAS, a Staff Report was submitted to the Planning Commission of the City of Plymouth recommending approval of the ARCO Commercial Center and Car Wash; and

WHEREAS, the proposed project also includes a request for a General Plan Amendment, Rezone and Conditional Use Permit; and

WHEREAS, a Staff Report was submitted to the Planning Commission of the City of Plymouth recommending approval of the General Plan Amendment; and

WHEREAS, the Planning Commission held a duly noticed public hearing on October 20, 2026 to consider the proposed General Plan Amendment at which time all interested parties had the opportunity to be heard; and

WHEREAS, pursuant to CEQA and the state CEQA Guidelines, a Mitigated Negative Declaration was prepared for the project and circulated for review; and

WHEREAS, at its October 20, 2026 hearing, the Planning Commission adopted Resolution No. 2026-06 incorporated herein by reference, recommending the City Council adopt a Mitigated Negative Declaration for the Project; and

NOW THEREFORE BE IT RESOLVED that the Planning Commission of the City of Plymouth does hereby recommend the City Council approve the Major Design Review based on the following findings and determinations:

A. The architectural and general appearance of the structures and grounds shall have architectural unity and be in keeping with the character of the neighborhood so as to not be detrimental to the orderly and harmonious development of the City, or to the desirability of investment or occupation in the neighborhood because:

    1. The proposed project was designed to compliment architectural design and features in the surrounding area including the downtown.

    2. Landscaping has been provided throughout the site and between the site and the adjacent streets to promote visual interest, provide shading, and

screening. A total of 32 percent of the site will be landscaped which exceeds the requirements of the Municipal Code.

3. The front elevation includes a flat roof with cornice with varied heights to break up the massing of the building. Two different colors on the upper portion of the structure will further break up the massing and provide two end caps to the structure. A standing seam metal arcade is provided which extends the length of the building and provide additional interest to the building. Windows and a defined base add additional architectural elements to promote visual interest and enhance the architectural styles that can be found in the surrounding area. The building frontage is comprised of mainly windows and provides a glass double door typical for commercial development. These features meet the requirements of the Downtown Historic Design Guidelines.

4. The wall of the car wash, which faces HWY 49 has been designed to avoid any blank walls and provide visual interest. The building features a standing seam arcade and stone base to match the convinience store. Windows will also be provided to break up the massing of the structure. At maturity, the trees planted along the car wash will provide additional screening.

5. The canopy has been designed to match the design of the convenience building. The support poles feature a stone base with stucco cap. The roof of the structure has a standing seam metal roof to match the arcade over the building.

6. The architectural character and design of the buildings are compliant with the overall design principles of the Downtown Design Guidelines. The project provides well-articulated architectural elements, and it is designed for viewing all sides of the building. The building forms is articulated with varied patterns, materials, and textures as well as changes in color. It is balanced with a mix of solid and transparent surfaces.

7. The project site is subject to the Scenic Corridor Design Guidelines as it fronts Highway 49. Landscaping will be installed along Highway 49, creating a visual buffer and pedestrian paths of travel will be added. The building's façade provides architectural features that enhance the appearance of the building as well as a variation in textures, materials, and colors. Therefore, the project is consistent with these requirements.

8. The proposed monument sign is located within a landscaped area and is limited in height so that it is no more than 5 feet 8 inches which is compatible with signage in the area as well as the Scenic Corridor Design Guidelines.

B. The site plan is consistent with this title, any applicable specific plan, any adopted development standards and design guidelines, and the General Plan.

1. The project includes a General Plan Amendment and Rezoning to allow the constriction of the site as proposed as well as the operation of the proposed uses.

2. The proposed project is consistent with the Goals and Polices of the General Plan including all policies related to the redesignation of the site on the land use map which will modify the land use of the project site to modification to Suburban Commercial (SC).

3. The proposed project is consistent with all development standards contained within the Highway Commercial (HC) Zoning District, which the project site will be rezoned to.

4. As discussed above, the design of the project is consistent with the requirements of the Downtown Historic Design Guidelines and the Scenic Corridor Design Guidelines.

C. The proposed project, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.

1. The site plan and circulation have been reviewed by the City's Engineering Department, Caltrans, and Fire to ensure adequate circulation, safety and access. No objections were raised and conditions requested by each department have been include in the project Conditions of Approval.

2. The project has been reviewed by internal and external reviewing agencies and has been conditioned to meet requirements as it relates to the building code, fire code, infrastructure and public services.

3. On-site lighting is proposed to illuminate the site to ensure safety during operational hours. No off-site spillage onto the surrounding properties will occur as shown in the photometric plans.

4. All environmental impacts related to the proposed project were reviewed in the Mitigated Negative Declaration prepared for the project. With the incorporation of the Mitigation Measures included, the project will have a less than significant impact.

CONDITIONS OF APPROVAL
PA 2022-09

1. **Approval.** This Major Design Review approval is for the ARCO Commercial Center and Car Wash, Project 2022-09). The proposed development shall be in substantial conformance to the project plans prepared by Barghausen Consulting Engineers,

Inc. and received April 6, 2025 on file with the Planning Division, and other plans, text and diagrams relating to this entitlement, except as modified by the following conditions. The elevations and improvements shall strictly adhere to the approved set of plans unless prior approval is granted by the Director of Planning for changes.

2. **Permit Expiration.** In accordance with Section 19.04.070(A) of the Municipal Code, unless a condition of approval or other provisions of this title establishes a different time limit, any permit not exercised within two years of approval shall expire and become void, except where an extension of time is approved pursuant to this section. Pursuant to Section 19.04.070(B) The exercise of a permit occurs when the property owner has performed substantial work as determined by the Planning Director and the Building Official and incurred substantial liabilities in good faith reliance upon such permit(s). A permit may be otherwise exercised pursuant to a condition of the permit or corresponding legal agreement that specifies that other substantial efforts or expenditures constitutes exercise of the permit. Unless otherwise provided, permits that have not been exercised prior to a Zoning Amendment, which would make the permitted use or structure nonconforming, shall automatically be deemed invalid on the effective date of the Zoning Amendment.

3. **Time Extension.** In accordance with Section 19.04.070(C) of the Municipal Code, the approval of an extension extends the expiration date for two years from the original permit date. After this initial permit extension, a final one year extension of time may be granted pursuant to the same process as set forth in this section.

    a. Process. The same approving authority that granted the original permit may extend the period within which the exercise of a permit must occur. Notice and/or public hearing shall be provided in the same manner as for the original permit. An application for extension shall be filed not less than 30 days prior to the expiration date of the permit, along with appropriate fees and application submittal materials.

    b. Conditions. The permit, as extended, may be conditioned to comply with any development standards that may have been enacted since the permit was initially approved.

    c. Permit Extension Findings. The extension may be granted only when the designated approving authority finds that the original permit findings can still be made and there are no changed circumstances or there has been diligent pursuit to exercise the permit that warrants such extension.

    d. Expiration. If the time limits are reached with no extension requested, or a requested extension is denied or expires, the permit expires.

4. **Permit Validity.** This Major Design Review approval shall be valid for the life of the approved structure so long as the operators of the subject property properly comply with the project's conditions of approval.

5. **Transfer of Approval Rights.** Unless stated otherwise in the City's entitlement decision, any approval granted under this title runs with the land and is transferred with ownership of that land. Any conditions, time limits, or other restrictions imposed with a planning permit or entitlement approval shall bind all subsequent owners of the property for which the entitlement was granted.

6. **Appeal Period.** In accordance with Section 19.04.160 (A) Any interested person may appeal any action of the Planning Director or Planning Commission made pursuant to this article to the designated appeal authority listed in Table 19.04.160-1 (Appeal Authority) within 10 days from the date of the action. Actions by the City Council are final and no further administrative appeals are available. The building permit plan check package will be accepted for submittal after the completion of the 10-day appeal period for the project, unless the Director of Planning authorizes the project developer to submit a signed statement acknowledging that the plan check fees will be forfeited in the event that the approval is overturned on appeal or that the design is significantly changed as a result of the appeal. In no case will a building permit be issued until the appeal period has expired or a final action is taken on appeal.

7. **Revocation of Permit.** Section 19.04.120 of the Municipal Code outline the procedures for the revocation of previously approved land use entitlements or permits.

8. **Clean-up.** The Applicant/Developer shall be responsible for clean-up and disposal of project related trash to maintain a safe, clean and litter free site.

9. **Modifications.** Modifications or changes to this approval shall require Planning Department review and approval.

10. **Clarification of Conditions.** In the event that there needs to be clarification to the Conditions of Approval, the Director of Planning and the City Engineer have the authority to clarify the intent of these Conditions of Approval to the Developer without going to a public hearing. The Director of Planning and City Engineer also have the authority to make minor modifications to these conditions without going to a public hearing in order for the Developer to fulfill needed improvements or mitigations resulting from impacts to this project.

11. **Violation – Deemed Nuisance.** Any building or structure, or any use of property contrary to or in violation of this title is unlawful and is deemed a public nuisance. All nuisance abatement and enjoinment proceedings shall be conducted in accordance with Title 20, Code Enforcement, as well as relevant provisions of State law.

12. **Code Enforcement.** Prior to issuance of a building permit, the applicant shall not be in violation of the City of Plymouth Municipal Code involving the project site.

<u>Planning Department – Project Specific</u>

13. **Mitigation Measures.** The Applicant/Operator shall comply with all identified Mitigations Measures in the adopted Mitigated Negative Declaration for the project. Prior to issuance of a Building or Grading Permit, the Applicant shall submit an annotated Mitigation Monitoring and Reporting Program and all necessary documentation as noted in the Program.

14. **Final Landscape Plans.** Final Landscape Plans which show compliance with the State's Model Efficient Landscape Ordinance shall be submitted and approved by the Planning Department prior to issuance of a Building Permit. The Plans shall be prepared and stamped by a State licensed landscape architect or registered engineer. Plans shall generally be consistent with the preliminary plans included within the project plan set.

15. **Caltrans**. The project site is located at 18725 State Route (SR) 49 in the community of Plymouth within Assessor Parcel Number (APNs) 010-062-001 and 010-062-002.

    a. Environmental. If any construction related activities will encroach into Caltrans Right of Way (ROW), the project proponent must apply for an Encroachment Permit to the Caltrans District 10 Encroachment Permit Office. All California Environmental Quality Act (CEQA) documentation, like the Mitigated Negative Declaration, with supporting technical studies, must be submitted with the Encroachment Permit Application. These studies will include an analysis of potential impacts to any cultural sites, historic properties, biological resources, hazardous waste locations, scenic highways, and/or other environmental resources within Caltrans ROW, at the project site(s).

    b. Hydrology. Per "Proposed Site Plan", the proposed development will generate a significant increase in impervious pavement runoff area. If historical undeveloped topography shows drainage from this site flowed into the State Right-of-Way (ROW), it may continue to do so with the conditions that peak flows may not be increased from the pre-construction quantity. Any increase in runoff generated by the proposed development should be stored and mitigated onsite. Caltrans would not allow additional runoff draining into the State ROW nor significantly impacting the existing drainage facilities.

    c. We request to review the pre- and post-construction stormwater runoff calculations for two (2) 10-year/24-hour storm event, drainage and grading plans to ensure the development will not adversely impact the existing State's drainage system.

    d. Encroachment Permits. If any future project activities encroach into State ROW, the project proponent must submit an application for an Encroachment Permit to the Caltrans District 10 Encroachment Permit Office. Appropriate environmental studies must be submitted with this application. These studies will include an analysis of potential impacts to any cultural sites, biological resources, hazardous waste locations, and/or other resources within State

ROW at the project site(s). For more information, please visit the Caltrans Website at: https://dot.ca.gov/programs/traffic-operations/ep/applications

16. **PG&E**. Before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of 2 working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site.

17. **Tree Removal Permit**. A tree removal permit for trees on undeveloped property must be submitted for review and approval and shall 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 designee.

18. **Reclamation System**. The car wash shall have a reclamation system designed to reduce its demand on the local water supply. The applicant shall submit to the Planning Department and Engineering Department manufacturer and reclamation system information for review and approval PRIOR to any building permit issuance.

19. **Lighting**. Provide a photometric study and include details of the proposed exterior lighting fixtures. All proposed outdoor lighting shall be in accordance with Chapter 19.80 Lighting of the City of Plymouth Municipal Code.

20. **Future Modifications.** Any future modifications to the exterior of the building or the landscaping shall require review and approval by the City in a manner determined by the Community Development Director.

21. **Notice of Determination.** Within 5 calendar days of the date of this approval, the Applicant shall file a check with the City of Plymouth for the filing of the Notice of Determination with the County Recorder's Office. The check shall be in the amount required by the Amador County Recorder's Office for such filing and may include the fees required by the California Department of Fish and Wildlife.

22. **Existing Plymouth Trading Post.** Prior to issuance of a building permit for the new ARCO project, the Applicant shall submit an application to improve the existing Trading Post site and building to meet the requirements of the Municipal Code and enhance the site. If upgrades are not possible, the Applicant shall submit a building permit application for demolition of the building.

23. **Lot Line Adjustment.** Prior to application for a building permit, the Applicant shall apply for and receive approval of a Lot Line Adjustment as shown on the approved project plans.

<u>Amador Water Agency – Project Specific</u>

24. AWA has determined, based upon the current information at the time of this letter, that the Tanner Water Treatment Plant (WTP) has extremely limited reliable water treatment capacity to serve new demands. This determination was the conclusion

of a review of the reliable capacities, demands and supply issues created by the projected build-out of the service area and Development, which was based upon the various technical studies completed. AWA will allocate the limited available treatment capacity in accordance with the Agency's Resolution 2023-17.

25. Prior to service from AWA, Development is subject to and must provide approval from the Authority Having Jurisdiction, City of Plymouth (City).

26. The Development will be required to obtain a "Wholesale Water Will Serve Commitment" for wholesale water service from AWA, prior to recordation of the Development's Final Map or initiation of service to the Development. The Development shall provide the commitment letter to the City, which will monitor these conditions.

27. Water service is limited to 10 EDUs for the Development, at 400 gallons per average day and 800 gallons per maximum day per EDU, for a total not to exceed usage of 4,000 gallons of water per average day and 8,000 gallons of water per maximum day.

28. This commitment is subject to the AWA Water Code, Rates, Rules and Regulations, as may be amended from time to time.

29. In accordance with and as provided in Section 14(e) of the City of Plymouth Agreement, the City agreed to require the use of recycled water within the City service area where determined appropriate by AWA in accordance with Section 1.13 of AWA Water Code. As such, AWA strongly encourages the City to use reclaimed water to the maximum extent possible in projects where non-potable water use is permissible. Examples include landscaped areas (both public and private), parks or other irrigated public areas.

30. The Development shall comply with State Assembly Bill No. 1881 Section 4.5 concerning metering irrigated landscaping.

31. The Agreement Between the City of Plymouth and AWA for Construction of a Water Transmission Pipeline and Wholesale Treated Water Service to the City of Plymouth (City Agreement) requires a minimum storage and backup water supply volume within the City's distribution system when the City's peak day demand meets certain thresholds. The City currently has inadequate storage and supply capacity to serve the Development. Depending on the timing of the Development and other potential development projects within the City, the Agency may require the City to expand storage capacity consistent with the City Agreement and Agency standards prior to initiation of service to Development, which may result in the City imposing requirements on the Development.

32. Depending on the timing of the proposed Development and other potential development projects within the City, water conveyance capacity improvements to the Plymouth Pipeline, between the Agency's Tanner Water Treatment Plant and the City's connection, may be necessary to ensure existing Agency customers are

not negatively impacted by the additional demands from the City. Such improvements may include construction of a new pump station on the Agency's Plymouth Pipeline. Water service to this project is/may be contingent upon implementation and additional water conveyance capacity.

33. Upon the receipt of an approved Tentative Map or Final Map, the Development is required to provide an electronic copy to AWA.

34. Payment of all applicable fees, including wholesale capacity fees, per AWA's rules and regulations in force at the time of payment and/or service, as may be amended from time to time. In order to serve this Development, AWA requires the payment of capacity fees prior to Will Serve issuance.

35. The Development may be responsible for Reimbursement Fees.

36. Further analysis and determination of total EDUs and meter allotments may be required during the Project design for the Development, and may be required prior to determining the number and configuration of water meters and the final number of EDUs required. Per AWA Water Code Section 2.02(b): "When determining Capacity Fees or other capacity related charges for any water system, the fee or charge shall be based on meter size, number of physical units, or EDUs based on projected annual water use, whichever is greater."

37. Development must submit a report to AWA, signed by the property owner and City, detailing and demonstrating compliance with the applicable City Water Efficient Landscaping Ordinance, irrigation plans and standards, and all mandatory water use restrictions in effect per City, County of Amador, State and AWA regulations.

38. The water demand at build-out of the Development was determined from the information provided in the application documents and the proposed land uses within the Development. Larger connections or additional capacity may be required due to instantaneous flow demands and/or safe maximum operating continuous flows limits as defined by applicable AWA & AWWA standards. Actual meter sizes and EDUs required will need to be analyzed and determined prior to connection. On an as needed basis the Development shall meet with AWA and review the underlying assumptions regarding water demands of the Development and sources of water for the Development. If the actual demand and sources appear that they will differ materially from the assumptions upon which the Development was approved by AWA, and that the difference(s) will negatively affect AWA's ability to provide water for the Development, then the Parties shall meet and the Development shall implement whatever measures are needed to assure that the water supply will meet the Development's demands. Development and implementation of such measures shall be at no cost to AWA. Notwithstanding any other provision, AWA shall have the right to impose any restrictions needed to assure that the further development of the Development will be consistent with the then current capacity of the System. AWA restrictions may include, but shall not be limited to, additional conservation measures, water transfers, limitation on new

tentative maps, connections and permits, and such other measures as AWA deems necessary.

39. Development shall comply with 1) the AWA Water Code, Article 3 - Water Conservation, 2) AWA's 2020 Water Shortage Contingency Plan, especially Table 4-2: Restrictions and Prohibitions on End Uses, and 3) any declared Water Shortage, currently Stage 2, as amended from time to time. Conservation requirements are subject to change before the Development is complete. No irrigation with potable water outside of newly constructed homes and buildings unless by means of drip or microspray systems for drought tolerant landscaping is permitted. No irrigation with potable water of turf at commercial, industrial, and institutional sites where the turf is solely ornamental and not regularly used for human recreational purposes or for civic or community events is permitted. Development may be required to administer and implement permanent potable water reduction programs in the service area commensurate with and equivalent to a minimum of the Development's proposed use volume and MDD.

40. No water service shall be initiated until the Development has met all conditions above, been issued a Will Serve Commitment by AWA and been accepted by AWA.

Engineering

41. A grading, utility, and improvement plans shall be prepared by a licensed professional for review and approval by the City Engineer.

42. Applicant must provide a Geotechnical Report.

43. A drainage study shall be provided which includes analysis of existing down gradient facilities, proposed conduits, diversion ditches and swales. The drainage study and proposed improvements must conform to City Standards (including onsite detention) and be subject to review and approval of the City Engineer.

44. Provide a Storm Water Pollution Prevention Plan (SWPPP) and obtain a WDID Number from the Regional Water Quality Control Board.

45. In lieu of the local street standard per City Standard Detail ST-1, applicant shall install new curb, gutter, and 4' sidewalk on the east side of Mill Street from the southwest property corner designated as U.S. Post Office Lot as shown on Record of Survey 12 M 63 to the most southern property line of project site in accordance with City Standards. Applicant shall provide 0.2' asphalt concrete overlay on existing Mill Street from Main Street to most southern property line of the project site as well as potential street widening to achieve a 20' paved width. Structural section of potential street widening shall be in accordance with City Standards. This may require right of way dedication from applicant as well as a variance on setbacks from the resulting new right of way.

46. Applicant shall install new curb, gutter and sidewalk on west side of Highway 49 from proposed shared driveway entrance to the most southern property line of project site in accordance with Caltrans Standards.

47. Applicant to provide ADA path of travel from public way to all facilities.

48. Applicant must apply for Caltrans Encroachment Permit for any work and/or signage within the State Right of Way.

49. Traffic Study conflicts with the submitted site plan. The study shows access to both driveways on Highway 49 and Main Street. The site plan appears to block access to the southern driveway on Highway 49 by having concrete curb, vapor recovery tank and vent riser. The study requires updating to the current site plan configuration.

50. Applicant shall define the driveway access to Main Street and to Highway 49 and provide verification of driveway access (for both driveways) with adjacent parcel. Driveway access shall be paved or concrete.

51. All drive aisles, maneuver areas, and parking areas within ARCO parcel shall be hot mixed asphalt concrete or Portland cement concrete per City Standards.

52. Applicant shall install a new water main (size to be determined) on Mill Street from Main Street to southern property line of project site. Water service and fire protection connection to site shall connect from this new water main.

53. Applicant shall pay all fees as required per City Code Section 15.06.050.

54. Sewer Connection location shall be on Mill Street per City Standards.

Fire Department – Standard Conditions

55. Construction plans shall include the following

    a. Fire flow
    b. Sprinklers (if needed/required)
    c. Impact protection
    d. California Fire Code compliance
    e. Emergency Vehicle Access
    f. Appropriate inspections performed
    g. Construction and compliance with CA building and electrical code

56. **Construction and Design Provisions.** The construction and design provisions of the fire code shall apply as follows:

    a. Structures, facilities and conditions arising after the adoption of this code.
    b. Existing structures, facilities and conditions not legally in existence at the time of adoption of this code.

c. Existing structures, facilities and conditions when identified in specific sections of this code.
d. Existing structures, facilities and conditions, which, in the opinion of the Fire Code Official, constitutes a distinct hazard to life and property.
e. Existing Structures, alterations and repairs:
   i. All new work performed in alterations and/or repairs to existing structures shall comply with the current provisions of this Chapter.
   ii. When alterations and/or repairs result in the removal, alteration, modification, replacement and/or repair of fifty percent or more of the external walls of a building, or result in the removal, alteration, modification, replacement and/or repair of fifty percent or more of the existing internal structural and/or non- structural framework, independently or in combinations thereof, within a five- year period, the entire building shall be made to conform to the current provisions of this Chapter.
   iii. Calculations of linear wall measurements shall be shown on all plans submitted for building permits, on the cover page in the project description of said plans. The determination under this section of the requirements for upgrading any existing structure to full conformance with current provisions of this Chapter shall be at the sole discretion of the Fire Code Official.

57. **Change of Use or Occupancy**. A change of occupancy shall not be made unless the use or occupancy is made to comply with the requirements of this code and the California Existing Building Code, provided that the new or proposed use or occupancy is less hazardous, based on life and fire risk, than the existing use or occupancy.

58. **Exception**. Where approved by the fire code official, a change of occupancy shall be permitted without complying with the requirements of this code and the California Existing Building Code, provided that the new or proposed use or occupancy is less hazardous, based on life and fire risk, than the existing use or occupancy.

59. **Occupancy Prohibited Before Approval**. The building or structure shall not be occupied prior to the fire code official issuing a permit and conducting associated inspections indicating the applicable provisions of this code have been met**.**

60. **Construction Document Submittals.** Construction documents and supporting data shall be submitted in two or more sets with each application for a permit and in such form and detail as required by the Fire Code Official. The construction documents shall be prepared by a registered design professional where required by the statutes of the jurisdiction in which the project is to be constructed.

61. **Information on Construction Documents.** Construction documents shall be drawn to scale on suitable material. Electronic media documents are allowed to be submitted where approved by the Fire Code Official. Construction documents shall be of sufficient clarity to indicate the location, nature and extent of the work proposed and show in detail that it will conform to the provisions of this code and relevant laws, ordinances rules and regulations as determined by the Fire Code Official. The construction plans shall include the following:

    a. Fire flow
    b. Sprinklers (if needed/required)
    c. Impact protection
    d. California Fire Code compliance
    e. Emergency Vehicle Access
    f. Appropriate inspections performed
    g. Construction and compliance with CA building and electrical code

62. **Marking.** Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

63. **Address Identification.** New and existing buildings shall be provided with approved address identification. The address identification shall be legible and placed in a position that is visible from the street or road fronting the property. Address identification characters shall construct with their background. Address numbers shall be Arabic numbers or alphabetical letters. Numbers shall not be spelled out. Each character shall be not less than 4 inches (102 mm) high with a minimum stroke width of 1/2 inch (12.7 mm). Where required by the fire code official, address identification shall be provided in additional approved locations to facilitate emergency response. Where access is by means of a private road and the building cannot be viewed from the public way, a monument, pole or other sign or means shall be used to identify the structure. Address identification shall be maintained.

64. **Occupancy**. It shall be unlawful to occupy any portion of a building or structure until the required fire detection, alarm and suppression systems have been tested and approved.

Ace Waste Services

65. Trash Enclosure. Trash enclosure shall comply with the trash enclosure details submitted to the city.

Building Department

66. Building Permits. Prior to any site improvements or construction, the Applicant shall submit a building permit application and receive a building permit from the City Building Division. The Applicant/Developer will be responsible for obtaining the approvals of all participating non-City agencies prior to the issuance of building permits. All improvements shall strictly adhere to the approved site plan, unless prior approval is granted by the City for changes.

67. Conditions of Approval. Each set of plans submitted for a building permit shall have attached an annotated copy of these Conditions of Approval. The notations shall clearly indicate how all Conditions of Approval will or have been complied with. Construction plans will not be accepted without the annotated Conditions of Approval attached to each set of plans.

PASSED AND ADOPTED by the Planning Commission of the City of Plymouth on the 20th day of October 2026 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Michael Sullivan, Chairman

ATTEST:

_____
Victoria McHenry, City Clerk

Attachment 5

PLANNING COMMISSION RESOLUTION NO. 2026-10

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLYMOUTH RECOMMENDING THE CITY COUNCIL APPROVAL OF A CONDITIONAL USE PERMIT FOR A CAR WASH AND THE SALE OF GASOLINE AND ALCOHOL AT THE ARCO COMMERCIAL CENTER AND CAR WASH LOCATED AT 18725 HWY 49 (PA 2022-09)

WHEREAS, the Applicant, Gupta Gasoline LLC, has requested approval of an Conditional Use Permit to operate a 1,152 sf. car wash and for the sale of gasoline and alcohol; and

WHEREAS, a Staff Report was submitted to the Planning Commission of the City of Plymouth recommending approval of the ARCO Commercial Center and Car Wash's Conditional Use Permit; and

WHEREAS, the ARCO Project includes a request for a General Plan Amendment (GPA) and Rezone which require review and approval by the City Council and therefore, the Planning Commission will make a recommendation on the project to the City Council on all project applications which rely on the GPA and Rezone; and

WHEREAS, a Staff Report was submitted to the Planning Commission of the City of Plymouth recommending approval of the Conditional Use Permit; and

WHEREAS, the Planning Commission held a duly noticed public hearing on October 20, 2026 to consider the proposed Conditional Use Permit at which time all interested parties had the opportunity to be heard; and

HEREAS, pursuant to CEQA and the state CEQA Guidelines, a Mitigated Negative Declaration was prepared for the project and circulated for review; and

WHEREAS, at its October 20, 2026 hearing, the Planning Commission adopted Resolution No. 2026-06 incorporated herein by reference, recommending the City Council adopt a Mitigated Negative Declaration for the Project; and

NOW THEREFORE BE IT RESOLVED that the Planning Commission of the City of Plymouth does hereby recommend the City Council approval of the Conditional Use Permit based on the following findings (Section 19.14.040) and determinations:

A. 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 because:

1. The proposed development is compatible withing the proposed General Plan Amendment redesignation to Suburban Commercial (SC) and the rezone to Highway Commercial (HC) where a car wash use and the sale of gasoline are allowed with approval of a use permit.

2. Liquor sales are permitted with a Conditional Use Permit in the HC Zoning District.

B. 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.

1. The proposed reconfigured parcel is physically suited for the proposed use and has been reviewed and conditioned to provide adequate access, utilities, and to meet development standards.

C. 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.

1. The project would not be detrimental to the public interest, health, safety, convenience, or welfare nor injurious to the public as it has been analyzed to ensure compliance with the California Environmental Quality Act. The project's conditions of approval will ensure the construction of well developed project. Additionally, the project includes a Mitigation Plan that will minimize any potential environmental impacts.

CONDITIONS OF APPROVAL
PA 2022-09

General Conditions

1. **Approval.** This Conditional Use Permit Review approval is for the ARCO Commercial Center and Car Wash, PA 2022-09). The proposed development shall be in substantial conformance to the project plans prepared by Barghausen Consulting Engineers, Inc. and submitted on April 6, 2026 on file with the Planning Division, and other plans, text and diagrams relating to this entitlement, except as modified by the following conditions. The elevations and improvements shall strictly adhere to the approved set of plans unless prior approval is granted by the Director of Planning for changes.

2. **Permit Expiration.** In accordance with Section 19.04.070(A) of the Municipal Code, unless a condition of approval or other provisions of this title establishes a different time limit, any permit not exercised within two years of approval shall expire and become void, except where an extension of time is approved pursuant to this section. Pursuant to Section 19.04.070(B) The exercise of a permit occurs when the property owner has performed substantial work as determined by the Planning Director and the Building Official and incurred substantial liabilities in good faith reliance upon such permit(s). A permit may be otherwise exercised pursuant to a condition of the permit or corresponding legal agreement that specifies that other substantial efforts or expenditures constitutes exercise of the permit. Unless otherwise provided, permits that have not been exercised prior to a Zoning Amendment, which would make the permitted use or structure nonconforming, shall automatically be deemed invalid on the effective date of the Zoning Amendment.

3. **Time Extension.** In accordance with Section 19.04.070(C) of the Municipal Code, The approval of an extension extends the expiration date for two years from the original permit date. After this initial permit extension, a final one year extension of time may be granted pursuant to the same process as set forth in this section.

    a. Process. The same approving authority that granted the original permit may extend the period within which the exercise of a permit must occur. Notice and/or public hearing shall be provided in the same manner as for the original permit. An application for extension shall be filed not less than 30 days prior to the expiration date of the permit, along with appropriate fees and application submittal materials.

    b. Conditions. The permit, as extended, may be conditioned to comply with any development standards that may have been enacted since the permit was initially approved.

    c. Permit Extension Findings. The extension may be granted only when the designated approving authority finds that the original permit findings can still be made and there are no changed circumstances or there has been diligent pursuit to exercise the permit that warrants such extension.

    d. Expiration. If the time limits are reached with no extension requested, or a requested extension is denied or expires, the permit expires.

4. **Permit Validity.** This Conditional Use Permit approval shall be valid for the life of the approved structure so long as the operators of the subject property properly comply with the project's conditions of approval.

5. **Transfer of Approval Rights.** Unless stated otherwise in the City's entitlement decision, any approval granted under this title runs with the land and is transferred with ownership of that land. Amny conditions, time limits, or other restrictions imposed with a planning permit or entitlement approval shall bind all subsequent owners of the property for which the entitlement was granted.

6. **Appeal Period.** In accordance with Section 19.04.160 (A) Any interested person may appeal any action of the Planning Director or Planning Commission made pursuant to this article to the designated appeal authority listed in Table 19.04.160-1 (Appeal Authority) within 10 days from the date of the action. Actions by the City Council are final and no further administrative appeals are available. The building permit plan check package will be accepted for submittal after the completion of the 10-day appeal period for the project, unless the Director of Planning authorizes the project developer to submit a signed statement acknowledging that the plan check fees will be forfeited in the event that the approval is overturned on appeal or that the design is significantly changed as a result of the appeal. In no case will a building permit be issued until the appeal period has expired or a final action is taken on appeal.

7. **Revocation of Permit.** Section 19.04.120 of the Municipal Code outline the procedures for the revocation of previously approved land use entitlements or permits.

8. **Clean-up.** The Applicant/Developer shall be responsible for clean-up and disposal of project related trash to maintain a safe, clean and litter free site.

9. **Modifications.** Modifications or changes to this approval shall require Planning Department review and approval.

10. **Clarification of Conditions.** In the event that there needs to be clarification to the Conditions of Approval, the Director of Planning and the City Engineer have the authority to clarify the intent of these Conditions of Approval to the Developer without going to a public hearing. The Director of Planning and City Engineer also have the authority to make minor modifications to these conditions without going to a public hearing in order for the Developer to fulfill needed improvements or mitigations resulting from impacts to this project.

11. **Violation – Deemed Nuisance.** Any building or structure, or any use of property contrary to or in violation of this title is unlawful and is deemed a public nuisance. All nuisance abatement and enjoinment proceedings shall be conducted in accordance with Title 20, Code Enforcement, as well as relevant provisions of State law.

12. **Code Enforcement.** Prior to issuance of a building permit, the applicant shall not be in violation of the City of Plymouth Municipal Code involving the project site.

Planning Department – Project Specific

13. **Hours of Operation.** The convenience store and car wash may be operated 24hours a day, seven days a week. The car wash is limited to operate between 6:00 AM and 10:00 PM.

14. **Clean-up**. The operator shall be responsible for the regular cleaning, at least twice daily, up of all on-site trash and debris and conduct regular maintenance to maintain a safe, clean and litter-free site. All on-site waste receptacles shall be emptied at least once daily or more times as necessary to prevent waste from spiling out of the receptables.

15. **Alcohol Sales.** The applicant shall submit proof of an Alcohol and Beverage license prior to the sale of alcohol. A valid license shall be maintained by the operator at all times.

16. **Sale of Alcohol to Persons Over 21.** Signage shall be posted at the check-out counter indicating that there will be no alcohol sales to persons under 21. All employees shall be trained to follow all state law requirements for alcohol sales.

17. **Loitering**. There shall be no consumption of alcohol on the premise or surrounding area. Signs preventing loitering and the consumption of alcohol shall be installed on the outside of the building. During evening hours, from 5:00 PM until the sale of alcohol concludes, on-site employees shall monitor the exterior of the building, all areas on-site and adjacent areas to ensure that there is no loitering or the consumption of alcohol. Anyone found to be loitering shall be asked to leave by the employee and/or the Sherrif's Department shall be contacted if necessary. Should loitering or the consumption of alcohol purchased from this operator require additional patrolling by the Sherrif's Department, the operator shall be responsible for additional patrol charges to the City and the City may revoke the Conditional Use Permit for alcohol sales.

18. **Signage.** No signs, advertisements, displays, banners or flags may be located on the outside of the building or canopy, on gasoline pumps, on the windows, or around the site which displays advertisements for the sale of alcohol.

19. **Temporary Signage.** All temporary signage requires approval of a permit from the Planning Department prior to installation. At no time shall any temporary signage be affixed to the canopy (other than approved permanent signage), support beams, poles, trash cans, protection features or similar.

20. **Amador Water Agency**. Operation of the car wash and facility shall comply with the Conditional of Approval for the Major Design Review as well as all operations required by the Amador Water Agency.

PASSED AND ADOPTED by the Planning Commission of the City of Plymouth on the 20th day of October 2026 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Michael Sullivan, Chairman

ATTEST:

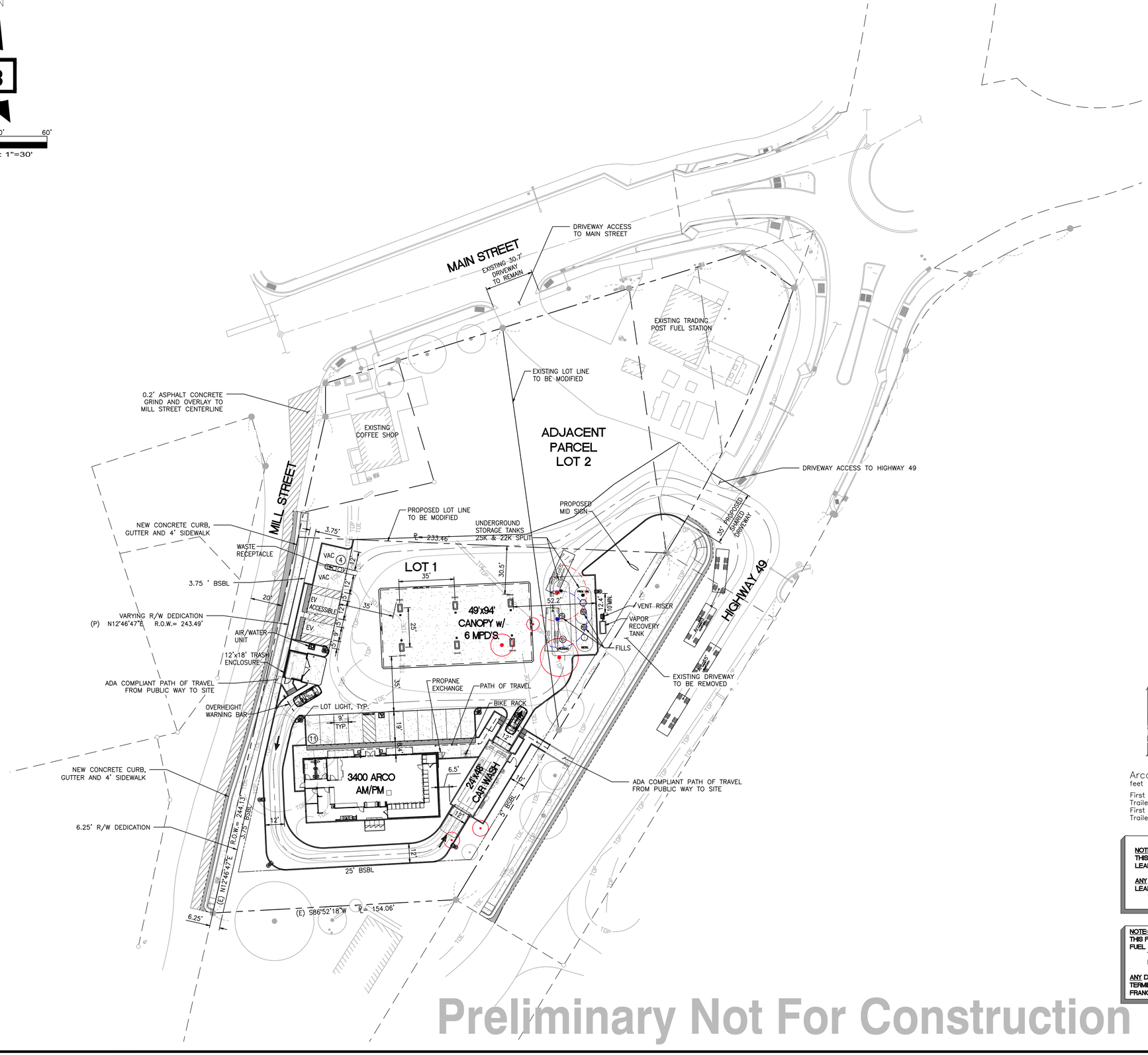
_____
Victoria McHenry, City Clerk

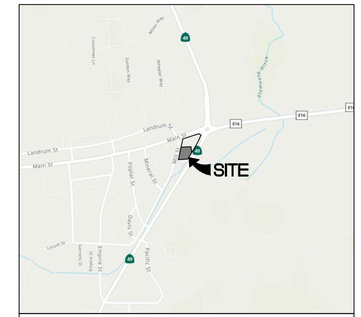
Attachment 6

PRELIMINARY SITE PLAN

N

0 15' 30' 60'
SCALE: 1"=30'





VICINITY MAP

PROJECT DATA

LOCATION: 18725 CA-49
PLYMOUTH, CALIFORNIA 95669

DEVELOPMENT PARCEL (LOT 1)
EXISTING LOT AREA: 54,795 S.F. (1.26 AC)
PROPOSED LOT AREA: 44,373 S.F. (1.02 AC)

ADJACENT PARCEL (LOT 2)
EXISTING LOT AREA: 28,161 S.F. (0.65 AC)
PROPOSED LOT AREA: 38,583 S.F. (0.89 AC)

BUILDING SETBACKS:

FRONT YARD SETBACK:	5 FEET
SIDE STREET SETBACK:	10 FEET
SIDE INTERIOR LOT SETBACK:	0 FEET
REAR YARD SETBACK:	10 FEET
MAXIMUM SETBACKS:	25-FOOT RESIDENTIAL BUFFER
MINIMUM FLOOR AREA:	0.25
MAXIMUM FLOOR AREA:	0.28

LANDSCAPING:

OVERALL LANDSCAPING: AT LEAST 6 S.F. OF LANDSCAPED AREA SHALL BE PROVIDED FOR EACH 100 S.F. OF DEVELOPED AREA

PERIMETER LANDSCAPING: TREES SHALL BE REQUIRED AT A RATE OF ONE SHADE TREE FOR EVERY 10 PARKING STALLS

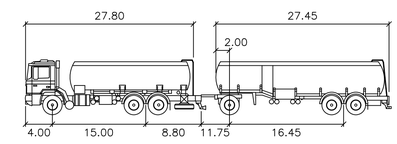
LANDSCAPE AREA REQUIRED: 10%

LANDSCAPE AREA PROVIDED: 32% (13,710 S.F.)

PARKING:

PARKING REQUIREMENTS: 1 SPACE FOR EACH 300 S.F. OF G.F.A.
3400/300= 12
PARKING STALLS REQUIRED: 12 STALLS
PARKING STALLS PROVIDED: 15 STALLS + 12 UNDER CANOPY= 27 STALLS

STANDARD PARKING DIMENSION: 9' X 19'
ONE-WAY AISLE WIDTH: 25' (90-DEGREE PARKING)
TWO-WAY AISLE WIDTH: 25' (90-DEGREE PARKING)



Arco65'
feet

First Part Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 35.0
First Part Track	: 7.70	Articulating Angle	: 70.0
Trailer Track	: 7.70		

NOTE:
THIS PLAN, AS SHOWN, HAS BEEN APPROVED BY DAN PARK, BP RETAIL DESIGN LEAD- WEST COAST ON SEPTEMBER 06, 2022.

ANY DEVIATION TO THIS PLAN NEEDS TO BE APPROVED THROUGH BP RETAIL DESIGN LEAD- WEST COAST AND INCORPORATED INTO THE PERMIT DOCUMENTS.

NOTE:
THIS PLAN, AS SHOWN, HAS BEEN APPROVED BY BP TRANSPORTATION FOR APPROVAL OF FUEL DELIVERY BY:
TERMINAL MANAGER: JOE SMOLER
DATE: SEPTEMBER 08, 2022

ANY DEVIATION TO THIS PLAN NEEDS TO BE APPROVED THROUGH BP TRANSPORTATION TERMINAL MANAGER AND INCORPORATED INTO THE PERMIT DOCUMENTS. CONTACT FRANCHISEE FOR MORE DETAILS.

Preliminary Not For Construction

CLIENT:
bp
ARCO
BP WEST COAST PRODUCTS, LLC

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

NO.	DATE	REVISION DESCRIPTION
1	10/09/24	ENTITLEMENT SITE PLAN
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		

SEAL:

Not for Construction

DEVELOPMENT INFORMATION:
ARCO NTI
3400 am/pm
FUEL CANOPY w/ 6 MPD's
24'x48' CAR WASH

SITE ADDRESS:
SWC HIGHWAY 49
@ MAIN STREET
PLYMOUTH, CALIFORNIA

FACILITY #TBD

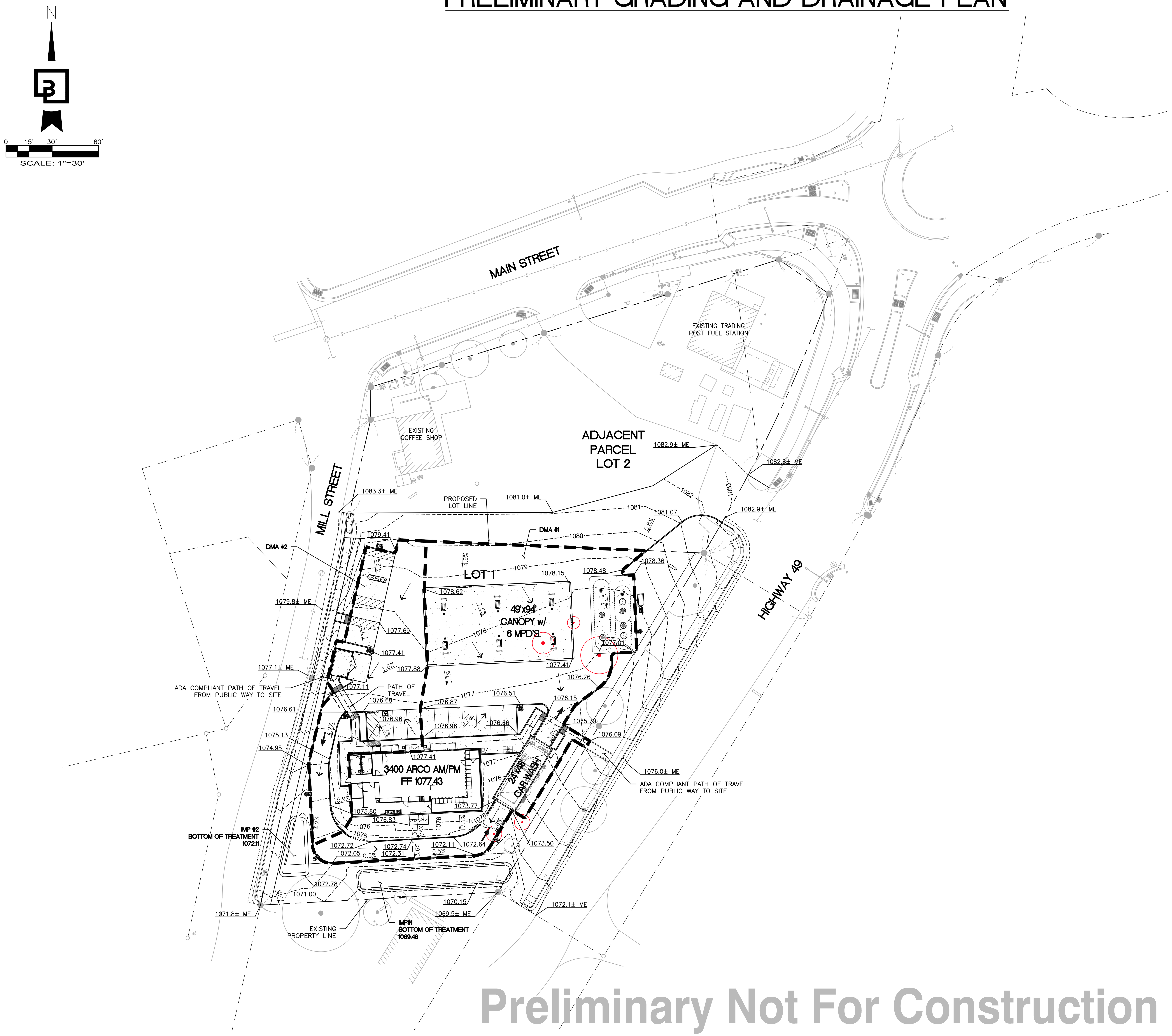
DESIGNED BY:		ALLIANCE Z&DM:	
CHECKED BY:	PT	BP REPM:	
DRAWN BY:	AD	ALLIANCE PM:	
VERSION:	- -	PROJECT NO:	22283

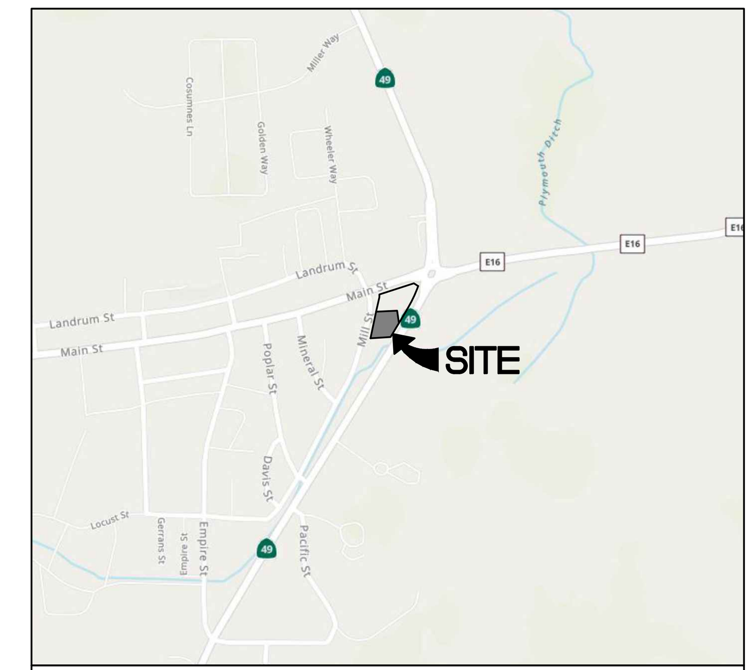
DRAWING TITLE:
PRELIMINARY SITE PLAN

SHEET NO:
SP-1

FileP:\22000s\22283\preliminary\22283 SP-1.dwg Date/Time:6/13/2024 2:44 PM Scale:1" = 1' RRASCON-GARCIA Xref: ----

PRELIMINARY GRADING AND DRAINAGE PLAN





VICINITY MAP

GRADING NOTES:

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

LEGEND

RIGHT–OF–WAY LINE	——— — — ———
EASEMENT LINE	— — — — —
PROPOSED GRADING SLOPE	1.00%
SPOT ELEVATION	50.40
MATCH EXISTING ELEVATION	1080.0± ME
EXISTING GRADE ELEVATION	1080.0± EG
DRAINAGE FLOW ARROW	⟶

PROJECT DATA

LOCATION: 18725 CA–49
PLYMOUTH, CALIFORNIA 95669

DEVELOPMENT PARCEL (LOT 1)
EXISTING LOT AREA: 54,795 S.F. (1.26 AC)
PROPOSED LOT AREA: 44,373 S.F. (1.02 AC)

STORMWATER PRE- AND POST-IMPROVEMENT AREAS

PRE–CONSTRUCTION:			
	PERVIOUS	=44,373	SF
	IMPERVIOUS	=0	SF
		=44,373	SF
POST–CONSTRUCTION:			
	PERVIOUS	=12,980	SF
	IMPERVIOUS	=31,393	SF
		=44,373	SF
TOTAL REQUIRED TREATMENT VOLUME:		=1,171	CF
TOTAL PROVIDED TREATMENT VOLUME:		=1,172	CF

STORMWATER TREATMENT AND DESIGN NARRATIVE

RUNOFF WILL DRAIN FROM DMA #1 TO BIOTREATMENT FACILITY IMP #1 AND DMA #2 TO IMP #2 FOR TREATMENT. AFTER TREATMENT, THE RUNOFF WILL DRAIN INTO EXISTING DITCH SOUTH EAST OF HIGHWAY 49. TO SIZE THE BIOTREATMENT FACILITIES, CALCULATIONS WERE COMPLETED USING THE VOLUMETRIC POST–CONSTRUCTION BMP SIZING TOOL AS DESCRIBED IN SECTION 5 OF THE CASQA BMP HANDBOOK FOR NEW DEVELOPMENT AND REDEVELOPMENT. BIOTREATMENT FACILITIES ARE SIZED TO TREAT LOT 1.

Preliminary Not For Construction

CLIENT:
bp
ARCO
BP WEST COAST PRODUCTS, LLC

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

NO.	DATE	REVISION DESCRIPTION
–	10/09/24	ENTITLEMENT SITE PLAN
2		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		

SEAL:
Not for Construction

DEVELOPMENT INFORMATION:
ARCO NTI
3400 am/pm
FUEL CANOPY w/ 6 MPD's
24'x48' CAR WASH

SITE ADDRESS:
SWC HIGHWAY 49
@ MAIN STREET
PLYMOUTH, CALIFORNIA

FACILITY #TBD

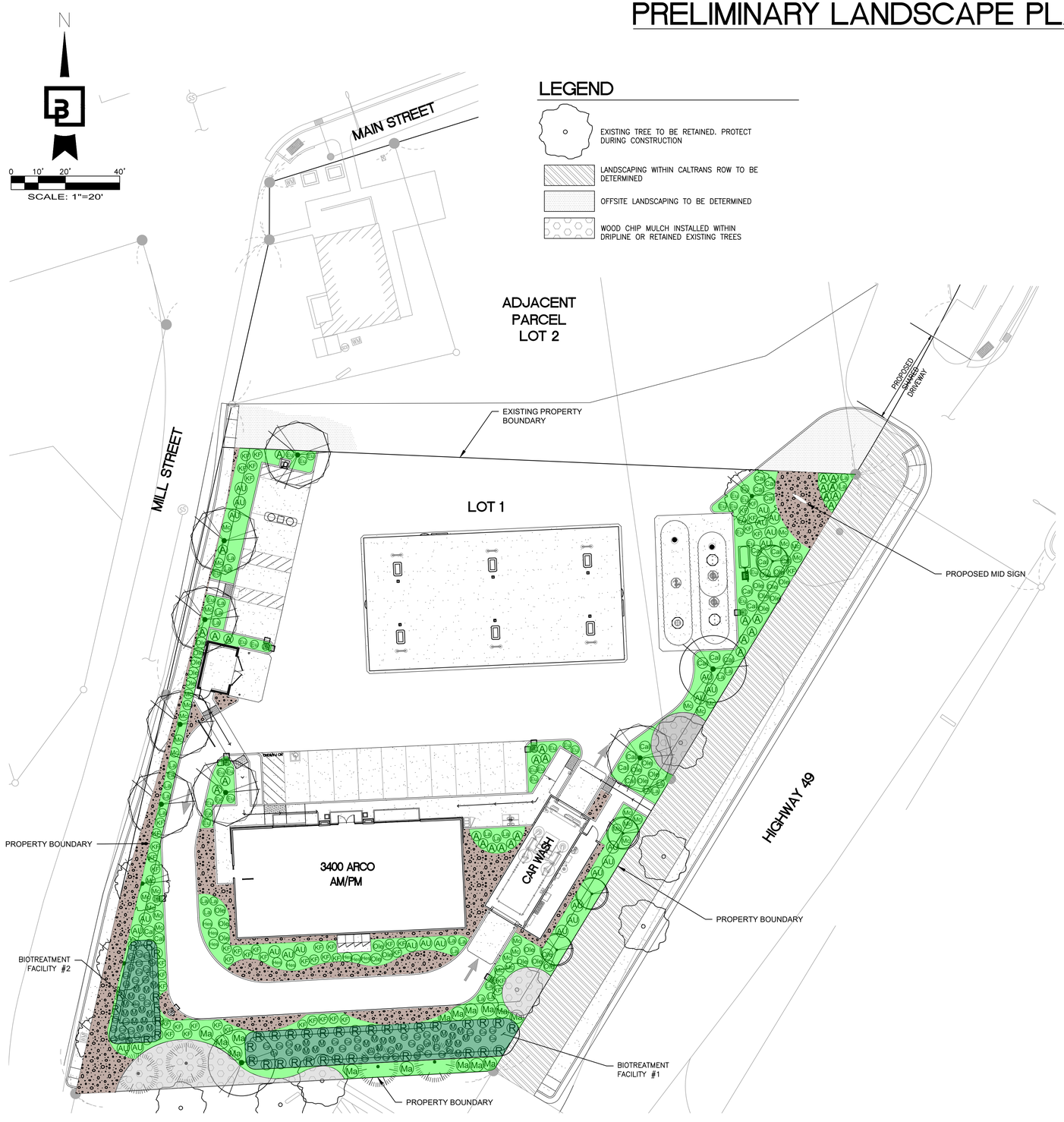
DESIGNED BY:	ALLIANCE Z&DM:
CHECKED BY: PT	BP REPM:
DRAWN BY: AD	ALLIANCE PM:
VERSION: - -	PROJECT NO: 22283

DRAWING TITLE:
PRELIMINARY GRADING & DRAINAGE PLAN

SHEET NO:
PGM

File:\\EgnyteDrive\Projects (BCE)\22000s\22283\preliminary\22283 PGM–2.dwg Date/Time:9/4/2025 1:25 PM Scale:1" = 1' DLOPEZ Xref: ----

PRELIMINARY LANDSCAPE PLAN



LEGEND

- EXISTING TREE TO BE RETAINED. PROTECT DURING CONSTRUCTION
- LANDSCAPING WITHIN CALTRANS ROW TO BE DETERMINED
- OFFSITE LANDSCAPING TO BE DETERMINED
- WOOD CHIP MULCH INSTALLED WITHIN DRIPLINE OR RETAINED EXISTING TREES

PROJECT DATA

LOCATION: 18725 CA–49
PLYMOUTH, CALIFORNIA 95669

DEVELOPMENT PARCEL (LOT 1)
EXISTING LOT AREA: 54,795 S.F. (1.26 AC)
PROPOSED LOT AREA: 44,373 S.F. (1.02 AC)

ADJACENT PARCEL (LOT 2)
EXISTING LOT AREA: 28,161 S.F. (0.65 AC)
PROPOSED LOT AREA: 38,583 S.F. (0.89 AC)

BUILDING SETBACKS:

FRONT YARD SETBACK:	5 FEET
SIDE STREET SETBACK:	10 FEET
SIDE INTERIOR LOT SETBACK:	0 FEET
REAR YARD SETBACK:	10 FEET
MAXIMUM SETBACKS:	25–FOOT RESIDENTIAL BUFFER

PARKING:

PARKING STALLS REQUIRED:	12 STALLS
PARKING STALLS PROVIDED:	15 STALLS

LANDSCAPE REQUIREMENTS:

LANDSCAPING:

OVERALL LANDSCAPING: AT LEAST 6 S.F. OF LANDSCAPED AREA SHALL BE PROVIDED FOR EACH 100 S.F. OF DEVELOPED AREA

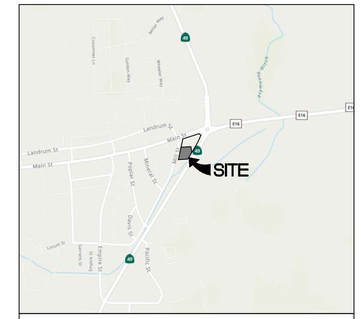
LANDSCAPE AREA REQUIRED: 10%

LANDSCAPE AREA PROVIDED: 32% (13,710 S.F.)

PARKING LOT SHADE TREES: TREES SHALL BE REQUIRED AT A RATE OF ONE SHADE TREE FOR EVERY 10 PARKING STALLS
15 STALLS / 10 = 1.5 TREES REQUIRED
2 TREES PROVIDED

PERIMETER PARKING LOT SHADE TREES: 1 SHADE TREE PER 30 LINEAR FEET OF LANDSCAPE AREA. SEE PLAN FOR LOCATIONS

PARKING LOT LANDSCAPING: MINIMUM OF 10 PERCENT OF THE TOTAL OFF–STREET PARKING AREA SHALL BE LANDSCAPED. SEE PLAN FOR LOCATIONS.



VICINITY MAP

PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	CONT.	SIZE	FOLIAGE (WUCOLS IV ZONE 2)	QTY
DECIDUOUS TREES					
	LAGERSTROEMIA INDICA X FAURIEI 'TUSCARORA' / TUSCARORA CRAPE MYRTLE FULL AND MATCHING; SYMMETRICAL; NURSERY GROWN FOR STREET TREE USE; BRANCHED TO 5' MIN. HT. ABOVE ROOT FLARE; SINGLE UNCUT LEADER; STAKE & GUY ONE GROWING SEASON	15 GAL.		LOW	4
	PISTACIA CHINENSIS 'KEITH DAVEY' / KEITH DAVEY CHINESE PISTACHE FULL AND MATCHING; SYMMETRICAL; NURSERY GROWN FOR STREET TREE USE; BRANCHED TO 6' MIN. HT. ABOVE ROOT FLARE; SINGLE UNCUT LEADER; STAKE & GUY ONE GROWING SEASON	24" BOX	2" CAL	LOW	7
EVERGREEN TREES					
	OLEA EUROPAEA 'SWAN HILL' TM / SWAN HILL OLIVE FULL AND MATCHING; SYMMETRICAL; NURSERY GROWN FOR STREET TREE USE; BRANCHED TO 5' MIN. HT. ABOVE ROOT FLARE; SINGLE UNCUT LEADER; STAKE & GUY ONE GROWING SEASON	15 GAL.		VERY LOW	4
	PINUS CANARIENSIS / CANARY ISLAND PINE NURSERY GROWN, FULL TO BASE, SYMMETRICAL, SINGLE STRAIGHT UNCUT LEADER, STAKE AND GUY FOR ONE GROWING SEASON	15 GAL.	6' MIN. HT.	LOW	4
	QUERCUS ILEX / HOLLY OAK FULL AND MATCHING; SYMMETRICAL; NURSERY GROWN FOR STREET TREE USE; BRANCHED TO 5' MIN. HT. ABOVE ROOT FLARE; SINGLE UNCUT LEADER; STAKE & GUY ONE GROWING SEASON	15 GAL.		LOW	2

SYMBOL	BOTANICAL / COMMON NAME	CONT.	WATER USE	SPACING	QTY
SHRUBS					
A	ANIGOZANTHOS X 'ORANGE CROSS' / ORANGE CROSS KANGAROO PAW FULL AND BUSHY	1 GAL.	LOW	42" o.c.	28
AU	ARBUTUS UNEDO 'COMPACTA' / DWARF STRAWBERRY TREE FULL & BUSHY	1 GAL.	LOW	54" o.c.	27
Cal	CALLISTEMON VIMINALIS 'LITTLE JOHN' / LITTLE JOHN WEEPING BOTTLEBRUSH FULL AND BUSHY	1 GAL.	LOW	48" o.c.	19
Eu	EURYOPS PECTINATUS 'MUNCHKIN' / MUNCHKIN GOLDEN SHRUB DAISY FULL & BUSHY	1 GAL.	LOW	36" o.c.	30
Hes	HESPERALOE PARVIFLORA / RED YUCCA FULL AND BUSHY	1 GAL.	LOW	42" o.c.	8
La	LAVANDULA STOECHAS 'OTTO QUAST' / SPANISH LAVENDER FULL AND BUSHY	1 GAL.	LOW	36" o.c.	29
Ma	MAHONIA PINNATA / CALIFORNIA HOLLY GRAPE FULL & BUSHY	1 GAL.	LOW	60" o.c.	15
Ole	NERIUM OLEANDER 'PETITE SALMON' / OLEANDER FULL AND BUSHY	1 GAL.	LOW	48" o.c.	28
BIORETENTION PLANTS					
Ca	CAREX DIVULSA / EUROPEAN GREY SEDGE ZONES A AND B OF THE BIORETENTION CELL	1 GAL.	LOW	30" o.c.	57
M	MIMULUS AURANTIACUS / STICKY MONKEYFLOWER ZONES A AND B OF THE BIORETENTION CELL	1 GAL.	LOW	30" o.c.	34
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GRASSES					
KF	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS	1 GAL.	LOW	42" o.c.	48
Mc	MUHLENBERGIA CAPILLARIS 'LENCA' TM / REGAL MIST PINK MUHLY GRASS FULL TOP GROWTH, WELL ROOTED	1 GAL.	LOW	42" o.c.	31
GROUND COVERS					
	AGGREGATE MULCH 2"-3" DEPTH 'SONOMA GOLD' DECOMPOSED GRANITE INSTALLED OVER POROUS WEED BARRIER FABRIC				2,990 SF

Preliminary Not For Construction

CLIENT:

bp

ARCO

BP WEST COAST PRODUCTS, LLC

Barghausen Consulting Engineers, Inc.

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

NO.	DATE	REVISION DESCRIPTION
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SEAL:

LICENSED LANDSCAPE ARCHITECT
JEFFREY VAUGHN TCHISPELL
No. 5106
Expiration Date
04-02-2026
STATE OF CALIFORNIA

Not for Construction

DEVELOPMENT INFORMATION:

ARCO NTI
3400 am/pm
FUEL CANOPY w/ 6 MPD's
24'x48' CAR WASH

SITE ADDRESS:

SWC HIGHWAY 49
@ MAIN STREET
PLYMOUTH, CALIFORNIA

FACILITY #TBD

DESIGNED BY: JMV	ALLIANCE Z&DM:
CHECKED BY: JMV	BP REPM:
DRAWN BY: JMV/TCL	ALLIANCE PM:
VERSION: - -	PROJECT NO: 22283

DRAWING TITLE:

PRELIMINARY LANDSCAPE PLAN

SHEET NO:

L-1

File:P:\22000s\22283\preliminary\22283 L.dwg Date/Time:4/2/2026 1:06 PM Scale:1" = 1' TCHISPELL-LENUTA Xref: 22283 Plymouth CA gas station

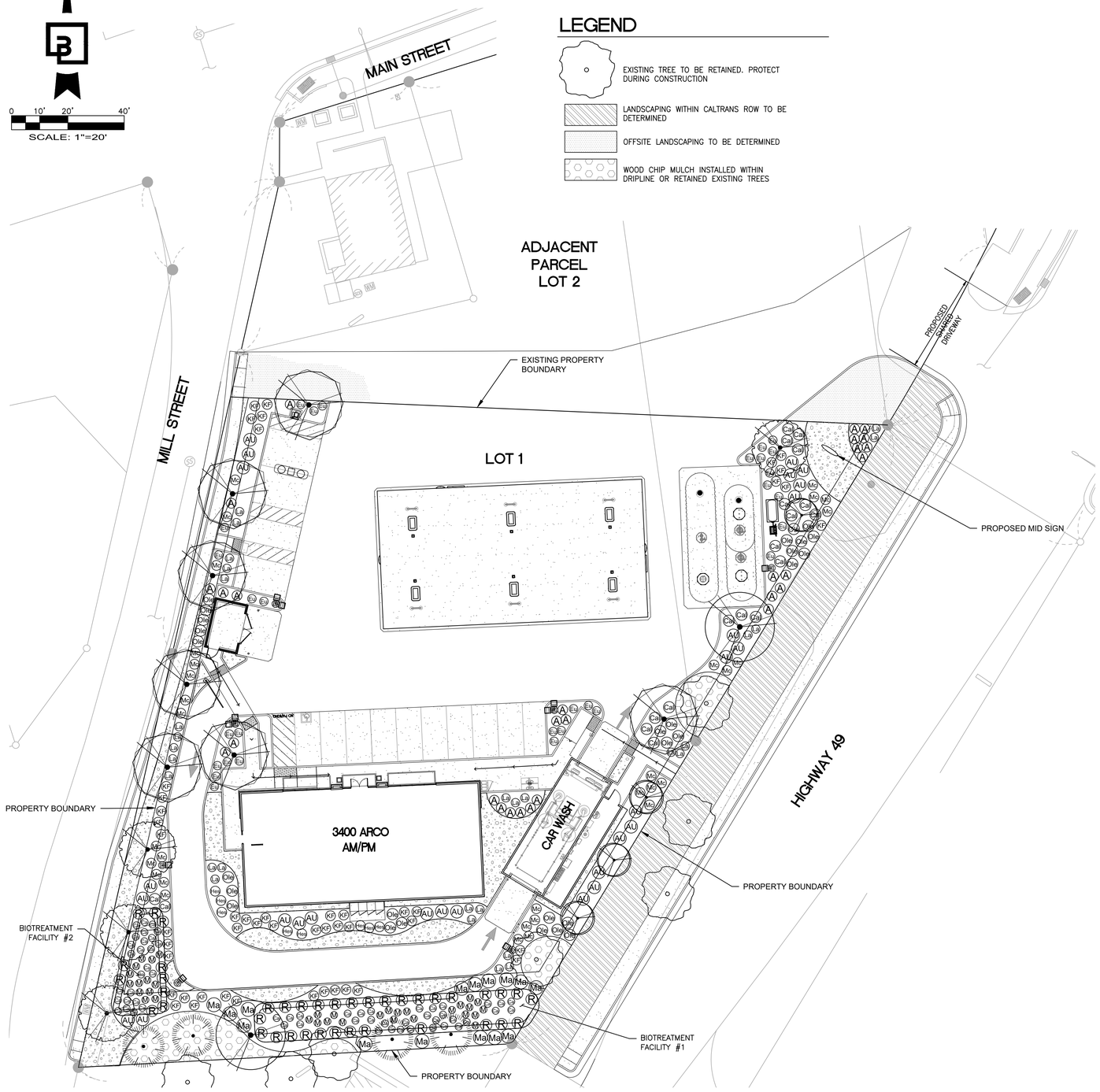
PRELIMINARY LANDSCAPE PLAN

N

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

LEGEND

- EXISTING TREE TO BE RETAINED. PROTECT DURING CONSTRUCTION
- LANDSCAPING WITHIN CALTRANS ROW TO BE DETERMINED
- OFFSITE LANDSCAPING TO BE DETERMINED
- WOOD CHIP MULCH INSTALLED WITHIN DRIPLINE OR RETAINED EXISTING TREES



PROJECT DATA

LOCATION: 18725 CA-49
PLYMOUTH, CALIFORNIA 95669

DEVELOPMENT PARCEL (LOT 1)
EXISTING LOT AREA: 54,795 S.F. (1.26 AC)
PROPOSED LOT AREA: 44,373 S.F. (1.02 AC)

ADJACENT PARCEL (LOT 2)
EXISTING LOT AREA: 28,161 S.F. (0.65 AC)
PROPOSED LOT AREA: 38,583 S.F. (0.89 AC)

BUILDING SETBACKS:

FRONT YARD SETBACK:	5 FEET
SIDE STREET SETBACK:	10 FEET
SIDE INTERIOR LOT SETBACK:	0 FEET
REAR YARD SETBACK:	10 FEET
MAXIMUM SETBACKS:	25-FOOT RESIDENTIAL BUFFER

PARKING:

PARKING STALLS REQUIRED:	12 STALLS
PARKING STALLS PROVIDED:	15 STALLS

LANDSCAPE REQUIREMENTS:

LANDSCAPING:

OVERALL LANDSCAPING: AT LEAST 6 S.F. OF LANDSCAPED AREA SHALL BE PROVIDED FOR EACH 100 S.F. OF DEVELOPED AREA

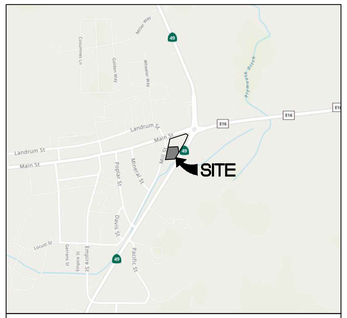
LANDSCAPE AREA REQUIRED: 10%

LANDSCAPE AREA PROVIDED: 32% (13,710 S.F.)

PARKING LOT SHADE TREES: TREES SHALL BE REQUIRED AT A RATE OF ONE SHADE TREE FOR EVERY 10 PARKING STALLS
15 STALLS / 10 = 1.5 TREES REQUIRED
2 TREES PROVIDED

PERIMETER PARKING LOT SHADE TREES: 1 SHADE TREE PER 30 LINEAR FEET OF LANDSCAPE AREA. SEE PLAN FOR LOCATIONS

PARKING LOT LANDSCAPING: MINIMUM OF 10 PERCENT OF THE TOTAL OFF-STREET PARKING AREA SHALL BE LANDSCAPED. SEE PLAN FOR LOCATIONS.



VICINITY MAP

PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	CONT.	SIZE	FOLIAGE (WUCOLS IV ZONE 2)	QTY
DECIDUOUS TREES					
	LAGERSTROEMIA INDICA X FAURIEI 'TUSCARORA' / TUSCAROR A CRAPE MYRTLE FULL AND MATCHING; SYMMETRICAL; NURSERY GROWN FOR STREET TREE USE; BRANCHED TO 5' MIN. HT. ABOVE ROOT FLARE; SINGLE UNCUT LEADER; STAKE & GUY ONE GROWING SEASON	15 GAL.		LOW	4
	PISTACIA CHINENSIS 'KEITH DAVEY ' / KEITH DAVEY CHINESE PISTACHE FULL AND MATCHING; SYMMETRICAL; NURSERY GROWN FOR STREET TREE USE; BRANCHED TO 5' MIN. HT. ABOVE ROOT FLARE; SINGLE UNCUT LEADER; STAKE & GUY ONE GROWING SEASON	24" BOX	2" CAL	LOW	7
EVERGREEN TREES					
	OLEA EUROPAEA 'SWAN HILL' TM / SWAN HILL OLIVE FULL AND MATCHING; SYMMETRICAL; NURSERY GROWN FOR STREET TREE USE; BRANCHED TO 5' MIN. HT. ABOVE ROOT FLARE; SINGLE UNCUT LEADER; STAKE & GUY ONE GROWING SEASON	15 GAL.		VERY LOW	4
	PINUS CANARIENSIS / CANARY ISLAND PINE NURSERY GROWN, FULL TO BASE, SYMMETRICAL, SINGLE STRAIGHT UNCUT LEADER, STAKE AND GUY FOR ONE GROWING SEASON	15 GAL.	6' MIN. HT.	LOW	4
	QUERCUS ILEX / HOLLY OAK FULL AND MATCHING; SYMMETRICAL; NURSERY GROWN FOR STREET TREE USE; BRANCHED TO 5' MIN. HT. ABOVE ROOT FLARE; SINGLE UNCUT LEADER; STAKE & GUY ONE GROWING SEASON	15 GAL.		LOW	2

SYMBOL	BOTANICAL / COMMON NAME	CONT.	WATER USE	SPACING	QTY
SHRUBS					
A	ANIGOZANTHOS X 'ORANGE CROSS' / ORANGE CROSS KANGAROO PAW FULL AND BUSHY	1 GAL.	LOW	42" o.c.	28
AU	ARBUTUS UNEDO 'COMPACTA' / DWARF STRAWBERRY TREE FULL & BUSHY	1 GAL.	LOW	54" o.c.	27
Cal	CALLISTEMON VIMINALIS 'LITTLE JOHN ' / LITTLE JOHN WEEPING BOTTLEBRUSH FULL AND BUSHY	1 GAL.	LOW	48" o.c.	19
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SEAL:

LICENSED LANDSCAPE ARCHITECT
JEFFREY VARLEY
Date
04-02-2026
Renewal Date
STATE OF CALIFORNIA
Not for Construction

DEVELOPMENT INFORMATION:

ARCO NTI
3400 am/pm
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24'x48' CAR WASH

SITE ADDRESS:

SWC HIGHWAY 49
@ MAIN STREET
PLYMOUTH, CALIFORNIA

FACILITY #TBD

DESIGNED BY:	JMV	ALLIANCE ZAOM:	
CHECKED BY:	JMV	BP REPM:	
DRAWN BY:	JMV/TCL	ALLIANCE PM:	
VERSION:	- -	PROJECT NO:	22283

DRAWING TITLE:

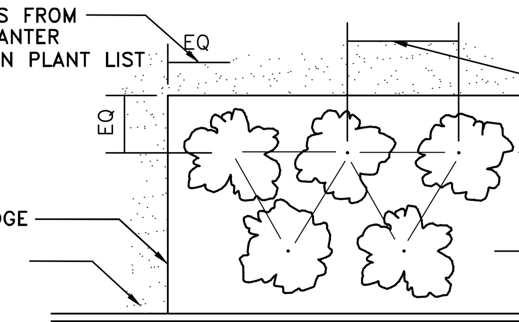
PRELIMINARY LANDSCAPE PLAN

SHEET NO:

L-1

Plymouth CA gas station TCRISPELL-LERUTA Xref: 22283 Date/Time:4/2/2026 1:06 PM Scale:1" = 1' File:P:\22000s\22283\preliminary\22283 L.dwg

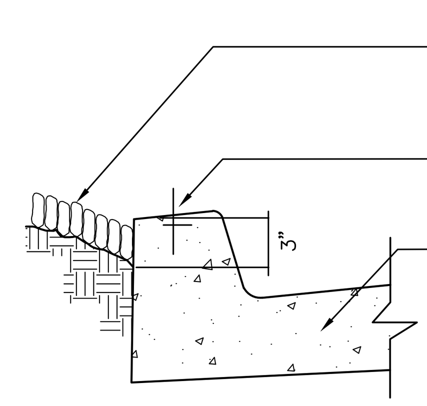
PRELIMINARY LANDSCAPE PLAN



NOTE:
THIS SPACING APPLIES TO GROUNDCOVER AND FORMAL SHRUB ROW PLACEMENT.

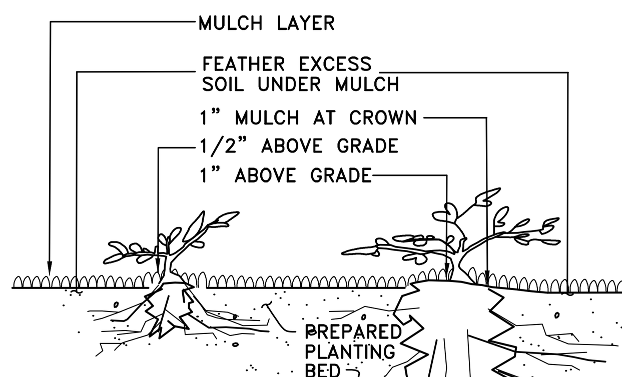
PLANT MATERIAL SPACING DETAIL

NOT TO SCALE



MULCH AT CURB DETAIL

NOT TO SCALE

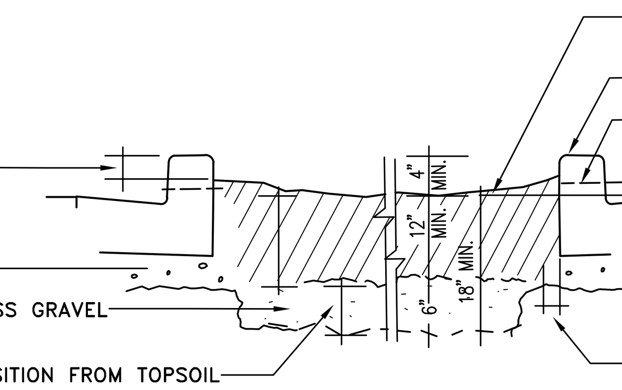


NOTE:
REMOVE CONTAINER & WORK ROOTS FREE OF SOIL.
BACKFILL TO BE SETTLED USING WATER ONLY
SEE PLANT LIST FOR PLANT SPACING

LESS THAN 1 GAL. (PLANTED BEFORE MULCH) | 1 GAL. CONTAINER and LARGER (PLANTED BEFORE MULCH)

GROUNDCOVER PLANTING DETAIL

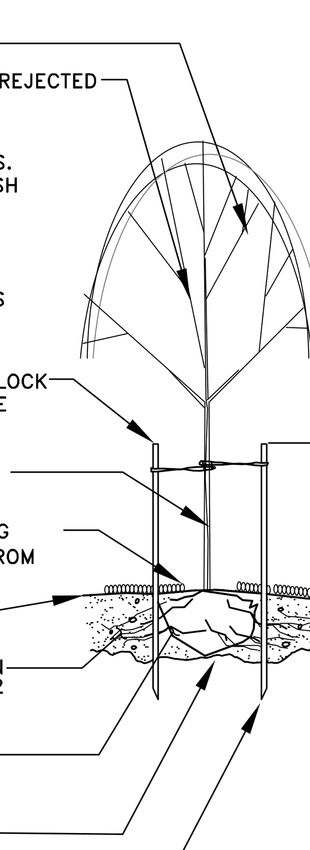
NOT TO SCALE



NOTE:
OVER EXCAVATE PARKING LOT PLANTERS TO LOOSEN COMPACTED SUBBASE

GRADING @ PARKING LOT PLANTERS DETAIL

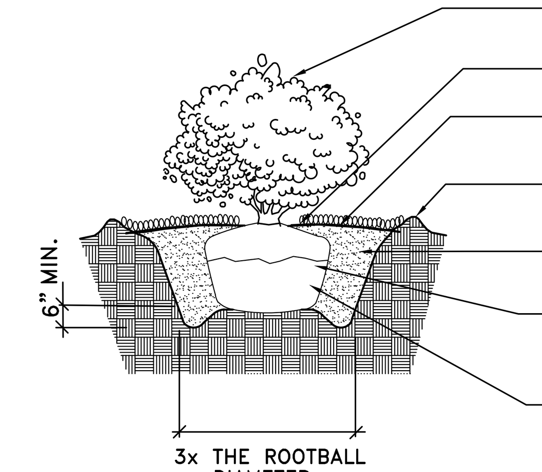
NOT TO SCALE



NOTE:
KEEP ROOTBALL MOIST AND PROTECTED AT ALL TIMES.
HOLD CROWN OF ROOTBALL AT OR JUST ABOVE FINISH GRADE.
PROTECT TRUNK AND LIMBS FROM INJURY.
BACKFILL TO BE SETTLED USING WATER ONLY – NO MECHANICAL COMPACTION.
REMOVE ALL WRAP, TIES & CONTAINERS, REGARDLESS OF MATERIAL.

DECIDUOUS TREE PLANTING/STAKING DETAIL

NOT TO SCALE



NOTE:
APPLY ADDITIONAL 4 OZ. 8-32-16 FERTILIZER INTO TOP 2" OF PLANTING MIX.
PLANT SHRUB HIGH ENOUGH TO ALLOW POSITIVE DRAINAGE AWAY FROM ROOTBALL. ROUGHEN ALL SURFACES OF PIT.
CUT AND REMOVE BURLAP FROM ROOT BALL

SHRUB PLANTING DETAIL

NOT TO SCALE

LANDSCAPE PLANTING NOTES AND MATERIALS

SCOPE OF WORK

FURNISH ALL MATERIALS, LABOR, EQUIPMENT AND RELATED ITEMS NECESSARY TO ACCOMPLISH TOPSOIL, TREATMENT AND PREPARATION OF SOIL, FINISH GRADING, PLACEMENT OF SPECIFIED PLANT MATERIALS, FERTILIZER, STAKING, MULCH, CLEAN-UP, DEBRIS REMOVAL, AND 30-DAY MAINTENANCE.

QUALIFICATIONS:
LANDSCAPE CONTRACTOR TO BE SKILLED AND KNOWLEDGEABLE IN THE FIELD OF WORK AND HAVE A MINIMUM OF FIVE (5) YEAR'S EXPERIENCE INSTALLING SIMILAR WORK. CONTRACTOR TO BE LICENSED TO PERFORM THE WORK SPECIFIED WITHIN THE PRESIDING JURISDICTION.

JOB CONDITIONS:
IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW THE SITE AND REPORT ANY DISCREPANCIES TO THE OWNER OR THE OWNER'S REPRESENTATIVES. ALL PLANT MATERIAL AND FINISH GRADES ARE SUBJECT TO APPROVAL BY THE OWNER.

PROTECTION:
SAVE AND PROTECT ALL EXISTING PLANTINGS SHOWN TO REMAIN. DO NOT PLANT UNTIL OTHER CONSTRUCTION OPERATIONS WHICH CONFLICT HAVE BEEN COMPLETED. IF AN IRRIGATION SYSTEM IS TO BE INSTALLED DO NOT PLANT UNTIL THE SYSTEM HAS BEEN INSTALLED, TESTED, AND APPROVED BY THE OWNER. HANDLE PLANTS WITH CARE – DO NOT DAMAGE OR BREAK ROOT SYSTEM, BARK, OR BRANCHES. REPAIR AND/OR REPLACE ITEMS DAMAGED AS A RESULT OF WORK, OR WORK NOT IN COMPLIANCE WITH PLANS AND SPECIFICATIONS, AS DIRECTED BY OWNER AT NO ADDITIONAL COST TO THE OWNER.

REPAIR OF EXISTING PLANTINGS:
DURING THE COURSE OF WORK, REPAIR ALL EXISTING PLANTING AREAS BY PRUNING DEAD GROWTH, RE-ESTABLISHING FINISH GRADE AND RE-MULCHING TO SPECIFIED DEPTH.

IRRIGATION SYSTEM:
LANDSCAPE CONTRACTOR TO VERIFY AVAILABLE WATER PRESSURE PRIOR TO BEGINNING ANY WORK ON THE PROPOSED IRRIGATION SYSTEM. PROVIDE WRITTEN RESULTS OF WATER PRESSURE TO LANDSCAPE ARCHITECT

REPAIR OF IRRIGATION SYSTEM:
DURING THE COURSE OF WORK, REPAIR ANY DAMAGE TO THE IRRIGATION SYSTEM TO MATCH CONDITIONS PRIOR TO THE DAMAGE.

GUARANTEE:
GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF ONE YEAR FROM DATE OF FINAL ACCEPTANCE OF THE JOB BY OWNER.

30-DAY MAINTENANCE:
CONTRACTOR TO PROVIDE OWNER WITH A SCOPE OF WORK AT TIME OF INITIAL PROJECT BID TO PROVIDE LANDSCAPE AND IRRIGATION MAINTENANCE FOR 30 DAYS FOLLOWING STORE OPENING. WORK TO INCLUDE MAINTENANCE AS DESCRIBED BELOW, IN PLANTING AND IRRIGATION MAINTENANCE.

SUBMITTALS:
SUBMIT THE FOLLOWING TO THE LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL PRIOR TO THE START OF ANY WORK:
- A) DOCUMENTATION THAT ALL PLANT MATERIAL HAS BEEN ORDERED.
- B) TOPSOIL ANALYSIS AND RECOMMENDED AMENDMENTS.
- C) TREE STAKING AND GUYING MATERIALS.
- D) ONE (1) QUART SIZE OF TOPSOIL AND MULCH.
- E) PLANTING SCHEDULE INCLUDING DATES AND TIMES.
- F) MAINTENANCE INSTRUCTIONS FOR ONE (1) FULL YEAR.

MATERIALS:

PLANT MATERIALS:
PLANT MATERIALS TO BE GRADE NO. 1, SIZED IN ACCORDANCE WITH (AAN) AMERICAN STANDARDS FOR NURSERY STOCK (ANSI Z60.1-2004). PRUNE PLANTS RECEIVED FROM THE NURSERY ONLY UPON AUTHORIZATION BY THE LANDSCAPE ARCHITECT. "B & B" INDICATES BALLED AND BURLAPPED; "CONT." INDICATES CONTAINER; "BR" INDICATES BARE ROOT; "CAL" INDICATES CALIPER AT 6" ABOVE SOIL LINE; "GAL" INDICATES GALLON.
- A) SPECIFIED PLANT CANOPY SIZE OR CALIPER IS THE MINIMUM ACCEPTABLE CONTAINER OR BALL SIZE AND ESTABLISHES MINIMUM PLANT CONDITION TO BE PROVIDED.
- B) QUALITY:
  PLANT MATERIAL TO COMPLY WITH STATE AND FEDERAL LAWS FOR DISEASE INSPECTION, PLANTS TO BE FULLY LIVE, VIGOROUS, WELL FORMED, WITH WELL DEVELOPED FIBROUS ROOT SYSTEMS. ROOT BALLS OF PLANTS TO BE SOLID AND FIRMLY HELD TOGETHER, SECURELY CONTAINED AND PROTECTED FROM INJURY AND DESICCATION. PLANTS DETERMINED BY LANDSCAPE ARCHITECT TO HAVE BEEN DAMAGED; HAVE DEFORMITIES OF STEM, BRANCHES, OR ROOTS; LACK SYMMETRY, HAVE MULTIPLE LEADERS OR "Y" CROTCHES LESS THAN 30 DEGREES IN TREES, OR DO NOT MEET SIZE OR ANSI STANDARDS WILL BE REJECTED. PLANT MATERIAL TO BE FROM A SINGLE NURSERY SOURCE FOR EACH SPECIFIED SPECIES/HYBRID. NURSERY SOURCES TO BE THOSE LOCATED IN THE SAME REGION AS THE JOB SITE.
- C) SUBSTITUTION:
  NO SUBSTITUTION OF PLANT MATERIAL, SPECIES OR VARIETY, WILL BE PERMITTED UNLESS WRITTEN EVIDENCE IS SUBMITTED TO THE OWNER FROM TWO QUALIFIED PLANT BROKERAGE OFFICES. SUBSTITUTIONS WHICH ARE PERMITTED TO BE IN WRITING FROM THE OWNER AND LANDSCAPE ARCHITECT. THE SPECIFIED SIZE, SPECIES AND NEAREST VARIETY, AS APPROVED, TO BE FURNISHED. SUBSTITUTIONS MAY REQUIRE SUBMITTAL TO REVISED LANDSCAPE PLAN TO CITY FOR APPROVAL.
- D) LABEL AT LEAST ONE (1) TREE, SHRUB, AND GROUNDCOVER OF EACH VARIETY WITH A SECURELY ATTACHED WATERPROOF TAG BEARING LEGIBLE DESIGNATION OF BOTANICAL AND COMMON NAMES.
- E) DELIVER PLANT MATERIAL AFTER PREPARATION OF PLANTING AREAS HAVE BEEN COMPLETED AND PLANT IMMEDIATELY. IF PLANTING IS DELAYED MORE THAN SIX (6) HOURS AFTER DELIVERY, SET MATERIAL IN SHADE, PROTECT FOR WEATHER AND MECHANICAL DAMAGE, AND KEEP ROOT BALLS MOIST BY COVERING WITH MULCH, BURLAP OR OTHER ACCEPTABLE MEANS OF RETAINING MOISTURE.

SOIL PREPARATION:
TOPSOIL, AMENDMENT, AND BACKFILL, ARE GENERAL REQUIREMENTS FOR ALL LANDSCAPE AREAS, UNLESS NOTED OTHERWISE ON THE PLANS. SOIL AMENDMENTS AND FERTILIZER NOTED BELOW ARE TO BE USED FOR BID PRICE BASIS ONLY. SPECIFIC AMENDMENTS AND FERTILIZERS WILL BE MADE AFTER SOIL SAMPLES ARE LABORATORY TESTED BY THE CONTRACTOR. PROVIDE CHANGE ORDER FOR ADDITIONAL OR REDUCTION OF MATERIALS REQUIRED OR NOT REQUIRED BY THE SOILS REPORT.

SOIL FERTILITY AND AGRICULTURAL SUITABILITY ANALYSIS:
AFTER ROUGH GRADING AND PRIOR TO SOIL PREPARATION, CONTRACTOR TO OBTAIN TWO REPRESENTATIVE SOIL SAMPLES, FROM LOCATIONS AS DIRECTED BY THE LANDSCAPE ARCHITECT, TO A SOIL TESTING LABORATORY. SUBMIT RESULTS TO LANDSCAPE ARCHITECT FOR REVIEW. TESTS TO INCLUDE FERTILITY AND SUITABILITY ANALYSIS WITH WRITTEN RECOMMENDATIONS FOR SOIL AMENDMENT, FERTILIZER, CONDITIONERS, APPLICATION RATES, AND POST-CONSTRUCTION MAINTENANCE PROGRAM. TESTS TO BE CONTRACTED WITH AND PAID FOR BY THE CONTRACTOR.

- A) TOPSOIL:
  CONTRACTOR IS RESPONSIBLE FOR SUPPLYING ALL TOPSOIL AND FOR DETERMINING THE VOLUME OF TOPSOIL REQUIRED PER THE INFORMATION ON PLANS AND NOTED HERE-IN. CONTRACTOR IS RESPONSIBLE FOR ANY NECESSARY WEED CONTROL RESULTING FROM CONTAMINATED OFF SITE SOURCES.
- B) TOPSOIL TO CONSIST OF 1/3 BY VOLUME SANDY LOAM, 1/3 BY VOLUME COMPOSTED GARDEN MULCH, AND 1/3 BY VOLUME COARSE WASHED SAND OR EQUIVALENT. OR APPROVED EQUAL
- D) TOPSOIL PREPARATION AND INSTALLATION:
  1. VERIFY SUBGRADES TO -7 INCHES IN LANDSCAPE AREAS AND -18/24 INCHES IN PARKING LOT ISLANDS BELOW FINISH ELEVATION, OR AS INDICATED ON PLANS. THIS ACCOMMODATES TOPSOIL, AMENDMENTS, AND MULCH.
  2. ERADICATE ANY SURFACE VEGETATION ROOTED IN THE SUB-GRADE PRIOR TO SUB-GRADE PREPARATION.
  3. THOROUGHLY SCARIFY AND RIP ALL LANDSCAPE SUB-GRADES WHICH HAVE BECOME COMPACTED TO A DEPTH OF 12 INCHES WITH MULTIPLE PASSES, 90 DEGREES TO EACH OTHER. SCARIFY AREAS INACCESSIBLE TO MECHANIZED EQUIPMENT AND AROUND EXISTING PLANTINGS NOTED TO REMAIN WITH HAND TOOLS.
  4. REMOVE SOIL LUMPS, ROCK, VEGETATION AND/OR DEBRIS LARGER THAN 2 INCHES FROM ALL SUB-GRADE PRIOR TO PLACEMENT OF SPECIFIED TOPSOIL.
  5. REMOVE ANY ASPHALT EXTENDING BEYOND 6 INCHES FROM CURBS INTO ADJACENT LANDSCAPE AREAS.
  6. PARKING LOT PLANTER ISLANDS TO BE OVER EXCAVATED BY BACKHOE. REMOVE PAVING WASTE, GRAVEL BASE MATERIAL AND UNDERLYING SUBSOIL TO 18 INCHES BELOW TOP OF PAVING. SCARIFY AND OVER EXCAVATE PLANT PIT BOTTOM 12 INCHES TO MINIMIZE STRUCTURAL COMPACTION.
- E) TOPSOIL PLACEMENT:
  1. PROVIDE A TOTAL FINISH COURSE OF 4 INCHES OF TOPSOIL FOR LANDSCAPE AREAS AND 18/24 INCHES IN PARKING LOT ISLANDS.
  2. IN ALL LANDSCAPE AREAS, PLACE 2 INCHES (6 INCHES IN PARKING LOT ISLANDS) OF TOPSOIL MIX WITH AMENDMENTS OVER THE PREPARED SUB-GRADE AND THOROUGHLY ROTOTILL WITH MULTIPLE PASSES INTO THE TOP 6 INCHES OF SUB-GRADE FOR A TOTAL DEPTH OF 8 INCHES IN LANDSCAPE AREAS (12 INCHES IN PARKING LOT ISLANDS). PLACE AN ADDITIONAL 2 INCH LIFT OF TOPSOIL, IN ALL LANDSCAPE AREAS AND A MINIMUM 12 INCH LIFT IN ALL PARKING LOT ISLANDS, FOR THE FINAL TOPSOIL DEPTH OF 4 INCHES IN LANDSCAPE AREAS AND 18/24 INCHES IN PARKING LOT ISLANDS.
  3. PLACE ADDITIONAL TOPSOIL AND SOIL MIX AS REQUIRED TO MEET FINISH ELEVATIONS.

MULCH (TOPDRESSING):
SEE PLANT SCHEDULE THIS SET REGARDING ROCK MULCH TYPES AND LOCATIONS. IN ALL LANDSCAPE AREAS THAT DO NOT RECEIVE ROCK MULCH, LANDSCAPE CONTRACTOR IS TO INSTALL MINIMUM 3-INCH DEPTH OF WOOD CHIP MULCH.

STAKES:
2-INCH DIAMETER BY 8-FOOT MINIMUM LODGEPOLE PINE STAKES.

GUY MATERIAL:
1-INCH WIDE POLYETHYLENE CHAIN LOCK TYPE TIES; OR, 3/8" DIAMETER RUBBER. NO WIRE.

EXECUTION:

CONTAMINANTS:
VERIFY THAT ALL SOIL CONTAMINANTS (E.G., PAINT, SEALANTS, SOLVENTS, OILS, GREASES, CONCRETE/ASPHALT SPOILS, ETC.) HAVE BEEN SATISFACTORY REMOVED FROM ALL PLANTING AREAS. DO NOT BEGIN WORK UNTIL UNSATISFACTORY CONDITIONS HAVE BEEN CORRECTED.

FINISH GRADES:
FINE GRADE AND REMOVE ROCKS, DEBRIS, AND FOREIGN OBJECTS OVER 2 INCHES DIAMETER FROM TOP SURFACE OF PREPARED LANDSCAPE AREAS. FINISH ELEVATIONS TO BE DEFINED AS 3 INCHES BELOW CURBS, WALKS AND/OR OTHER ADJACENT HARDSCAPE FOR ALL PLANTING BED AREAS AND 1-INCH BELOW CURBS, WALKS AND/OR OTHER ADJACENT HARDSCAPE FOR ALL LAWN AREAS. FINISH GRADE REFER TO GRADES PRIOR TO INSTALLATION OF MULCH OR LAWN. ALL FINISH GRADES TO BE SMOOTH EVEN GRADES, LIGHTLY COMPACTED, AS SHOWN ON THE PLAN AND DETAILED. PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS AND STRUCTURES. SITE CIVIL DRAWINGS IDENTIFY FINAL ELEVATIONS. MOISTEN PREPARED AREAS BEFORE PLANTING IF SOIL IS DRY. WATER THOROUGHLY AND ALLOW SURFACE TO DRY BEFORE PLANTING. DO NOT CREATE MUDDY SOIL.

TREES AND SHRUBS:
ARRANGE TREES AND SHRUBS ON SITE IN PROPOSED LOCATIONS PER DRAWINGS. EXCAVATE PIT, PLANT AND STAKE OR GUY, AS CALLED OUT AND DETAILED. ALL TREES, SHRUBS, AND SUPPORTS TO STAND VERTICAL. BACKFILL SHALL BE PIT SPOILS. SETTLE BACKFILL USING WATER ONLY. NO MECHANICAL COMPACTION.

GROUNDCOVERS:
EXCAVATE PITS TO A MINIMUM OF 3 INCHES BELOW, AND TWICE THE ROOT BALL DIAMETER. WATER THOROUGHLY AND TAKE CARE TO ENSURE THAT ROOT CROWN IS AT PROPER GRADE, AS DETAILED.

MULCH:
SEE PLANT SCHEDULE THIS SET REGARDING ROCK MULCH TYPES AND LOCATIONS. IN ALL LANDSCAPE AREAS THAT DO NOT RECEIVE ROCK MULCH, LANDSCAPE CONTRACTOR IS TO INSTALL MINIMUM 3-INCH DEPTH OF WOOD CHIP MULCH.

UTILITY CLEARANCES:
FIELD ADJUST TREE LOCATIONS FOR A 5-FOOT MINIMUM SEPARATION BETWEEN TREES AND ALL ABOVE GROUND AND BURIED UTILITIES AND A 10-FOOT MINIMUM SEPARATION BETWEEN TREES AND ON-SITE LIGHT POLES. IN ADDITION, THE CITY REQUIRES A 10 FT SEPARATION BETWEEN STREET LIGHTS AND TREES. FIELD ADJUST SHRUB LOCATIONS FOR A 3-FOOT MINIMUM SEPARATION BETWEEN SHRUBS AND ALL ABOVE GROUND UTILITIES. MAINTAIN 2-FOOT SEPARATION FOR GROUND COVER FROM FIRE HYDRANTS AND UTILITY VAULTS

CLEANUP AND PROTECTION:
DURING LANDSCAPE WORK, KEEP ALL PAVEMENT CLEAN AND WORK AREAS IN AN ORDERLY CONDITION. PROTECT LANDSCAPE WORK AND MATERIALS FROM DAMAGE DUE TO LANDSCAPE OPERATIONS AND TRESPASSERS. MAINTAIN PROTECTION DURING INSTALLATION AND MAINTENANCE PERIOD. TREAT, REPAIR, OR REPLACE DAMAGE LANDSCAPE WORK AS DIRECTED BY THE OWNER.

PLANTING MAINTENANCE:
PROVIDE FULL MAINTENANCE BY SKILLED EMPLOYEES OF LANDSCAPE INSTALLERS. CONTRACTOR TO MAINTAIN PLANTINGS THROUGH COMPLETED INSTALLATION, AND UNTIL ACCEPTANCE OF LANDSCAPE INSTALLATION. PLANTING MAINTENANCE TO INCLUDE WATERING, WEEDING, CULTIVATING, TIGHTENING AND REPAIRING OF TREE GUYS, RESETTING PLANTS TO PROPER GRADES OR POSITION, RE-ESTABLISHING SETTLED GRADES; AND MOWING LAWNS WEEKLY AFTER LAWN ESTABLISHMENT. HERBICIDE IS NOT RECOMMENDED FOR ONE YEAR FOLLOWING LANDSCAPE INSTALLATION. INCLUDED IS REPLACEMENT OF DEAD PLANTS AND PLANTS SHOWING LOSS OF 40 PERCENT OR MORE OF CANOPY.

Preliminary Not For Construction

CLIENT:
bp
ARCO
BP WEST COAST PRODUCTS, LLC

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

NO.	DATE	REVISION DESCRIPTION
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2		
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SEAL:
LICENSED LANDSCAPE ARCHITECT
JEFFREY VARLEY
6172
Signature
8-31-2027
Renewal Date
04-01-2026
Date
STATE OF CALIFORNIA
Not For Construction

DEVELOPMENT INFORMATION:
ARCO NTI
3400 am/pm
FUEL CANOPY w/ 6 MPD's
24'x48' CAR WASH

SITE ADDRESS:
SWC HIGHWAY 49
@ MAIN STREET
PLYMOUTH, CALIFORNIA

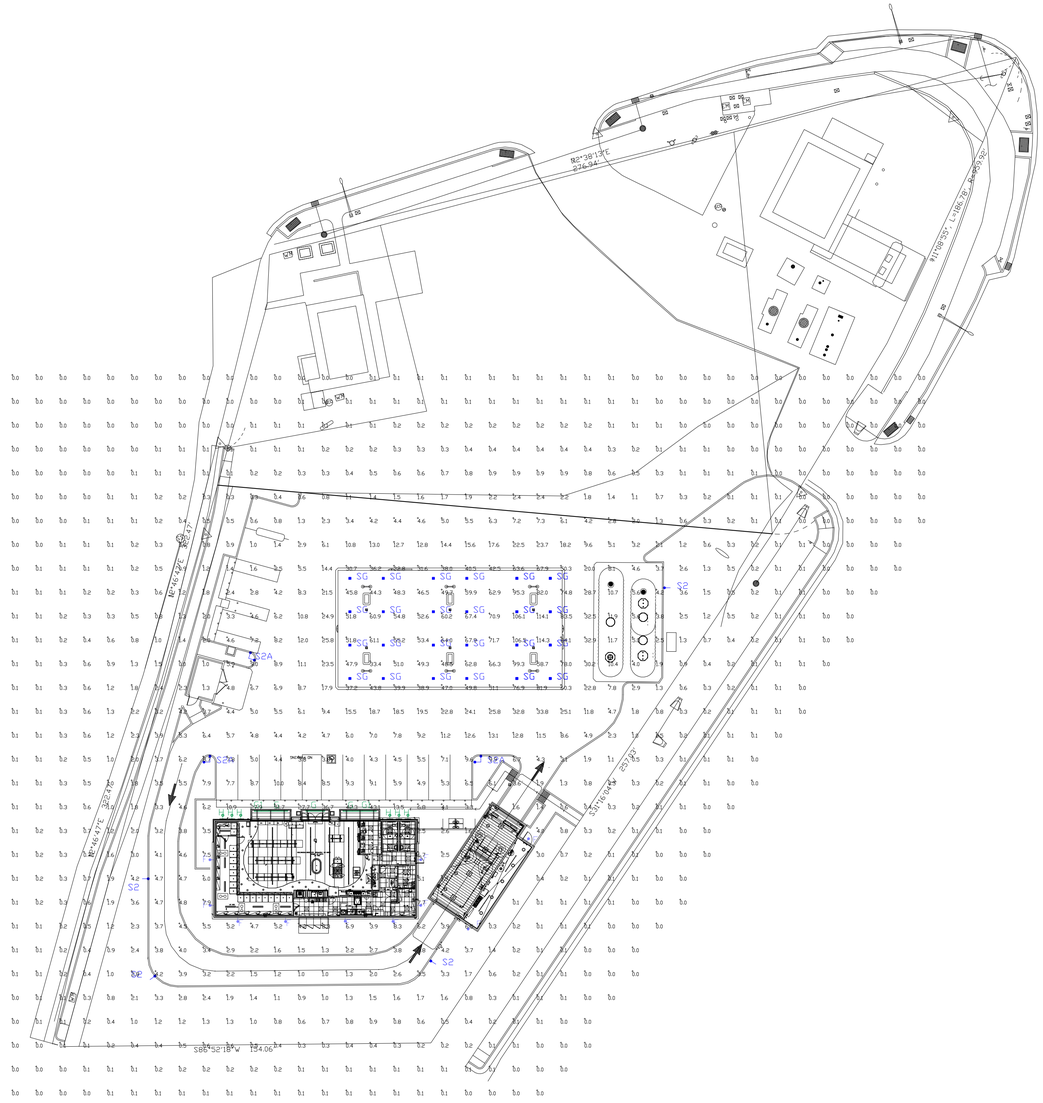
FACILITY #TBD

DESIGNED BY:	JMV	ALLIANCE Z&DM:	
CHECKED BY:	JMV	BP REPM:	
DRAWN BY:	JMV/TCL	ALLIANCE PM:	
VERSION:	- -	PROJECT NO:	22283

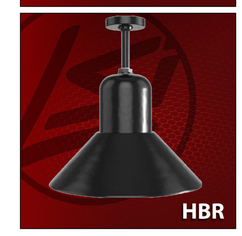
DRAWING TITLE:
PRELIMINARY LANDSCAPE PLAN

SHEET NO:
L-2

File:P:\22000s\22283\preliminary\22283 L.dwg Date/Time:4/2/2026 11:52 AM Scale:1" = 1' TCRISPELL-LEHUTA Xref: 22283 Plymouth CA gas station



THIS FIXTURE WILL BE BRONZE COLORED LIKE HBR BELOW



Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Grid Z
ALL CALC POINTS	Illuminance	Fc	6.05	114.3	0.0	N.A.	N.A.	0
CANOPY	Illuminance	Fc	60.30	114.3	30.7	1.96	3.72	
ISIDE CURB	Illuminance	Fc	8.61	33.8	0.6	14.35	56.33	

Luminaire Schedule									
Symbol	Qty	Label	Arrangement	Description	Mounting Height	LLF	Arr. Lum. Lumens	Arr. Watts	BUG Rating
	10	F	SINGLE	HBR-15L-40-GWT	10'	1.000	1382	10.9	B1-U1-G0
	3	G	SINGLE	3RWM-8-LED-13-LF-40	10'	1.000	10264	96.06	B3-U0-G1
	2	G1	SINGLE	3RWM-6-LED-13-LF-40	10'	1.000	7698	72.045	B3-U0-G1
	6	H	SINGLE	AD-100-FS2-1650-FGG6-40-CWT	10'	1.000	1263	13	B0-U3-G1
	4	S2	SINGLE	XDLM-FT-LED-LW-NW	16' POLE+2' BASE	1.000	8685	56	B2-U0-G2
	3	S2A	2 @ 90	XDLM-FT-LED-LW-NW	16' POLE+2' BASE	1.000	17370	112	B2-U0-G2
	32	SG	SINGLE	SCV-LED-15L-SC-40	15'	1.000	14893	104	B3-U0-G1

PHOTOMETRIC EVALUATION
NOT FOR CONSTRUCTION

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature noted does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

The IES no longer uses the Cutoff Classification System for LED fixtures. The IES classifies LED fixtures with the BUG rating which refers to the Backlight-Uplight-Glare system. An Uplight of "U0" most closely matches the old Full Cutoff rating.

Dimensions of drawings that have been scaled or converted from PDF files or scanned /submitted images are approximate.

Total Project Watts
Total Watts = 4507.27

10000 ALLIANCE RD CINCINNATI, OHIO 45242 USA
(513) 793-3050 • FAX (513) 793-6023

LIGHTING PROPOSAL LO-162683-1

ARCO
HIGHWAY 49 & MAIN STREET
PLYMOUTH,CA

BY:MWE	DATE:06-12-25	REV:04-06-26	SHEET 1 OF 1

SCALE: 1'=30' 0 30

2 APR2.1 **EXTERIOR ELEVATION - WEST**
1/4" = 1'-0"

1 APR2.1 **EXTERIOR ELEVATION - NORTH**
1/4" = 1'-0"

GENERAL NOTES

A. REVEAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS
B. FLAT ROOF BEYOND TO BE CERTIFIED COOL ROOF TO MEET CALIFORNIA ENERGY CODE REQUIREMENTS AND 2022 CALIFORNIA GREEN BUILDING STANDARDS.

KEYED NOTES (#)

1 ALUMINUM STOREFRONT SYSTEM w/ CLEAR GLAZING
2 ALUMINUM STOREFRONT SYSTEM w/ OPAQUE FAUX WINDOW
3 WALL POSTER
4 LARGE SURFACE MOUNTED WALL SIGN
5 MAIN FACADE SIGNAGE BACKGROUND FEATURE
6 WALL MOUNTED GOOSE NECK FIXTURE
7 ROOFTOP HVAC UNIT BEYOND
8 MAIN SWITCHGEAR
9 WALL SURFACE REVEAL, TYP.
10 ARCHITECTURAL TRIM/ RELIEF
11 AWNING SHED ROOF w/ ANGLED METAL BRACKETS
12 EXPOSED AGGREGATE ROUND CEMENT TRASH RECEPTACLE
13 COVERED ENTRY SHED ROOF AWNING
14 AWNING SUPPORT COLUMNS & ANGLED ARCHITECTURAL BRACKETS

COLOR LEGEND

P-1	BENJAMIN MOORE, 1077, "GREAT PLAINS GOLD"
P-2	BENJAMIN MOORE, 1030, "BRANDY CREAM"
P-3	BENJAMIN MOORE, 2121-30, "PEWTER," HIGH GLOSS

MATERIALS LEGEND

ACM-1	ALUMINUM COMPOSITE MATERIAL: ALUCOBOND: "RUSTIC WALNUT"
ALUM	CLEAR ANODIZED ALUMINUM
MTL-1	METAL CORNICE
RF-1	STANDING SEAM METAL ROOF
STONE	MANUFACTURED STONE VENEER ELDORADO STONE, PRODUCT: FIELDLEDGE COLOR: ANDANTE
STUCCO	ONE COAT STUCCO SYSTEM, INSTALLED PER MFR SPECIFICATIONS; TEXTURE: FINE SAND FINISH
WOOD-1	HARDIE PANEL "SELECT CEDARMILL" TRIM, ARCHITECTURAL CLADDING
WOOD-2	HARDIE PANEL "SELECT CEDARMILL" HORIZONTAL 12-INCH CLAPBOARD SIDING

PRELIMINARY NOT FOR CONSTRUCTION

NOT FOR CONSTRUCTION

CLIENT:

bp

ARCO
BP WEST COAST PRODUCTS, LLC

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

No.	DATE	REVISION DESCRIPTION

SEAL:

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ENTITLEMENTS

ARCO NTI
3800 AM/PM
6MPD'S CANOPY

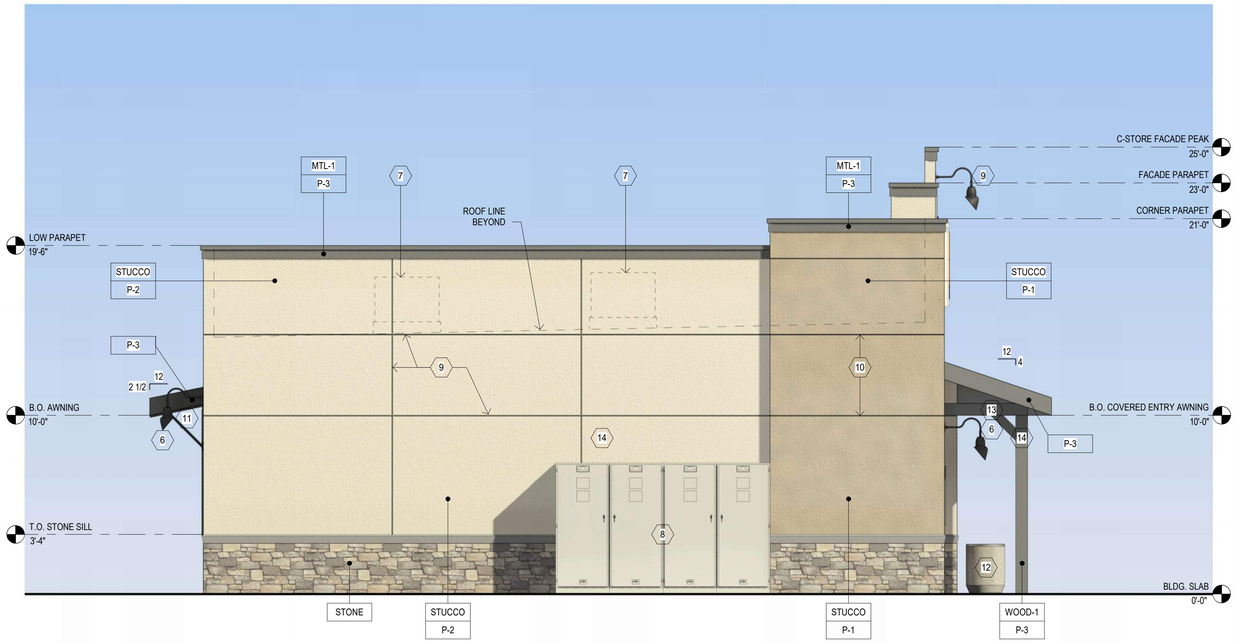
SWC HIGHWAY 49
@ MAIN STREET
PLYMOUTH, CALIFORNIA 95669

FACILITY #TBD

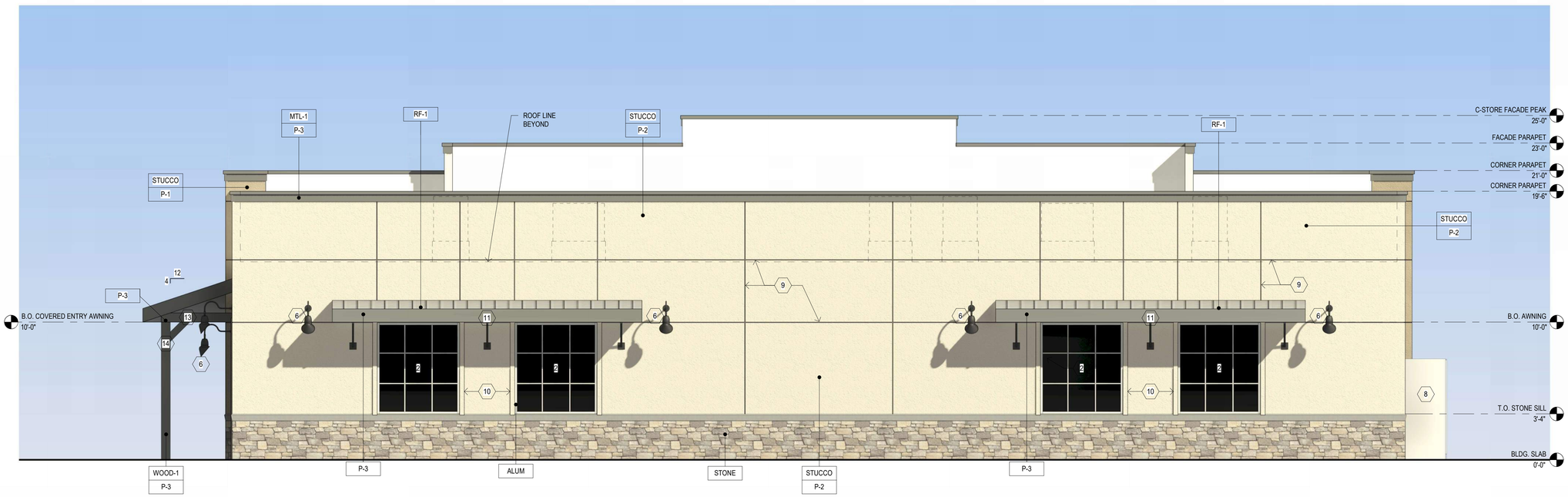
DESIGNED BY:	LDAP
CHECKED BY:	LDAP
DRAWN BY:	SAS
VERSION: 08/20/25	PROJECT NO: 22283

C-STORE EXTERIOR ELEVATIONS

APR2.1



2 APR2.2 **EXTERIOR ELEVATION - EAST**
1/4" = 1'-0"



1 APR2.2 **EXTERIOR ELEVATION - SOUTH**
1/4" = 1'-0"

GENERAL NOTES

A. REVEAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS
B. FLAT ROOF BEYOND TO BE CERTIFIED COOL ROOF TO MEET CALIFORNIA ENERGY CODE REQUIREMENTS AND 2022 CALIFORNIA GREEN BUILDING STANDARDS.

KEYED NOTES (#)

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2 ALUMINUM STOREFRONT SYSTEM w/ OPAQUE FAUX WINDOW
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14 AWNING SUPPORT COLUMNS & ANGLED ARCHITECTURAL BRACKETS

COLOR LEGEND

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P-2	BENJAMIN MOORE, 1030, "BRANDY CREAM"
P-3	BENJAMIN MOORE, 2121-30, "PEWTER," HIGH GLOSS

MATERIALS LEGEND

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WOOD-1	HARDIE PANEL "SELECT CEDARMILL" TRIM, ARCHITECTURAL CLADDING
WOOD-2	HARDIE PANEL "SELECT CEDARMILL" HORIZONTAL 12-INCH CLAPBOARD SIDING

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DESIGNED BY:	LDAP
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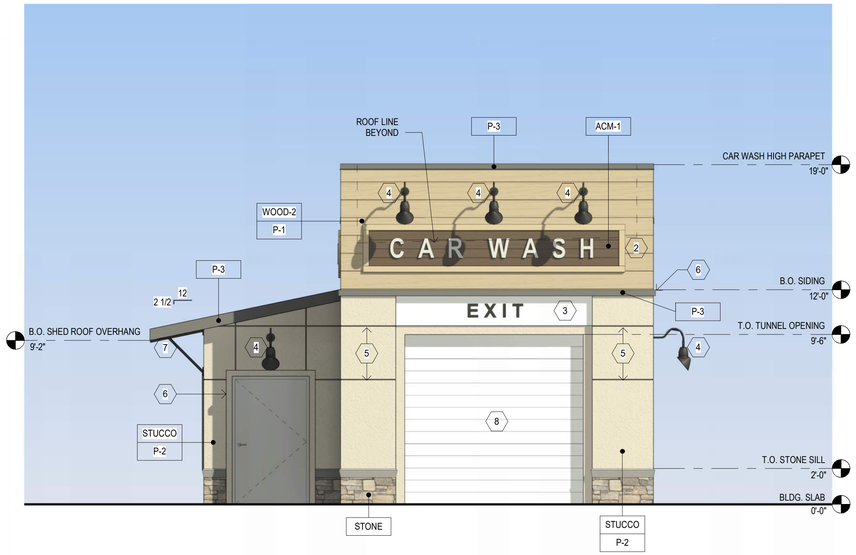
DRAWN BY:	SAS
VERSION: 08/20/25	PROJECT NO: 22283

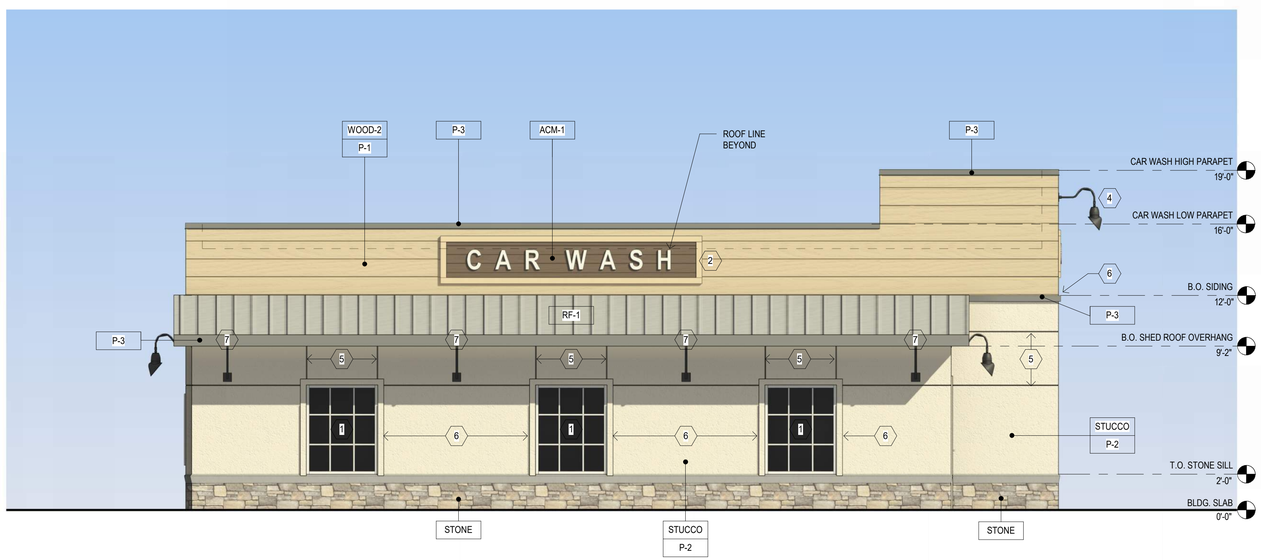
C-STORE EXTERIOR ELEVATIONS

APR2.2

PRELIMINARY NOT FOR CONSTRUCTION



2 BPR2.1 **EXTERIOR ELEVATION - NORTH (FACING MAIN STREET)**
1/4" = 1'-0"



1 BPR2.1 **EXTERIOR ELEVATION - EAST (FACING HIGHWAY 49)**
1/4" = 1'-0"

GENERAL NOTES

A. REVEAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS
B. FLAT ROOF BEYOND TO BE CERTIFIED COOL ROOF TO MEET CALIFORNIA ENERGY CODE REQUIREMENTS AND 2022 CALIFORNIA GREEN BUILDING STANDARDS.

KEYED NOTES

1 ALUMINUM STOREFRONT SYSTEM w/ OPAQUE FAUX WINDOW
2 CAR WASH SIGNAGE
3 TUNNEL ENTRY/ EXIT SIGNAGE
4 WALL MOUNTED GOOSE NECK FIXTURE
5 WALL SURFACE REVEAL, TYP.
6 ARCHITECTURAL TRIM/ RELIEF
7 SHED ROOF w/ ANGLED METAL BRACKETS
8 OVERHEAD DOOR/ TUNNEL OPENING
9 INSTRUCTIONS WALL SIGN

COLOR LEGEND

P-1	BENJAMIN MOORE, 1077, "GREAT PLAINS GOLD"
P-2	BENJAMIN MOORE, 1030, "BRANDY CREAM"
P-3	BENJAMIN MOORE, 2121-30, "PEWTER," HIGH GLOSS

MATERIALS LEGEND

ACM-1	ALUMINUM COMPOSITE MATERIAL; ALUCOBOND: "RUSTIC WALNUT"
ALUM	CLEAR ANODIZED ALUMINUM
RF-1	STANDING SEAM METAL ROOF
STONE	MANUFACTURED STONE VENEER ELDORADO STONE, PRODUCT: FIELDLEDGE COLOR: ANDANTE
STUCCO	ONE COAT STUCCO SYSTEM, INSTALLED PER MFR SPECIFICATIONS; TEXTURE: FINE SAND FINISH
WOOD-1	HARDIE PANEL "SELECT CEDARMILL" TRIM, ARCHITECTURAL CLADDING
WOOD-2	HARDIE PANEL "SELECT CEDARMILL" HORIZONTAL 12-INCH CLAPBOARD SIDING

NOT FOR CONSTRUCTION

CLIENT:

bp

ARCO

BP WEST COAST PRODUCTS, LLC

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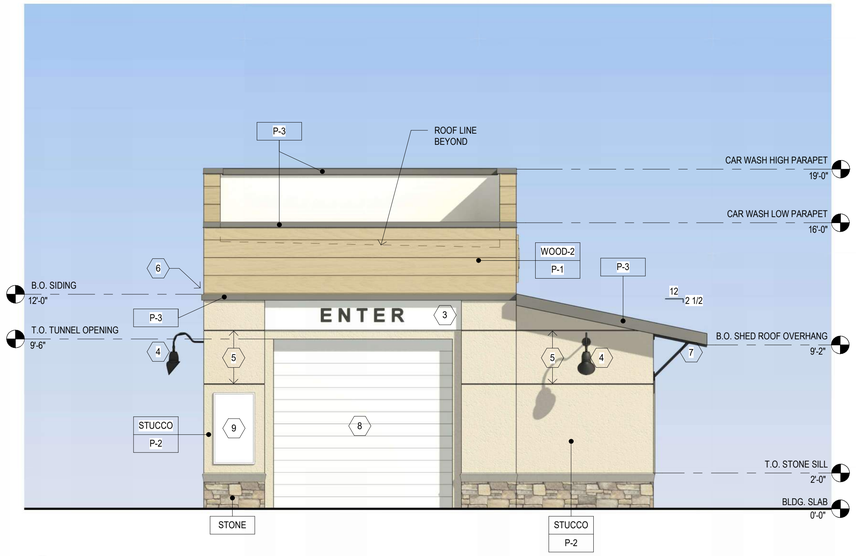
FACILITY #TBD

DESIGNED BY:	LDAP
CHECKED BY:	LDAP
DRAWN BY:	SAS
VERSION: 08/20/25	PROJECT NO: 22283

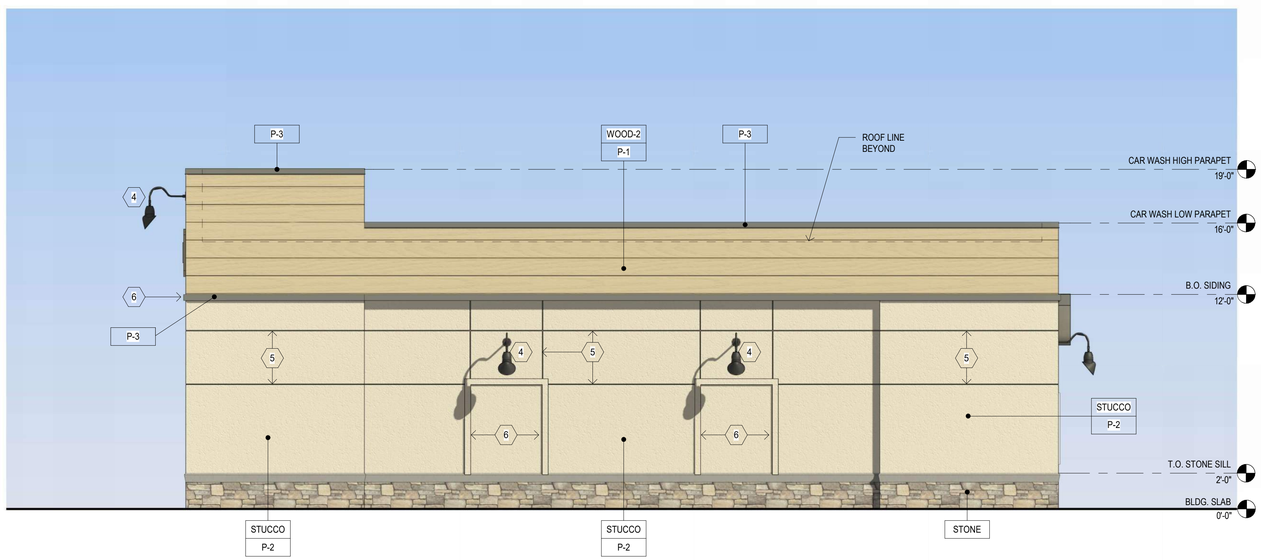
CAR WASH EXTERIOR ELEVATIONS

BPR2.1

PRELIMINARY NOT FOR CONSTRUCTION



2 BPR2.2 **EXTERIOR ELEVATION - SOUTH (FACING ADJACENT LOT)**
1/4" = 1'-0"



1 BPR2.2 **EXTERIOR ELEVATION - WEST (FACING C-STORE)**
1/4" = 1'-0"

PRELIMINARY NOT FOR CONSTRUCTION

GENERAL NOTES

A. REVEAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS
B. FLAT ROOF BEYOND TO BE CERTIFIED COOL ROOF TO MEET CALIFORNIA ENERGY CODE REQUIREMENTS AND 2022 CALIFORNIA GREEN BUILDING STANDARDS.

KEYED NOTES (#)

1 ALUMINUM STOREFRONT SYSTEM w/ OPAQUE FAUX WINDOW
2 CAR WASH SIGNAGE
3 TUNNEL ENTRY/ EXIT SIGNAGE
4 WALL MOUNTED GOOSE NECK FIXTURE
5 WALL SURFACE REVEAL, TYP.
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7 SHED ROOF w/ ANGLED METAL BRACKETS
8 OVERHEAD DOOR/ TUNNEL OPENING
9 INSTRUCTIONS WALL SIGN

COLOR LEGEND

P-1	BENJAMIN MOORE, 1077, "GREAT PLAINS GOLD"
P-2	BENJAMIN MOORE, 1030, "BRANDY CREAM"
P-3	BENJAMIN MOORE, 2121-30, "PEWTER," HIGH GLOSS

MATERIALS LEGEND

ACM-1	ALUMINUM COMPOSITE MATERIAL; ALUCOBOND: "RUSTIC WALNUT"
ALUM	CLEAR ANODIZED ALUMINUM
RF-1	STANDING SEAM METAL ROOF
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STUCCO	ONE COAT STUCCO SYSTEM, INSTALLED PER MFR SPECIFICATIONS; TEXTURE: FINE SAND FINISH
WOOD-1	HARDIE PANEL "SELECT CEDARMILL" TRIM, ARCHITECTURAL CLADDING
WOOD-2	HARDIE PANEL "SELECT CEDARMILL" HORIZONTAL 12-INCH CLAPBOARD SIDING

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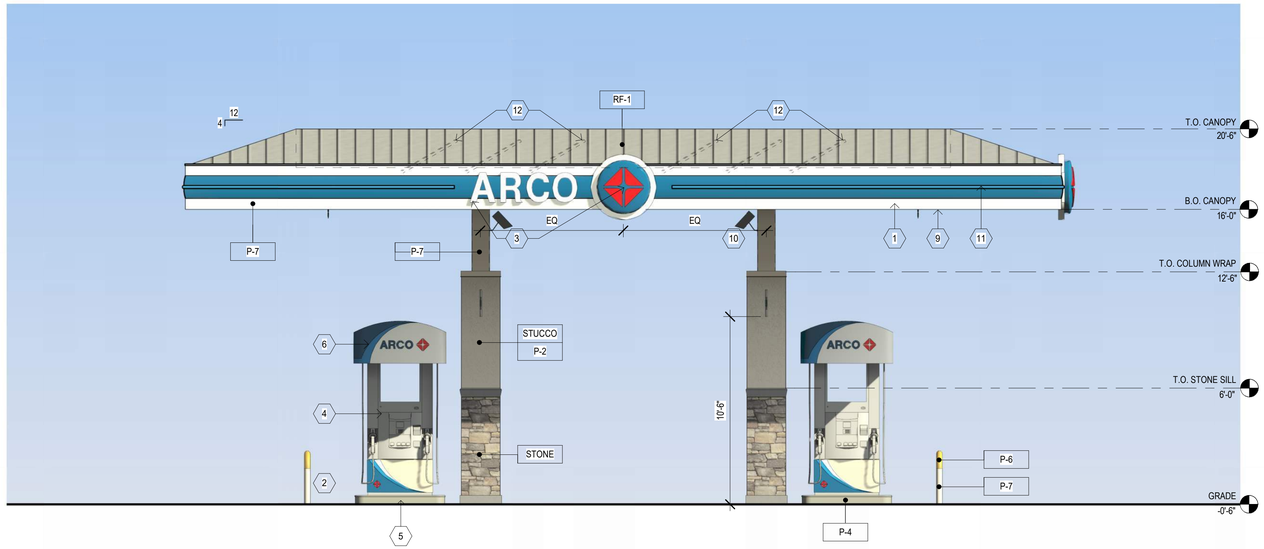
FACILITY #TBD

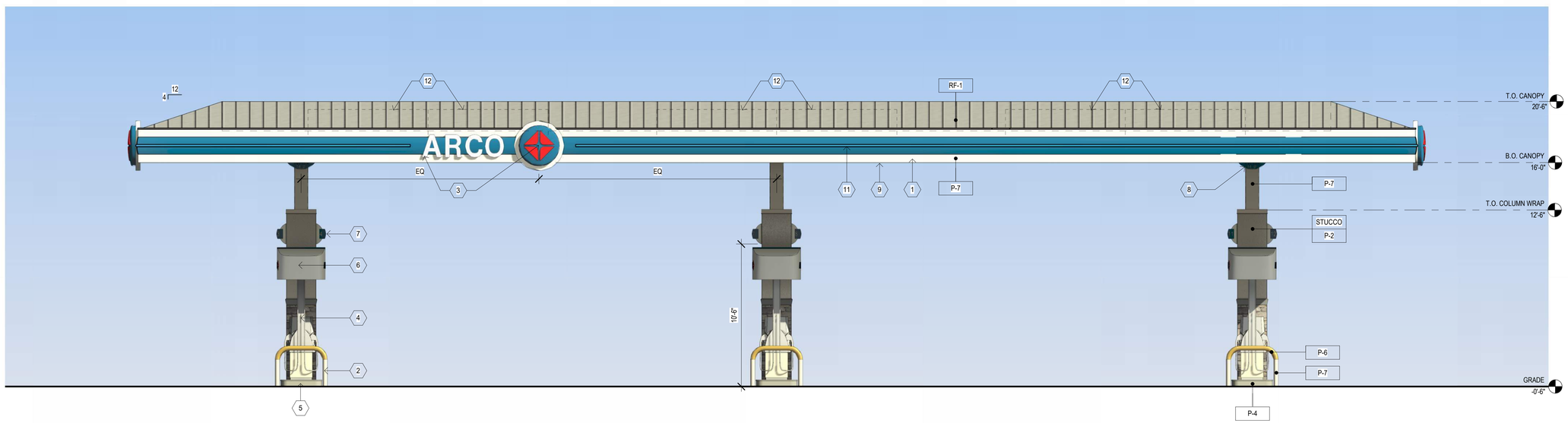
DESIGNED BY:	LDAP
CHECKED BY:	LDAP
DRAWN BY:	SAS
VERSION: 08/20/25	PROJECT NO: 22283

CAR WASH EXTERIOR ELEVATIONS

BPR2.2



2 CPR2.1 **FUEL CANOPY ELEVATION - WEST (FACING HIGHWAY 49)**
1/4" = 1'-0"



1 CPR2.1 **FUEL CANOPY ELEVATION - NORTH (FACING MAIN STREET)**
1/4" = 1'-0"

GENERAL NOTES

A. REVEAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS

KEYED NOTES

1 CANOPY FASCIA TO BE FINISHED
2 STEEL BUMPER
3 INTERNALLY ILLUMINATED SIGN, UNDER SEPARATE PERMIT
4 DISPENSERS
5 DISPENSER ISLAND
6 ILLUMINATED DISPENSER VALANCE
7 DISPENSER NUMBERING SYSTEM BY G.C. APPROVED MANUFACTURER @ 10'-6" FROM SLAB TO BOTTOM OF PLACARD
8 CANOPY CLEARANCE SIGN
9 UNDERSIDE OF CANOPY TO BE PAINTED
10 SECURITY CAMERAS
11 BULLNOSE DECAL
12 ROOFTOP SOLAR, BEYOND

COLOR LEGEND

P-2	BENJAMIN MOORE, 1030, "BRANDY CREAM"
P-3	BENJAMIN MOORE, 2121-30, "PEWTER," HIGH GLOSS
P-4	BENJAMIN MOORE, 2137-40, "DESERT TWILIGHT"
* P-5	BENJAMIN MOORE, OC-67, "ICE MIST" *UNDERSIDE OF FUEL CANOPY CEILING
P-6	BENJAMIN MOORE, 2022-10, "YELLOW"
P-7	ACM PANEL SUBSTRATE, BENJAMIN MOORE, OC-8 "ELEPHANT TUSK"

MATERIALS LEGEND

RF-1	STANDING SEAM METAL ROOF
STONE	MANUFACTURED STONE VENEER ELDORADO STONE, PRODUCT: FIELDLEDGE COLOR: ANDANTE
STUCCO	ONE COAT STUCCO SYSTEM, INSTALLED PER MFR SPECIFICATIONS; TEXTURE: FINE SAND FINISH

NOT FOR CONSTRUCTION

CLIENT:

bp

ARCO

BP WEST COAST PRODUCTS, LLC

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

No.	DATE	REVISION DESCRIPTION

SEAL:

THIS SHEET IS FOR INFORMATION ONLY

ENTITLEMENTS

ARCO NTI
3800 AM/PM
6MPD'S CANOPY

SWC HIGHWAY 49
@ MAIN STREET
PLYMOUTH, CALIFORNIA 95669

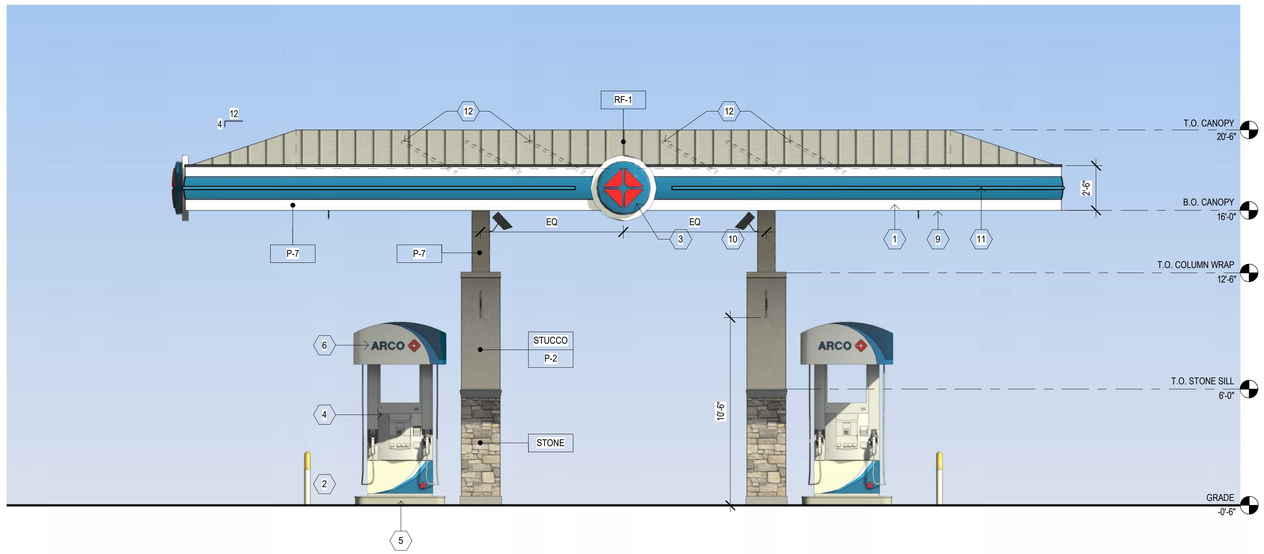
FACILITY #TBD

DESIGNED BY:	LDAP
CHECKED BY:	LDAP
DRAWN BY:	SAS
VERSION: 08/20/25	PROJECT NO: 22283

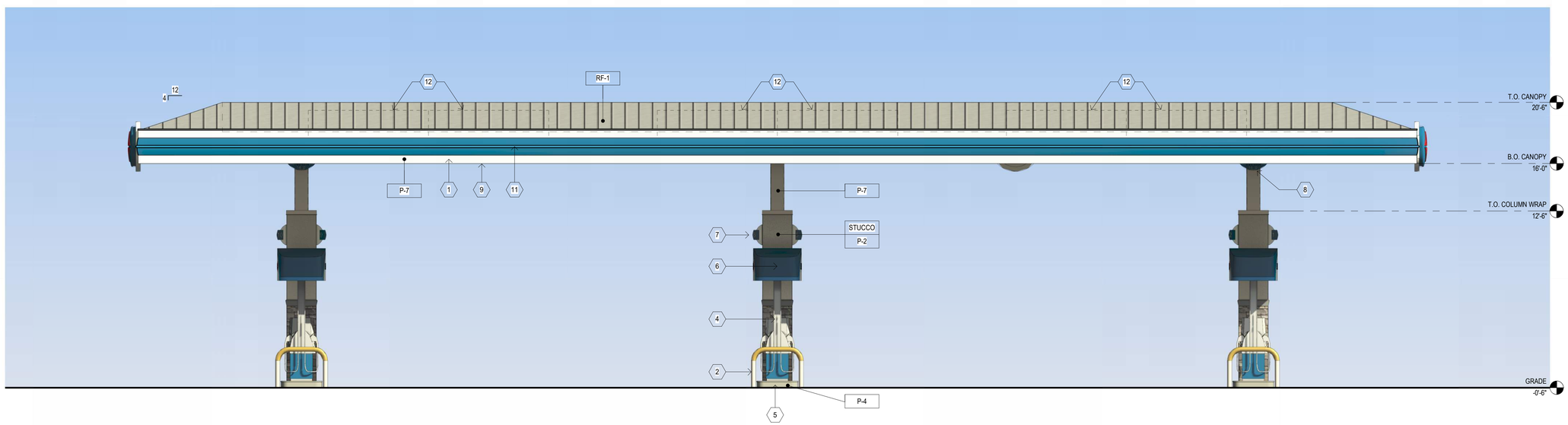
FUEL CANOPY ELEVATIONS

CPR2.1

PRELIMINARY NOT FOR CONSTRUCTION



2 CPR2.2 **FUEL CANOPY ELEVATION - WEST (FACING MILL STREET)**
1/4" = 1'-0"



1 CPR2.2 **FUEL CANOPY ELEVATION - SOUTH (FACING C-STORE)**
1/4" = 1'-0"

GENERAL NOTES

A. REVEAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS

KEYED NOTES

1 CANOPY FASCIA TO BE FINISHED
2 STEEL BUMPER
3 INTERNALLY ILLUMINATED SIGN, UNDER SEPARATE PERMIT
4 DISPENSERS
5 DISPENSER ISLAND
6 ILLUMINATED DISPENSER VALANCE
7 DISPENSER NUMBERING SYSTEM BY G.C. APPROVED MANUFACTURER @ 10'-6" FROM SLAB TO BOTTOM OF PLACARD
8 CANOPY CLEARANCE SIGN
9 UNDERSIDE OF CANOPY TO BE PAINTED
10 SECURITY CAMERAS
11 BULLNOSE DECAL
12 ROOFTOP SOLAR, BEYOND

COLOR LEGEND

P-2	BENJAMIN MOORE, 1030, "BRANDY CREAM"
P-3	BENJAMIN MOORE, 2121-30, "PEWTER," HIGH GLOSS
P-4	BENJAMIN MOORE, 2137-40, "DESERT TWILIGHT"
* P-5	BENJAMIN MOORE, OC-67, "ICE MIST" *UNDERSIDE OF FUEL CANOPY CEILING
P-6	BENJAMIN MOORE, 2022-10, "YELLOW"
P-7	ACM PANEL SUBSTRATE, BENJAMIN MOORE, OC-8 "ELEPHANT TUSK"

MATERIALS LEGEND

RF-1	STANDING SEAM METAL ROOF
STONE	MANUFACTURED STONE VENEER ELDORADO STONE, PRODUCT: FIELDLEDGE COLOR: ANDANTE
STUCCO	ONE COAT STUCCO SYSTEM, INSTALLED PER MFR SPECIFICATIONS; TEXTURE: FINE SAND FINISH

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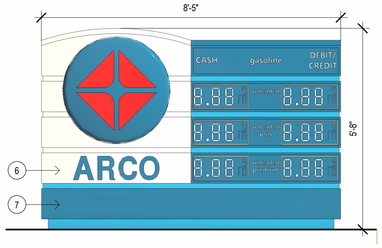
FUEL CANOPY ELEVATIONS

CPR2.2

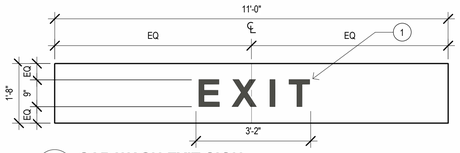
PRELIMINARY NOT FOR CONSTRUCTION

SIGNAGE MATERIALS LEGEND

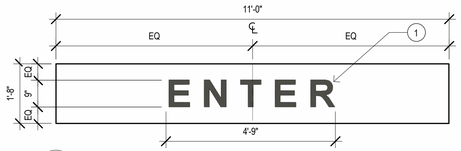
- (1) METAL SIGN PAN, PAINTED w/ PIN-MOUNTED DIMENSIONAL LETTERS
- (3) CLEAR ANODIZED ALUMINUM POP SIGN FRAME; GRAPHICS BY OTHERS
- (4) HARDIE PANEL TRIM, PAINTED TO MATCH BENJAMIN MOORE, 1077, "GREAT PLAINS GOLD"
- (5) ALUMINUM COMPOSITE MATERIAL, ALUCOBOND, "RUSTIC WALNUT" w/ PIN-MOUNTED DIMENSIONAL LETTERS
- (6) METAL SIGN CABINET, PAINTED BEIGE
- (7) METAL FUEL PRICING SIGN CABINET PAINTED BLUE
- (8a) METAL CABINET, PAINTED WHITE w/ EMBOSSED AMPM LOGO
- (8b) BACKER PANEL TO MATCH PANTONE 166
- (8c) BACKER PANEL TO MATCH PANTONE 2597



F SNA1.1 **FREESTANDING SIGN** 47.7 SF EACH FACE
1/2" = 1'-0"

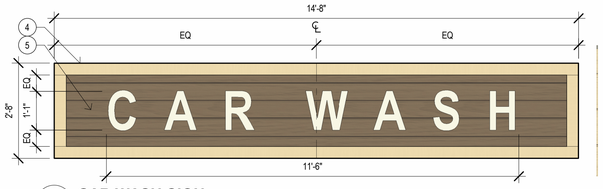


G2 SNA1.1 **CAR WASH EXIT SIGN** 2.38 SF
1/2" = 1'-0"

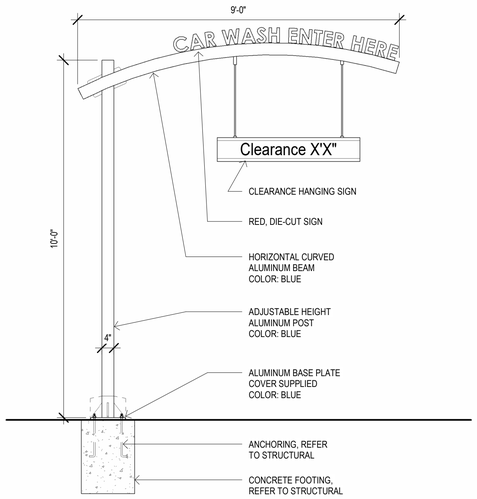


G1 SNA1.1 **CAR WASH ENTRY SIGN** 3.56 SF
1/2" = 1'-0"

B SNA1.1 **POP SIGN** 8.33 SF
1/2" = 1'-0"



C SNA1.1 **CAR WASH SIGN** 12.45 SF
1/2" = 1'-0"



D SNA1.1 **CAR WASH CLEARANCE SIGN**
1/2" = 1'-0"

A SNA1.1 **AM/PM SIGNAGE** 66.35 SF OVERALL
1/2" = 1'-0"

SITE SIGNAGE TABLE

KEY	SIGN	QTY	AREA
	C-STORE		
A	"AM/PM" CHANNEL WALL SIGN w/ ARCH (66.35 SF)	1	66.35 SF
B	POP SIGNS (8.33 SF EA.)	6	49.98 SF
	CAR WASH		
C	"CAR WASH" SIGN (12.45 SF)	2	24.9 SF
D	CAR WASH OVERHEIGHT WARNING SIGN	1	EXEMPT
E	CAR WASH INSTRUCTIONS	1	EXEMPT
G1	CAR WASH "ENTER" SIGN (3.56 SF)	1	3.56 SF
G2	CAR WASH "EXIT" SIGN (2.38 SF)	1	2.38 SF
	FUEL CANOPY		
J1	36-INCH DIAMETER CANOPY SPARK SIGN (7.1 SF)	3	21.3 SF
J2	20-INCH "ARCO" CHANNEL LETTERS (10 SF)	2	20 SF
	BUILDING-ATTACHED SIGNAGE TOTAL AREA		
	A 66.35 + B 49.98 + C 24.9 + G1 3.56 + G2 2.38 + J1 21.3 + J2 20		188.47 SF
	FREE STANDING SIGN		
F	ID/ PRICE SIGN (1-FRONTAGE)		47.7 SF

PER CITY OF PLYMOUTH MUNICIPAL CODE CHAPTER 19.92 SIGNS:

PROJECT IS ZONED "VC" (VILLAGE COMMERCIAL) w/ FRONTAGE ON HIGHWAY 49

19.92.050 EXEMPT SIGNS

SUMMARY:

THE FOLLOWING SIGN TYPES ARE EXPRESSLY EXEMPTED FROM THE PERMIT REQUIREMENTS OF THIS CHAPTER AND TITLE BUT STILL MUST SATISFY ALL OTHER APPLICABLE CITY OF PLYMOUTH PERMIT REQUIREMENTS WHEN NECESSARY.

A. EXEMPT SIGNS WITHOUT LIMITATIONS. THE FOLLOWING SIGNS ARE EXEMPT FROM SIGN PERMIT AND CITY REVIEW REQUIREMENTS:

3. DIRECTION, WARNING, OR INFORMATION SIGNS OR STRUCTURES REQUIRED OR AUTHORIZED BY LAW, OR BY FEDERAL, STATE, OR CITY AUTHORITY, INCLUDING, BUT NOT LIMITED TO, TRAFFIC CONTROL SIGNS, HIGHWAY ROUTE NUMBER SIGNS, AND CONSTRUCTION ZONE SIGNS. THE CITY HAS A COMPELLING INTEREST IN ALLOWING SUCH SIGNS IN ORDER TO COMPLY WITH THE STATE AND LOCAL LAWS AND TO PROMOTE PUBLIC SAFETY.

9. GAS PRICING SIGNS, AS REQUIRED BY STATE LAW, WHICH IDENTIFY THE BRAND, TYPES, OCTANE RATING, ETC., OF GASOLINE FOR SALE WITHIN THE CITY. THE CITY HAS A COMPELLING INTEREST IN PERMITTING SUCH SIGNS IN ORDER TO COMPLY WITH STATE LAW.

B. EXEMPT SIGNS WITH LIMITATIONS. THE FOLLOWING SIGNS ARE EXEMPT FROM SIGN PERMITS AND AS SUCH DO NOT REQUIRE CITY REVIEW. HOWEVER, THEY SHALL BE CONSISTENT WITH THE SIZE, HEIGHT, DURATION, AND/OR MAXIMUM NUMBER LIMITATIONS LISTED:

8. ON-SITE DIRECTIONAL SIGNS, EXIT, ENTRANCE, OR OTHER ON-SITE TRAFFIC DIRECTIONAL SIGNS ARE PERMITTED. WHEN LOCATED WITHIN A REQUIRED FRONT YARD OR STREET SIDE YARD AREA, THE MAXIMUM HEIGHT OF ANY DIRECTIONAL SIGN SHALL BE 30 INCHES AND THE MAXIMUM SIZE SHALL BE FOUR SQUARE FEET. NO ADVERTISING OR MESSAGE OTHER THAN FOR TRAFFIC DIRECTION SHALL BE DISPLAYED. THE CITY HAS A COMPELLING INTEREST IN PERMITTING SUCH SIGNS IN ORDER TO COMPLY WITH STATE AND FEDERAL LAW.

19.92.070 GENERAL DEVELOPMENT, MAINTENANCE, AND REMOVAL PROVISIONS

SUMMARY:

C. DETERMINATION AND MEASUREMENT OF SIGN AREA.

1. GENERAL AREA CALCULATION. GENERALLY, THE AREA OF A SIGN SHALL BE MEASURED AS THE OVERALL LENGTH OF THE SIGN TIMES THE OVERALL HEIGHT OF EACH SEGMENT OR COPY OR LOGO EXCLUSIVE OF BACKGROUND. WHEN THE SIGNS IS COMPOSED OF INDIVIDUAL LETTERS APPLIED TO THE BUILDING WITHOUT A DISTINCTIVE BACKGROUND, THE AREA OF THE SIGN SHALL BE MEASURED AS 75% OF THE AREA OF THE SIGN COPY. THIS PRACTICE OF TAKING 75% OF THE AREA SHALL BE KNOWN AS THE VOID RULE.

19.92.090 ALLOWED PERMANENT ON-SITE SIGN STANDARDS

SUMMARY:

TABLE 19.92.090-1 (ALLOWED PERMANENT ON-SITE SIGN STANDARDS) LISTS DEVELOPMENT STANDARDS FOR ALL PERMANENT ON-SITE SIGNS BASE ON USE TYPE AND ZONING DISTRICT, AS WELL AS ALLOWED SIGN TYPE.

A. MINIMAL ILLUMINATION. WHERE ILLUMINATION FOR SIGN IS ALLOWED UNDER THIS TITLE, SUCH ILLUMINATION MAY BE ACHIEVED BY ANY METHOD THAT MINIMIZES GLARE ONTO NEIGHBORING OR ABUTTING PROPERTY, SUCH AS FROM BEHIND THE SIGN (E.G., LIGHT SOURCE BEHIND THE FACE OF THE SIGN, SUCH AS WITH THE OPAQUE, NON-TRANSPARENT FACE OF CHANNEL LETTERS, OR SILHOUETTE HALO ILLUMINATION BEHIND LETTERS) OF BY A LOW-LEVEL SPOTLIGHT.

B. SIGN AREA ALLOWANCE. ALLOWABLE SIGN AREA IS EITHER A SET OF SQUARE FOOTAGE PER ESTABLISHMENT OR IS BASED ON A RATIO OF PRIMARY FRONTAGE TO SIGN AREA. SIGN AREA IS CALCULATED AS DESCRIBED IN SECTION 19.92.070.C. WHERE SIGN RATIO IS DESCRIBED, IT APPLIES UP TO LISTED MAXIMUM.

C. COLLECTIVE SIGN AREA. THE TOTAL SIGN AREA ALLOWED HEREIN FOR EACH SIGN TYPE MAY BE DISTRIBUTED AMONG THE MAXIMUM NUMBER OF SIGNS PERMITTED FOR THAT SIGN TYPE.

TABLE 19.92.090-1 ALLOWED PERMANENT ON-SITE SIGN STANDARDS (SUMMARY FOR NON-RESIDENTIAL)

-FREESTANDING SIGNS (MONUMENT OR PYLON SIGN):

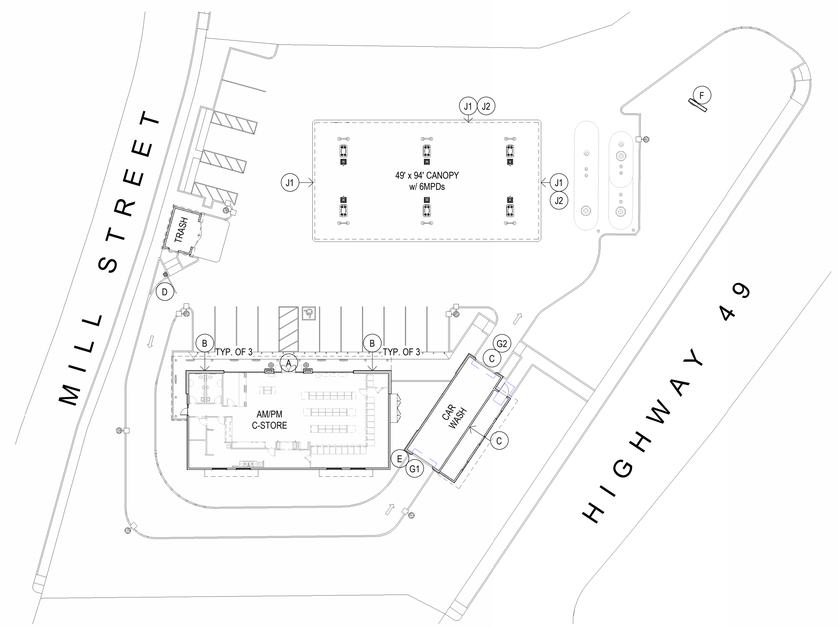
MAXIMUM NUMBER PERMITTED: 1/FRONTAGE
COLLECTIVE SIGN AREA: 100 S.F.
MINIMUM SETBACK FROM R.O.W.: 5 FT.
ILLUMINATION ALLOWED: YES
MAXIMUM HEIGHT: REFER TO 19.92.090.D

-BUILDING-ATTACHED (WALL) SIGNS FOR ESTABLISHMENT WITH >5K S.F.:

MAXIMUM NUMBER PERMITTED: NO MAXIMUM
COLLECTIVE SIGN AREA: 200 S.F., 2.5:1 RATIO
MINIMUM SETBACK FROM R.O.W.: (NOT SPECIFIED)
ILLUMINATION ALLOWED: YES
MAXIMUM HEIGHT: ROOF

*NOTE: TOTAL S.F. OF ESTABLISHMENT - 3,349(C-STORE) + 1,075(CAR WASH) + 1,176(FUEL CANOPY) = 5,600 S.F.

TABLE 19.92.090-2 PERMITTED MAXIMUM NONRESIDENTIAL FREESTANDING SIGN HEIGHTS
SETBACK FROM R.O.W.: LESS THAN 25 FT.
MAXIMUM SIGN HEIGHT: 12 FT.



1 SNA1.1 **SIGNAGE PLAN - C-STORE, FUEL CANOPY, CAR WASH**
1" = 30'-0"

PRELIMINARY NOT FOR CONSTRUCTION

NOT FOR CONSTRUCTION

CLIENT:

bp

ARCO

BP WEST COAST PRODUCTS, LLC

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

No.	DATE	REVISION DESCRIPTION
1	03/06/26	COMMENT REVISIONS

SEAL:

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ARCO NTI
3400 AM/PM
6MPD'S CANOPY

SWC HIGHWAY 49
@ MAIN STREET
PLYMOUTH, CALIFORNIA 95669

FACILITY #TBD

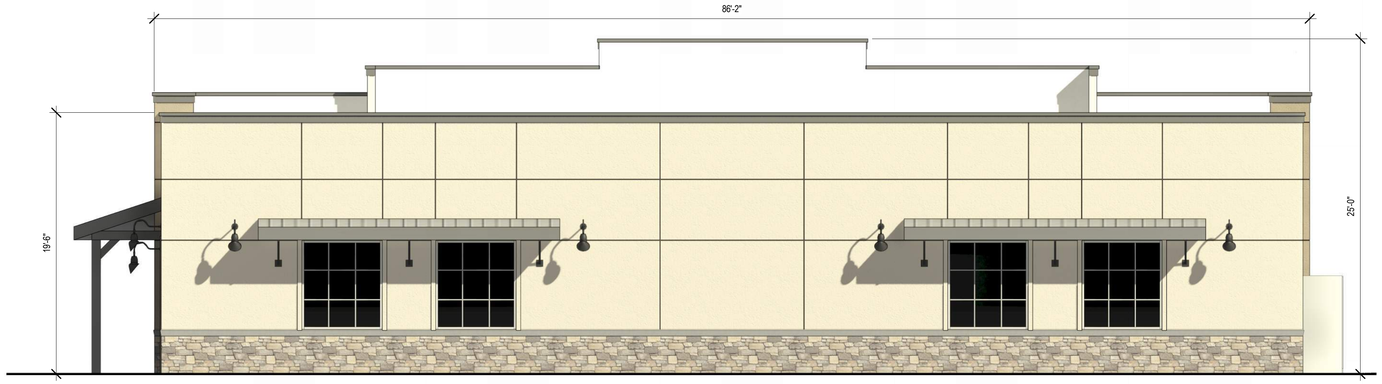
DESIGNED BY:	LDAP
CHECKED BY:	LDAP
DRAWN BY:	SAS
VERSION:	08/20/25
PROJECT NO:	22283

SIGNAGE PLAN

SNA1.1

SIGNAGE MATERIALS LEGEND

- (1) METAL SIGN PAN, PAINTED w/ PIN-MOUNTED DIMENSIONAL LETTERS
- (2) HARDIE PANEL TRIM, PAINTED TO MATCH BENJAMIN MOORE, 1030, "BRANDY CREAM"
- (3) CLEAR ANODIZED ALUMINUM POP SIGN FRAME; GRAPHICS BY OTHERS
- (5) ALUMINUM COMPOSITE MATERIAL, ALUCOBOND, "RUSTIC WALNUT"
- (8a) METAL CABINET, PAINTED WHITE w/ EMBOSSED AMPM LOGO
- (8b) BACKER PANEL TO MATCH PANTONE 166
- (8c) BACKER PANEL TO MATCH PANTONE 2597



4 / SNA1.2 **SOUTH ELEVATION - SIGNAGE (FACING ADJACENT LOT)**
3/16" = 1'-0"

SIGNAGE LEGEND

KEY	SIGN	QTY
	C-STORE	
A	"AM/PM" CHANNEL WALL SIGN w/ ARCH	1
B	POP SIGN	6

3 / SNA1.2 **WESTH ELEVATION - SIGNAGE (FACING CAR WASH)**
3/16" = 1'-0"

2 / SNA1.2 **EASTH ELEVATION - SIGNAGE (FACING MILL STREET)**
3/16" = 1'-0"

1 / SNA1.2 **NORT ELEVATION - SIGNAGE (FACING MAIN STREET)**
3/16" = 1'-0"

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@ MAIN STREET
PLYMOUTH, CALIFORNIA 95669

FACILITY #TBD

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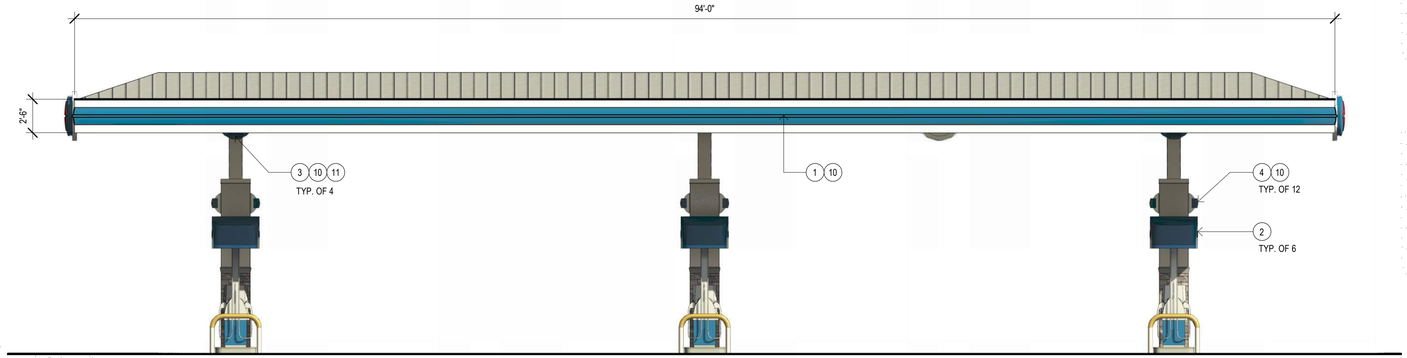
CHECKED BY:	LDAP
DRAWN BY:	SAS
VERSION: 08/20/25	PROJECT NO: 22283

C-STORE SIGNAGE ELEVATIONS

SNA1.2

SIGNAGE MATERIALS LEGEND

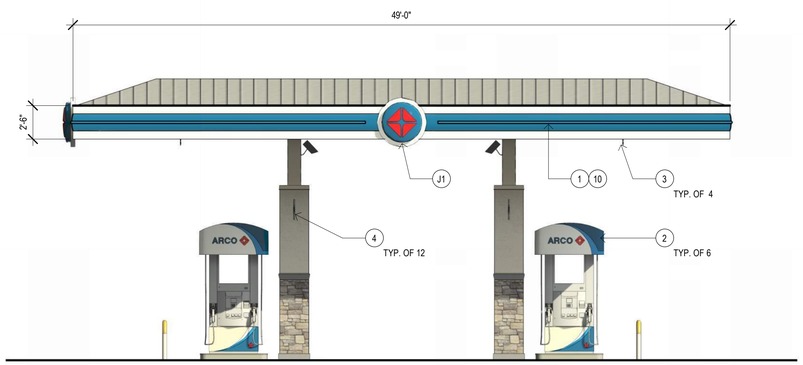
- (9) ACM PANEL SUBSTRATE, PAINTED TO MATCH BENJAMIN MOORE, OC-8, "ELEPHANT TUSK"
- (10) DECAL TO MATCH ARCO BLUE/ PAINTED TO MATCH ARCO BLUE
- (11) PAINTED TO MATCH ARCO LIGHT BLUE



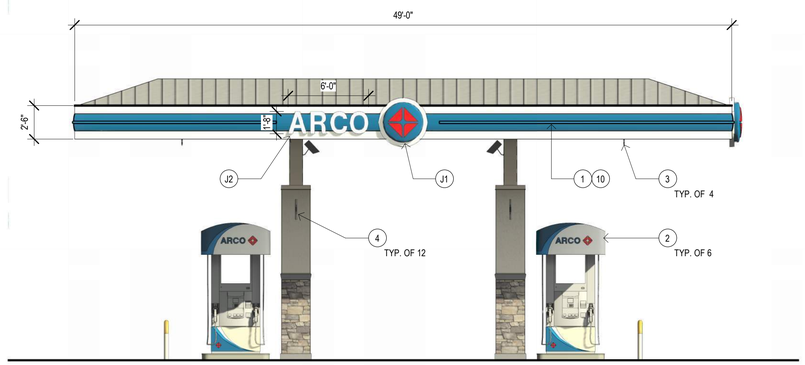
4 SNA1.3 **SOUTH ELEVATION - SIGNAGE (FACING C-STORE)**
3/16" = 1'-0"

SIGNAGE LEGEND

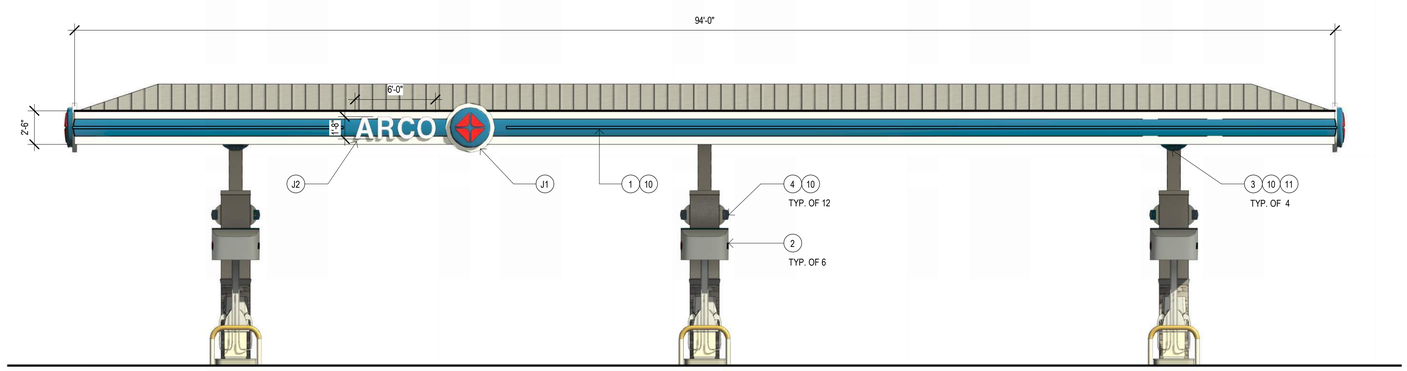
KEY	SIGN	QTY
	FUEL CANOPY	
J1	36" DIA. LED INTERNALLY ILLUMINATED LOGO (ARCO SPARK SIGN)	3
J2	20" H ALUMINUM CHANNEL LETTERS (ARCO CHANNEL LETTERS)	2
1	BULLNOSE w/ LED LIGHT BAND (CANOPY PERIMETER)	-
2	2-SIDED FUEL DISPENSER GRAPHICS	6
3	CANOPY CLEARANCE SIGN	4
4	CANOPY PUMP NUMBER SIGN	12



2 SNA1.3 **WEST ELEVATION - SIGNAGE (FACING MILL STREET)**
3/16" = 1'-0"



3 SNA1.3 **EAST ELEVATION - SIGNAGE (FACING HIGHWAY 49)**
3/16" = 1'-0"



1 SNA1.3 **NORTH ELEVATION - SIGNAGE (FACING MAIN STREET)**
3/16" = 1'-0"

PRELIMINARY NOT FOR CONSTRUCTION

NOT FOR CONSTRUCTION

CLIENT:

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FACILITY #TBD

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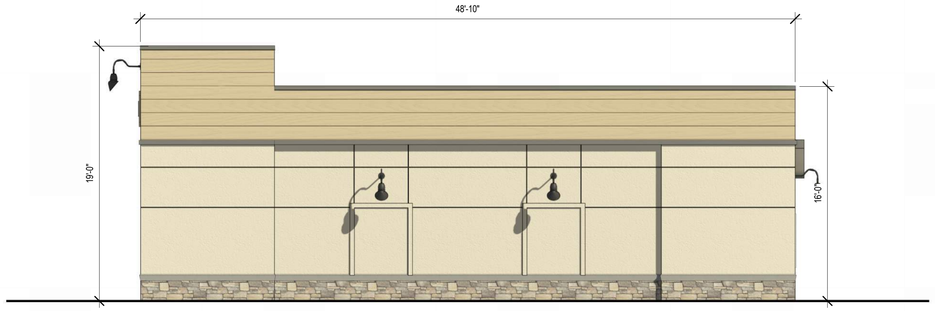
CHECKED BY:	LDAP
DRAWN BY:	SAS
VERSION: 08/20/25	PROJECT NO: 22283

FUEL CANOPY SIGNAGE ELEVATIONS

SNA1.3

SIGNAGE MATERIALS LEGEND

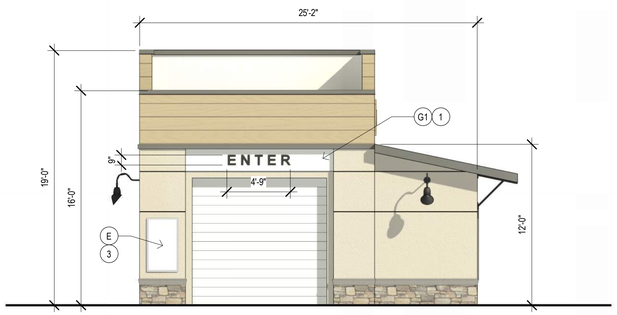
- (1) METAL SIGN PAN, PAINTED w/ PIN-MOUNTED DIMENSIONAL LETTERS
- (3) CLEAR ANODIZED ALUMINUM SIGN FRAME; GRAPHICS BY OTHERS
- (4) HARDIE PANEL TRIM, PAINTED TO MATCH BENJAMIN MOORE, 1077, "GREAT PLAINS GOLD"
- (5) ALUMINUM COMPOSITE MATERIAL, ALUCOBOND, "RUSTIC WALNUT" w/ PIN-MOUNTED DIMENSIONAL LETTERS



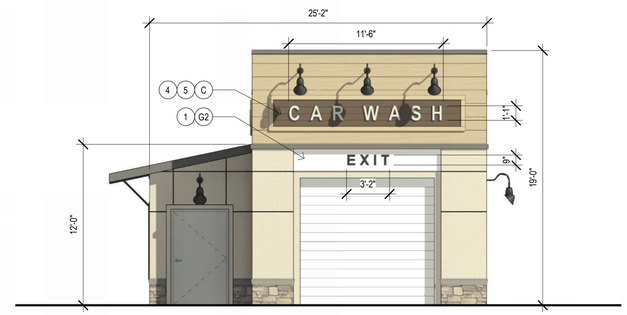
4 / SNA1.4 **WST ELEVATION - SIGNAGE (FACING C-STORE)**
3/16" = 1'-0"

SIGNAGE LEGEND

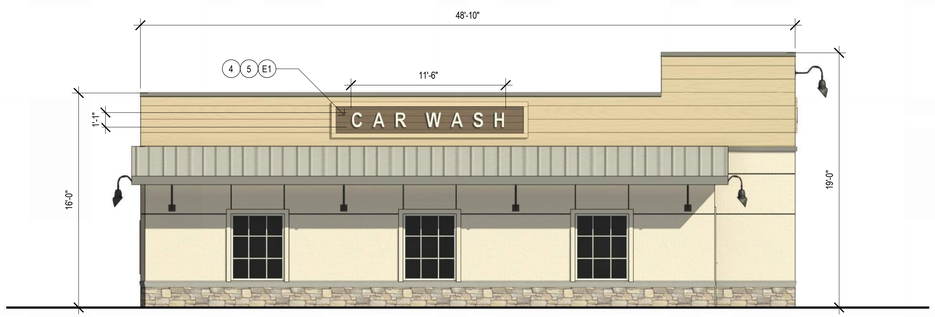
KEY	SIGN	QTY
	CAR WASH	
C	CAR WASH SIGN	2
G1	CAR WASH ENTRY SIGN	1
G2	CAR WASH EXIT SIGN	1
E	CAR WASH INSTRUCTIONS SIGN	1



3 / SNA1.4 **SOUTH ELEVATION - SIGNAGE (FACING ADJACENT LOT)**
3/16" = 1'-0"



2 / SNA1.4 **NORTH ELEVATION - SIGNAGE (FACING MAIN STREET)**
3/16" = 1'-0"



1 / SNA1.4 **WEST ELEVATION - SIGNAGE (FACING HIGHWAY 49)**
3/16" = 1'-0"

PRELIMINARY NOT FOR CONSTRUCTION

NOT FOR CONSTRUCTION

CLIENT:

bp

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Kent, WA 98032
425.251.6222
barghausen.com

No.	DATE	REVISION DESCRIPTION

SEAL:

THIS SHEET IS FOR INFORMATION ONLY

ENTITLEMENTS

ARCO NTI
3800 AM/PM
6MPD'S CANOPY

SWC HIGHWAY 49
@ MAIN STREET
PLYMOUTH, CALIFORNIA 95669

FACILITY #TBD

DESIGNED BY:	LDAP
CHECKED BY:	LDAP
DRAWN BY:	SAS
VERSION: 08/20/25	PROJECT NO: 22283

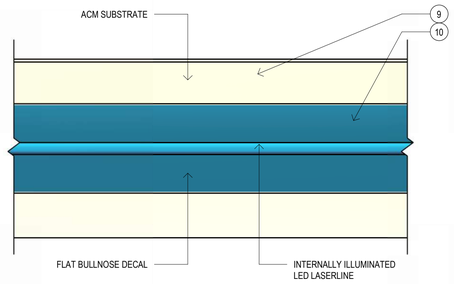
CAR WASH SIGNAGE ELEVATIONS

SNA1.4

SIGNAGE MATERIALS LEGEND

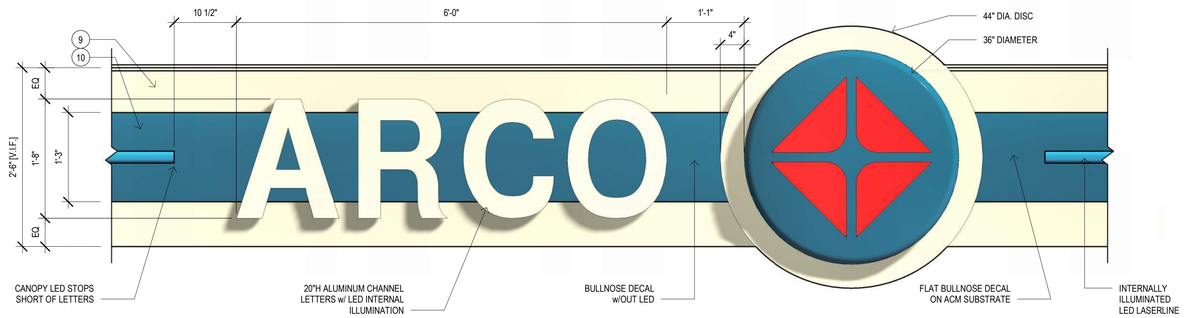
- (9) ACM PANEL SUBSTRATE, PAINTED TO MATCH BENJAMIN MOORE, OC-8, "ELEPHANT TUSK"
- (10) DECAL TO MATCH ARCO BLUE/ PAINTED TO MATCH ARCO BLUE
- (11) PAINTED TO MATCH ARCO LIGHT BLUE

2 SNA1.5 **FUEL DISPENSER GRAPHICS**
3/4" = 1'-0"

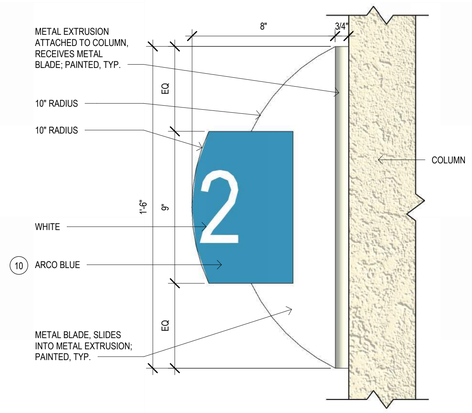


1 SNA1.5 **CANOPY DECAL ON ACM FASCIA W/ LED LIGHT BAND**
1" = 1'-0"

3 SNA1.5 **CANOPY CLEARANCE SIGN**
3" = 1'-0"



J1/J2 SNA1.5 **20" ILLUMINATED CHANNEL LETTERS w/ 36" ILLUMINATED SPARK LOGO**
1" = 1'-0"



4 SNA1.5 **CANOPY PUMP NUMBER SIGN**
3" = 1'-0"

PRELIMINARY NOT FOR CONSTRUCTION

NOT FOR CONSTRUCTION

CLIENT:

bp

ARCO

BP WEST COAST PRODUCTS, LLC

Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
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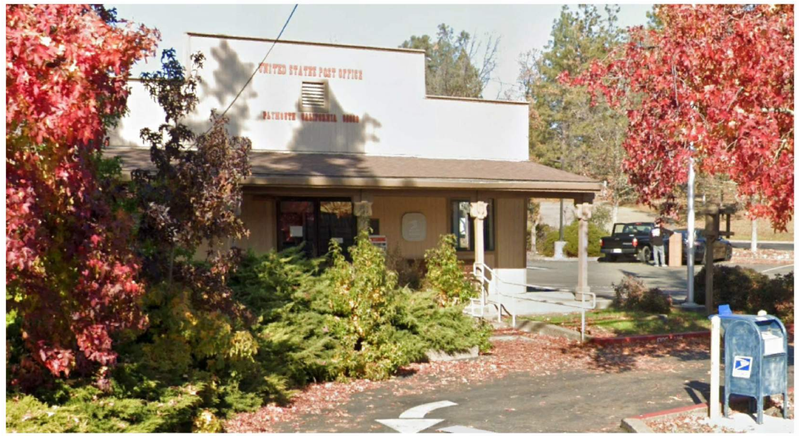
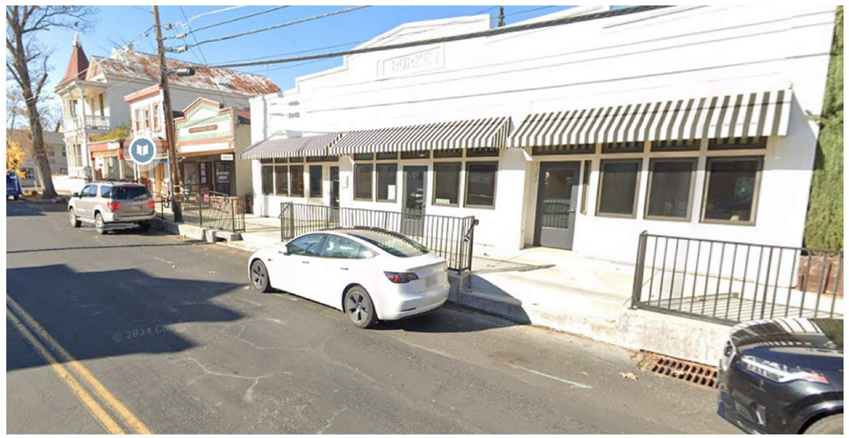
FUEL CANOPY, DISPENSER SIGNAGE DETAILS

SNA1.5



US POST OFFICE
9477 MAIN STREET

TASTE RESTAURANT AND WINE BAR
9402 MAIN STREET



BURKE BUILDING
9375 MAIN STREET

EL DORADO SAVINGS BANK
18726 HIGHWAY 49

FIG BARN CAFÉ
9506 MAIN STREET

AMADOR COUNTY LIBRARY, PLYMOUTH BRANCH
9369 MAIN STREET

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NOT FOR CONSTRUCTION

CLIENT:

bp

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SITE CONTEXT IMAGES

SP0.0

Attachment 7

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 and Owner: Gupta Gasoline LLC - Dalip Gupta

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 once the proposed improvements are approved) 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 and Plymouth/Sierra Trading Post gas station to the north, a restaurant and residences to the west, residences to the south, and a bank to the east.

DEVELOPMENT PARCEL (LOT 1)
EXISTING LOT AREA: 54,795 S.F. (1.26 AC)
PROPOSED LOT AREA: 44,373 S.F. (1.02 AC)

ADJACENT PARCEL (LOT 2)
EXISTING LOT AREA: 28,161 S.F. (0.65 AC)
PROPOSED LOT AREA: 38,583 S.F. (0.89 AC)

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 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 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. One of the electric vehicle stalls is accessible. 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 two () 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.

Runoff will drain from DMA #1 to biotreatment facility IMP #1 and DMA #2 to IMP #2 for treatment. After treatment, the runoff will drain into the existing ditch southeast of Hwy 99 period to size the bio treatment facilities, calculations were completed using the volumetric post construction BMP sizing tool as described in Section 5 of the cascia BMP handbook for new development and redevelopment. Bio treatment facilities are sized to treat lot 1 only.

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.

CONSISTENCY WITH DOWNTOWN PLYMOUTH DESIGN GUIDELINES

The c-store would have a maximum height of 25 feet, the carwash has a maximum height of 19 feet, and

the canopy would have a maximum height of 20 feet 6 inches. The materials for the c-store are stucco in Great Plains Gold and Brandy Cream colors, with trim and accents in Pewter. The entry tower has an ACM accent behind the AMPM sign in Rustic Walnut. The building has wainscot of stone veneer in Andante, and also an arcade / roof overhang with painted heavy timber beams and posts, as well as varied materials contributing to the overall character and enhance pedestrian scale. Those materials, as applicable, are

duplicated in the carwash, along with Hardipanel siding in Great Plains Gold. The materials for the canopy include a standing seam metal roof for consistency with the arcade on the main building, and stucco with stone veneer wainscot on the canopy columns. Pearl-colored ACM with a printed bullnose decal with blue LED light is included for a minimum of branding.

CONSISTENCY WITH DOWNTOWN PLYMOUTH DESIGN GUIDELINES

In effort to meet the design standards outlined in the Downtown Plymouth Combined Zone Design Review, Standards, and Guidelines document, the team investigated local historic structures. Inspiration was drawn from the following historic buildings documented on sheet SP0.0 – SITE CONTEXT IMAGES:

- US Post Office (9477 Main Street)
- Taste Restaurant and Wine Bar (9402 Main Street)
- Burke Building (9375 Main Street)
- El Dorado Savings Bank (18726 Highway 49)
- Fig Barn Café (9506 Main Street, adjacent to proposed site development)
- Amador County Library, Plymouth Branch (9369 Main Street).

To reflect the architectural character of Plymouth, the proposed designs focused on the following Overall Design Principles: changes in façade height; changes in wall plane through use of ‘bump-outs’ and shadow relief; and providing a base, body, and cap for each building.

For the proposed Convenience Store, the design emphasized a clearly identifiable central entrance with a covered porch and colonnade to tie-in to the character established by nearby historic buildings. Proposed designs also employed the use of control joint reveal patterns; changes to color, texture, and materials; architectural awnings; and a mix of storefront windows with clear glazing and faux windows – both of which respond to local architectural themes while offering a sense of pedestrian scale.

The proposed materials and finishes are a mix of earth-toned colors, smooth finished cement paster, horizontal lap siding, painted wood beams, and rich medium gray tones found in architectural elements like light fixtures, standing seam metal roofs, and architectural support brackets.

The following is a specific point-by-point breakdown of how the project complies with the design standards as written.

- Introduction
    1. The project falls within the boundary of Downtown (DT) Combined Zone per Figure 1.
- Historic Significance
    1. The project does not affect any of the seven listed historic buildings.
- Site Planning
    1. The project is on a parcel separated from physical connection with Main Street. In order to comply with this point the project includes a portion of the building parallel with and directly adjacent to Highway 49 which is the primary frontage.
    2. The street level of the building is comprised mainly of transparent storefronts and inviting entries. At the carwash the tunnel and equipment is concealed, but faux storefronts are provided to continue the design aesthetic.

3. The building is not set back from the right-of-way. Parking is accommodated to the side as viewed from the street frontage.
4. Trash enclosures comply with the following standards.
    a) Noncombustible materials (masonry)
    b) Finishes relate to and are of the same quality as the building. Block colors and textures to match building masonry.
    c) Landscape screening is provided.
    d) Overhead screening is not applicable. No multi-story buildings are adjacent to this site.

- Architectural Character
    1. Overall design principles
        a) The building reflects the existing architectural character in Plymouth. Refer to the context images provided for architectural inspiration applied to this building.
        b) The building is designed for viewing from all sides.
        c) Large walls are broken up by changes in height, wall plane, shadow relief, and inclusion of faux storefronts and awnings.
        d) Entries are clearly identifiable and act as the principal organizing element in the building design/massing.
        e) The building provides undulating facades and varying heights.
        f) The building is defined with a base wainscot, body, and cap segment.
    2. Massing
        a) The building's façade and roofline are articulated to be compatible with surrounding buildings.
        b) The building does not appear substantially taller, wider, or more massive than adjacent buildings.
        c) The overall mass is compatible with surrounding buildings.
    3. Height Weight, Scale
        a) The new building height is compatible with adjacent buildings.
        b) Not greater than one story taller than adjacent buildings. Single-story proposed.
        c) The relationship between width and height is in proportion to the building's neighbors.
        d) Off-street parking is not provided between buildings.
    4. Form
        a) Large surfaces are articulated with reveal patterns, material and color changes, and details.
        b) Wall surfaces do not exceed 250 s.f. or continuous runs greater than 40 ft without articulation.
        c) Building facades have a balance of solid and transparent surfaces. Where clear glazing cannot be provided faux storefronts are included.
        d) Greater than 40% of the main façade is comprised of storefront windows.
        e) The articulation and material on the façade is appropriate to the style and character of the building. All facades have clearly defined vertical divisions.
        f) Low-maintenance finish materials are provided at the ground floor (wainscot).
        g) The facade includes an arcade / roof overhang, wainscoting, and varied materials contributing to the overall character and enhance pedestrian scale.
    5. Building Materials and Colors
        a) Masonry is used at building bases.
        b) Earth tones are used.
        c) Smooth finished cement plaster in lighter shades are used as the primary wall material.
        d) Horizontal lap siding in earth tones is used as an accent wall material.

        e) Painted heavy timber beams and posts are used at the main colonnade.
        f) Metal roofing materials are used at the main colonnade and carwash.
    6. Discouraged building materials
        a) None of the discouraged materials are proposed.
- Outdoor retail sales
    1. Not applicable.
- Landscape
    1. Quantity and location of landscaping will be consistent with the zoning code.
    2. Outdoor dining – not applicable.
    3. Outdoor dining – not applicable.
- Hardscape
    1. New hardscape is provided in the space between the curb and the building.
    2. Pedestrian amenities include pedestrian-scaled lighting, faux storefronts, varied textures, and roof overhang design matching the main colonnade.
    3. Pedestrian amenities continue around to the main façade of the building.
    4. Outdoor furniture – not applicable.
    5. Outdoor furniture – not applicable.
    6. Outdoor furniture – not applicable.
    7. Exterior vending machines – not proposed and not allowed.
    8. Signs on outdoor furniture – not applicable.
    9. Utility boxes are incorporated into the building design and screened between the carwash and the c-store building.
    10. Accent materials will be included where appropriate within sidewalks, ramps, etc.
- Streetscape
    1. Improvements include pedestrian-oriented features such as the extended awning / colonnade.
    2. Sidewalks do not front on Main Street. New right-of-way improvements will be consistent with design standards for highway 49.
    3. Style of materials will be consistent with design standards for highway 49.
    4. Lighting will be LED which exceeds the energy efficiency of high-pressure sodium fixtures.
- Parking
    1. Shared parking is not applicable. Adjacent uses are separated by the lot configuration.
    2. No large parking lots proposed. Drive aisle configuration not applicable.
    3. Parking is located behind the carwash as viewed from highway 49 frontage.
    4. Carwash screens the parking from the highway frontage.
    5. No on-street parking is proposed.
    6. Off-street parking is not proposed between the building and the highway frontage.
- Access
    1. Primary pedestrian access is through the main colonnade which is accessed from the street frontage.
    2. Vehicle and pedestrian circulation patterns are simple and obvious.
    3. Circulation avoids conflict between vehicles and people.
    4. Non-slip accessible surfaces will be provided.
    5. No bicycle routes proposed.
    6. Pedestrian paths are separated from automobile circulation routes.
    7. Right-of-way paving will comply with design standards for highway 49.
    8. Paving materials will vary at the overlap of pedestrian and vehicular areas.
    9. Pedestrian paths are primarily served by the main colonnade, including lighting and overhead protection.
    10. Routes will be well lit.

11. No pedestrian alleys proposed.

- Entry and Gateway Signage – not applicable.
- Wayfinding and Directional Signage – not applicable.
- Historic Signage – not applicable.
- Storefront Signage
    1. Signage is in compliance with all specific points in this section. Refer to detailed signage plans for details, dimensions, and relation to adjacent features such as mounting on fields with natural wood appearance.

While freestanding signs are not addressed in the guidelines, public comment indicated concern with a freestanding sign proposed at the code-allowed height of 12 feet. The applicant has voluntarily reduced the height to feet 8 inches.

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.

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. The applicant has made numerous concessions to the Franchisor’s brand standards in order to make the design more consistent with the downtown area.

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.